



Travis County Commissioners Court Agenda Request

Meeting Date: December 2, 2014

Prepared By: Wendy Scaperotta **Phone #:** (512) 854-7655

Division Director/Manager: Anna Bowlin, Development Services and Long Range Planning Division Director

Carol B. J. L. L.
Department Head: Steven M. Manilla, P.E., County Executive-TNR

Sponsoring Court Member: County Judge Samuel T. Biscoe

AGENDA LANGUAGE: Consider and take appropriate action on public engagement findings and recommended revisions to the Land, Water, and Transportation Plan.

BACKGROUND/SUMMARY OF REQUEST:

Transportation and Natural Resources (TNR) staff prepared a draft Land, Water, and Transportation Plan (LWTP) that the Commissioners Court (Court) approved for public review on June 24, 2014. The Court also approved the proposed Public Engagement Plan for a robust, inclusive process that would provide many opportunities for public input. The review kicked off on August 15, 2014 and continued through October 1, 2014. The findings are presented in Exhibit A: Public Engagement Report and associated revisions to the LWTP are provided in Exhibit B: Staff Recommendations.

The four documents comprising the LWTP with recommended revisions are attached as Exhibit C: Revised Executive Summary, Exhibit D: Revised Growth Guidance Plan, Exhibit E: Revised Background Report, and Exhibit D: Revised Summary of Select Plans, Ordinances, and Rules.

TNR staff requests the Court to consider public input and recommended revisions to the plan for the purpose of adopting the LWTP.

STAFF RECOMMENDATIONS:

TNR staff recommends adoption of the LWTP.

ISSUES AND OPPORTUNITIES:

The LWTP provides a framework for guiding growth to balance development and conservation in unincorporated Travis County. Adoption of this plan will help a) set legislative agendas, b) develop Capital Improvement Program (CIP) priorities, c) guide growth-related policies, d) guide collaborative planning and public/private

partnerships, e) develop budget priorities, and f) guide departmental annual work plan assignments.

FISCAL IMPACT AND SOURCE OF FUNDING:

None

ATTACHMENTS/EXHIBITS:

- Exhibit A: Public Engagement Report
- Exhibit B: Staff Recommendations
- Exhibit C: Revised Executive Summary
- Exhibit D: Revised Growth Guidance Plan
- Exhibit E: Revised Background Report
- Exhibit F: Revised Summary of Select Plans, Ordinances, and Rules

REQUIRED AUTHORIZATIONS:

Cynthia McDonald	Financial Manager	TNR	(512) 854-4239
Steven M. Manilla	County Executive	TNR	(512) 854-9429

CC:

Scheleen Walker	Planning Program Mgr	TNR	(512) 854-4603
Wendy Scaperotta	Planning Project Mgr	TNR	(512) 854-7655
Charlie Watts	Planning Project Mgr	TNR	(512) 854-7654
Melissa Zone	Senior Planner	TNR	(512) 854-9435

: :
1101 - Development Services Long Range Planning -



Travis County Commissioners Court Agenda Request

Meeting Date: November 25, 2014

Prepared By: Wendy Scaperotta **Phone #:** (512) 854-7655

Division Director/Manager: Anna Bowlin, Development Services and Long Range Planning Division Director

Department Head:  Steven M. Manila, P.E., County Executive-TNR

Sponsoring Court Member: County Judge Samuel T. Biscoe

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Exhibit C: Revised Executive Summary

Exhibit D: Revised Growth Guidance Plan

Exhibit E: Revised Background Report

Exhibit F: Revised Summary of Select Plans, Ordinances, and Rules

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1101 - Development Services Long Range Planning -

EXHIBIT A: PUBLIC ENGAGEMENT REPORT



Photo Credits for Cover Page from top left moving clockwise:

McCallum Public Meeting photographed by CD&P; Manor Public Meeting photographed by CD&P; Travis County Public Meeting photographed by CD&P; Wildflowers photographed by Jason Spangler; Hamilton Pool photograph courtesy of Travis County; Downtown Public Meeting photographed by CD&P; Vandegrift Public Meeting photographed by CD&P; Land Development photograph courtesy of Bosse & Associates (Colorado River Plan); Sign photograph courtesy Dwyer Realty; Downtown Public Meeting photographed by CD&P; Dark Skies Photo photograph courtesy of HCA Night Skies Efforts; Conservation Land abutting Wilbarger Creek photograph courtesy of Wilbarger Creek Conservation Alliance; Pogue Springs photograph courtesy of Travis County; AISD Back to School Bash photographed by CD&P.

