



Resolution of the Zilker Neighborhood Association Opposing the MoPac South Project Adopted by membership January 27, 2025

Whereas, The Zilker Neighborhood Association Executive Committee previously opposed the CTRMA's "MoPac South" project in a [resolution dated July 1, 2024](#);

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 new lanes) from Cesar Chavez to Slaughter Lane;

Whereas, As proposed, the bridge over Lady Bird Lake, Zilker Park, and Austin High School would be expanded from 8 lanes to 13 lanes;

Whereas, CTRMA has expanded the project, proposing to add between one and three new auxiliary and free lanes in each direction along the eight mile route;

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 parkland and neighborhoods along the project route;

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

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 forward with studies and planning aimed at connecting State Highway 45 Southwest to I-35, with roughly half of this project located in Travis County;

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;

Whereas, CTRMA staff and contractors are continuing to use outdated traffic modelling methods and older traffic, population, and population distribution projections that do not reflect current or reasonably expected future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

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

Whereas, Alternative and 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 emissions, and harm to Austin High School and scarce parkland; now therefore, be it

Resolved, That the Zilker Neighborhood Association urges the Board of Directors of the Central Texas Regional Mobility Authority to drop the proposed project and consider other, more affordable, less environmentally damaging alternatives that will improve MoPac traffic flow for local commuters.

Resolved, That the Zilker Neighborhood Association requests the Austin City Council, the Rollingwood City Council, the Austin ISD Board of Trustees, and the Travis County Commissioners Court to work with the Zilker Neighborhood Association and other organizations to oppose the CTRMA MoPac South project as proposed and to instead support traffic demand reduction strategies and safety improvements that protect our public trust resources, including buying more land and conservation easements to permanently protect more land in the Barton Springs Edwards Aquifer watershed.