

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 2035 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 could include 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 could pose 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; and

WHEREAS, the City Council supports CTRMA's stated desire to continue studying all transportation alternatives for the South MoPac corridor, including configurations that include two-lane, one-lane, and no build options, before reaching a final decision; and

~~WHEREAS, an affirmative vote by the CAMPO Transportation Policy Board at the upcoming May 11, 2015, meeting approving the 2040 Regional Transportation Plan that officially expands the MoPac South project to two managed lanes in each direction would preclude the need for an additional vote by the CAMPO Transportation Policy Board; and~~

WHEREAS, the ongoing professional review and community discussions will inform the development and consideration of alternatives; and

~~WHEREAS, maintaining the MoPac South project to reflect one lane in each direction until further study is completed preserves the ability for City Council Members that sit on the CAMPO Regional Transportation Policy Board to officially vote on a potential increase of lanes to the project through a formal plan amendment that can be presented later 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 ^{Council} Austin directs the City Manager to request that the CAMPO 2040 Regional Transportation Plan be amended to include language that:

(1) reflects a re-configuration of South MoPac, with an unspecified or a variable number of lanes, not to exceed 2 managed lanes in each direction, which requires the CAMPO Transportation Policy Board to approve the optimum configuration after completion of the study and analysis now underway~~reflects the language adopted in the CAMPO 2035 Regional Transportation Plan, and~~

(2) states the intention to study all options for the proposed expansion of managed lanes on MoPac between Cesar Chavez Blvd and Slaughter Lane – one express lane in either direction and no-build, as well as two express lanes.

BE IT FURTHER RESOLVED:

The City of ^{Council} Austin directs the City Manager to request this approach to ~~preserve the ability for~~ require the CAMPO Transportation Policy Board to approve the appropriate configuration after completing and basing the decision on a thorough environmental, traffic, and funding study and analysis.

ADOPTED: _____, 2015 ATTEST: _____

Jannette S. Goodall
City Clerk