Travis County Commissioners Court

Judge Samuel T. Biscoe, Travis County Judge

Commissioner Ron Davis, Precinct 1

Commissioner Bruce Todd, Precinct 2

Commissioner Gerald Daugherty, Precinct 3

Commissioner Margaret Gómez, Precinct 4



Prepared by Transportation and Natural Resources

Steve M. Manilla, P.E., County Executive

Project Management

Anna Bowlin, Division Director Development Services and Long Range Planning

Melissa Zone, Senior Planner

Land Conservation

Wendy Scaperotta, Planning Project Manager

Thomas Webber, Environmental Quality Program Manager

Jon White, Division Director, Natural Resources and Environmental Quality

Development and Transportation

Charlie Watts, Planning Project Manager

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Executive Summary

Travis County Transportation and Natural Resources Department (TNR) and their consultant Concept Development & Planning (CD&P) developed a plan to share the Draft Land Water and Transportation Plan (LWTP) with the public, collect their feedback, and report back to the Commissioners Court on what the public felt about the Draft Plan. The Court approved the project team taking this Plan to the public on July 1, 2014. This report provides details on the public engagement activities and what was heard from those that shared comments and preferences on the Draft Plan.

Public Engagement Highlights

The goals of the Public Engagement Process were to create public awareness of the Draft Plan and generate participation of a broad range of stakeholders through a transparent process. The project team offered several different opportunities for Travis County residents to get involved such as attending meetings, seeing our team out in the community at events, through their and social media activities, and even participating from the convenience of their own homes through our online presentation and survey. Below is a snapshot of the results.

 **1,329**
EMAIL CONTACTS

OVER 500 REACHED
AGENCIES + JURISDICTIONS + COMMUNITY ORGANIZATIONS

OVER 1,797  USERS REACHED BY OUR EFFORTS

 **33** TWEETS & **40** RETWEETS

DRAFT PLAN, FLYERS, WEBPAGE, ADS WERE TRANSLATED IN SPANISH

 COMMENTS COLLECTED **728**

15 COMMUNITY MEETINGS REACHING **650** PEOPLE

7 PUBLIC MEETINGS REACHING **82** PEOPLE



1,223
SURVEY RESPONSES

What We Heard

Travis County citizens had many opportunities to share their preferences, opinions, and general comments and questions on the Draft LWTP. An online survey was used to collect input on specific topics as well as general comments and any additional comments and questions were collected via comment cards distributed at meetings and emails sent to the project email address.



Survey Response Summary

Question 1

- 77% of respondents reported they live within a City or other jurisdiction in the county
- 23% of respondents reported they live in the unincorporated areas of the county

Question 2

- The greatest number of respondents live along the 620 corridor

Question 3

- The greatest number of respondents work in the downtown Austin area

Question 4

- The majority of respondents agree with the conservation priorities presented

Question 5

- The majority of respondents agree with potential strategies for funding land conservation strategies, with the least supported strategy being the purchase of flood-prone properties

Question 6

- Open ended question for additional comments on land conservation – see written comments in Appendix B

Question 7

- The majority of survey respondents indicated support for Activity Centers

Question 8

- The majority of respondents agree with supporting the 620 Corridor while 37% agree with supporting the 130 Corridor (a significant number were neutral on both corridors)

Question 9

- The majority of respondents agree with the potential incentives to support the development of Activity Centers, with the least supported types being tax increment finance, public improvement districts, and tax abatements

Question 10

- The majority of respondents indicated the length of their commute and living in communities with trails, sidewalks, and bike paths are important to them when choosing where to live and respondents were split on the importance of living near transit or bike facilities

Questions 11

- The majority of respondents indicated it is important that they can drive for non work related travel and respondents were split on the importance of living in a community where they could use transit or bike for non work related travel

Question 12

- Open ended question for additional comments on transportation and development – see written comments in Appendix C

Question 13

- Gender – number of responses for men and women were near equal

Question 14

- Age – most respondents were between the ages of 25-55 with good representation among all ages

Question 15

- Race/ethnicity
 - 871 respondents were white
 - 23 respondents were black/African American
 - 24 respondents were Native American
 - 61 respondents were Hispanic/Latino
 - 40 respondents were Asian
 - 271 respondents skipped this question

Question 16

- Household income
 - 5 respondents less than \$10,000
 - 134 respondents \$10,000 to \$49,000
 - 259 respondents \$50,000 to \$99,000
 - 205 respondents \$100,000 to \$149,000
 - 313 respondents \$150,000 +

Question 17

- Contact information

Question 18

- Majority of respondents learned of survey from social media closely followed by community groups or meetings

Top Issues Noted in Comments

- Traffic congestion (emphasis on 620/2222)
- Prioritizing roadway improvements
- Increasing alternative modes of travel
- New development – compact growth and limiting growth
- Existing developments – address existing transportation infrastructure before additional growth
- Support land conservation particularly to protect water resources
- Balance conservation and development without sacrificing improvements for congestion relief, safety, and mobility

Public Outreach

The project team employed a wide range of outreach tools to inform residents of Travis County about how to become involved in the development of the LWTP. The following is a detailed report on the tools used and the audiences reached during the public engagement period.

Email Updates

The project team collected email addresses throughout the public engagement process to keep stakeholders updated on the project. The database was made up of: Travis County’s database of approximately 500 people who attended previous bond and planning meetings; 700 contacts added by CD&P; and 130 contacts who signed up during the LWTP process.

Seven emails were sent to the LWTP project database between August 27, 2014 and October 1, 2014 sharing project information and opportunities to participate to the final database of 1,329 emails. Below are dates and number of email addresses the updates were sent to. Updates were sent out via Mail Chimp and new email addresses were uploaded daily. Emails contained LWTP project information, public meeting dates and logistics, a link to the LWTP Survey, the project webpage and email address, as well as social media links to Twitter and Facebook.

