



Resolution of the Zilker Neighborhood Association Executive Committee Regarding the MoPac South Project

July 1, 2024

Whereas, Zilker NA previously opposed the CTRMA's "Mopac South" project in the 2014-2015 timeframe; and

Whereas, while some details have changed, CTRMA has recently resurrected this project to again propose adding two new toll lanes in each direction (total of 4 lanes) from Cesar Chavez to Slaughter Lane; and

Whereas, this time CTRMA has expanded the project, proposing to add one new free lane in each direction between William Cannon and Slaughter Lane, for a total expansion of 6 new lanes in this segment; and

Whereas, if constructed, both construction and operation of the project would do direct harm to Lady Bird Lake parkland, Austin High School, Lady Bird Lake, Zilker Park, Barton Springs, the Barton Creek Greenbelt, Barton Creek, Gaines Creek, Williamson Creek, the Barton Springs Edwards Aquifer recharge zone, and other park land and neighborhoods along the project route; and

Whereas, travel patterns and congestion have dropped since the pandemic and more people are telecommuting and otherwise avoiding peak hour commuting; and

Whereas, Hays County, over the objection of the Travis County Commissioners Court and with a contractor led by the former CTRMA Executive Director, is simultaneously moving with studies and planning aimed at connecting SH 45 SW to I-35, with roughly half of this project located in Travis County; and

Whereas, if these two projects are both completed, Mopac would be converted from a local commuter highway into an alternative Interstate 35, inviting large amounts of interregional and interstate traffic, including truck traffic, onto Mopac, with harm to the environment, neighbors and local commuters from Travis county, northern Hays County and Williamson County; and

Whereas, CTRMA staff and contractors are continuing to use outdated traffic modeling methods and older traffic, population, and population distribution projections that do not reflect current or reasonably expected future conditions; and

Whereas, building such a massive highway expansion inviting yet more and more longer distance commuting conflicts directly with both City of Austin and Travis County climate protection goals; and

Whereas, alternative, much more affordable and effective demand management strategies and traffic flow technologies are available to prevent and reduce congestion without causing air, noise, and water pollution, harm to endangered species habitats, increased carbon emission, and harm to Austin High School and limited parkland;

NOW THEREFORE, the Zilker Neighborhood Association Executive Committee urges the Board of Directors of the Central Texas Regional Mobility Authority to drop this project; and

Further, requests the Austin City Council and the Travis County Commissioners Court to work with the ZNA Executive Committee and other organizations to oppose the CTRMA Mopac South project and to, instead, support traffic demand reduction strategies and safety improvements that protect our public trust resources, including but not limited to buying more land and conservation easements to permanently protect more land in the Barton Springs Edwards Aquifer watershed.