

RESOLUTION NO.

WHEREAS, the proposed Capital Area Metropolitan Planning Organization (CAMPO) 2040 Regional Transportation Plan includes a series of expansions and improvements to MoPac Expressway (MoPac) and State Highway 45 SW (SH 45 SW) that taken together, constitute a single project effectively transforming MoPac from a local commuter highway into a western alternative bypass loop for Interstate 35 traffic; and

WHEREAS, the CAMPO long-range regional transportation plan has included the addition of one managed lane in each direction at the existing deck level on MoPac between Cesar Chavez Boulevard and Slaughter Lane; and

WHEREAS, the Central Texas Regional Mobility Authority (CTRMA) has proposed doubling these lanes in the CAMPO 2040 plan on MoPac between Cesar Chavez Boulevard and Slaughter Lane, and the proposed increase from one to two lanes in each direction represents a significant diversion from the 2035 plan; and

WHEREAS, this proposed project includes the addition of more than a mile of elevated lanes above the existing deck that would cross Lady Bird Lake and Zilker Park and converge with Cesar Chavez Boulevard traffic adjacent to Austin High School; and

WHEREAS, on March 31, 2015, a diverse coalition of more than 250 Austin and Rollingwood residents, environmental activists, and parents of Austin High School students attended a community forum to discuss the proposed regional transportation plan amendment and expressed concerns about the proposed MoPac expansion and Lady Bird Lake crossing; and

WHEREAS, on April 1, 2015, the Austin Transportation Department issued a memo expressing “serious concerns regarding the technical feasibility of the

project and the evaluation of the impacts of the project on connecting roadways, as well as the environmental implications of the surrounding area,”; and

WHEREAS, this proposed project is located entirely within the City of Austin and poses significant negative impacts to both Zilker Park and Auditorium Shores, two of Austin’s premier public amenities, and the City Council should be given the opportunity to understand and evaluate any potential negative impacts; and

WHEREAS, through Resolution 20140515-063 City Council requested a comprehensive study of financial, transportation, and environmental impacts, along with a study of transportation alternatives to proposed expansions and improvements to MoPac, from the southern terminus of MoPac to Cesar Chavez, prior to taking further steps to build SH 45 SW or expand South MoPac; and

WHEREAS, this study has not yet been conducted and should be coordinated among the relevant entities; and

WHEREAS, on May 11, 2015, the CAMPO Transportation Policy Board is scheduled to vote on the adoption of the CAMPO 2040 Regional Transportation Plan, which includes items relating to the proposed expansions of MoPac from Cesar Chavez to the southern terminus as well as the proposed construction of SH 45 SW from Mopac to Interstate 35; **NOW, THEREFORE,**

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:

The City Manager, in collaboration with Travis County, CTRMA, and Rollingwood, is directed to conduct an analysis of the transportation and environmental impacts of the proposed MoPac expansion and related flyovers on

Cesar Chavez Boulevard, West 5th Street, Austin High School, Zilker Park, Lady Bird Lake, and adjacent neighborhoods.

BE IT FURTHER RESOLVED:

The City Manager is directed to provide a report on a range of alternatives to the proposed expansion of managed lanes on MoPac between Cesar Chavez Boulevard and Slaughter Lane to the Mobility Committee of the City Council no later than June 2015.

BE IT FURTHER RESOLVED:

The City of Austin formally opposes the proposed expansion of MoPac South from one managed lane in each direction to two managed lanes in each direction and requests that the expansion be removed from the CAMPO 2040 Regional Transportation Plan pending the results of the aforementioned study.

BE IT FURTHER RESOLVED:

The City Manager is directed to request that any language setting the scope of a study of the MoPac expansion in the CAMPO 2040 plan include one managed lane in each direction and a no-build option.

ADOPTED: _____, 2015

ATTEST: _____

Jannette S. Goodall
City Clerk