Additional emails will be distributed to announce the Commissioners Court update information and announcing the Court’s decision on the LWTP.



LWTP Email Update

Date Email was Sent	Number of Recipients
August 27, 2014	1,195
September 3, 2014	1,212
September 11, 2014	1,205
September 17, 2014	1,289
September 24, 2014	1,310
September 29, 2014	1,307
October 1, 2014	1,329

LWTP Email Updates Sent

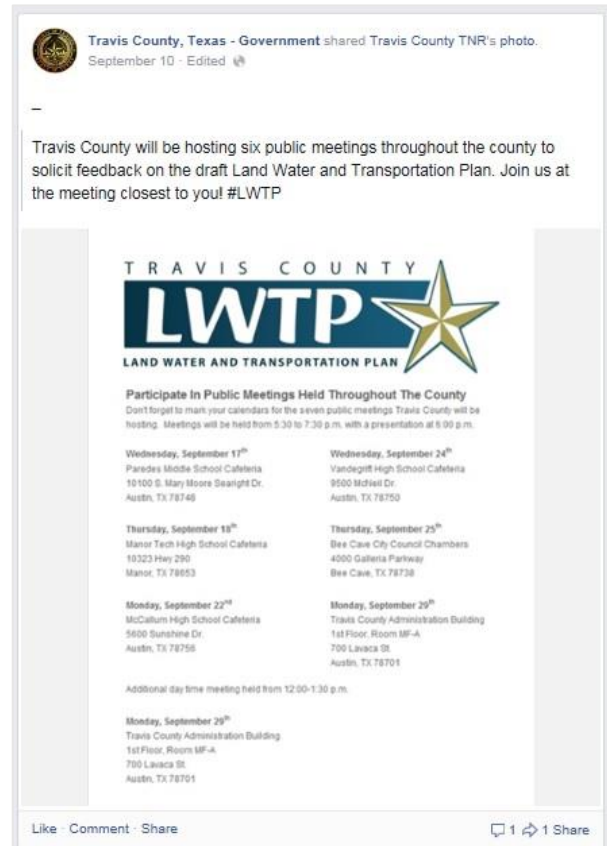
Social Media

As another tool to help increase public awareness about the Draft LWTP and the TNR Department, a social media campaign was employed. Messages ranged from general in nature to specific calls to action for participation. Photographs were also used in real time to encourage participation. To share information on the Draft LWTP the Travis County Facebook page was used and the TNR Twitter account was used. The social media campaign ran from August 15 to October 1, 2014.

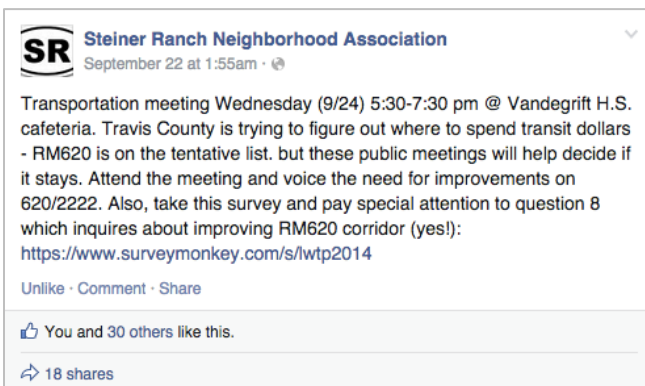
A total of 16 Facebook posts resulted in an organic reach of 1,797, 116 clicks, and 41 interactions. Additionally, Facebook likes increased from 853 to 894 from August 22, 2014 to October 1, 2014. A total of 33 original tweets garnered a potential reach of 107,865. The most retweeted posts generated a potential reach of 24,197.



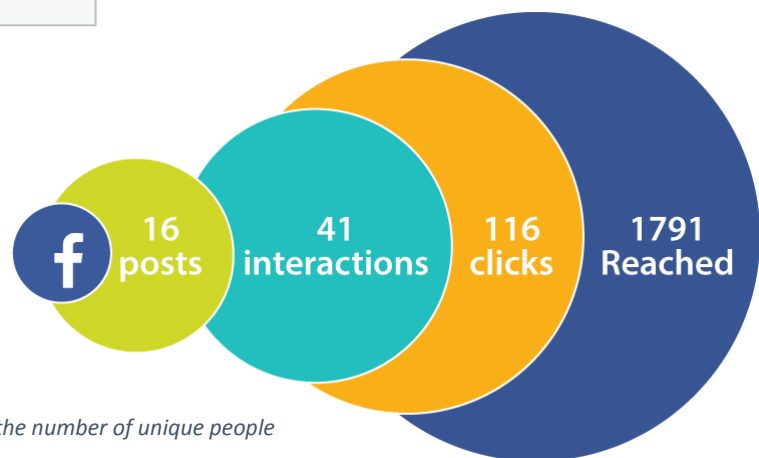
Twitter Stats - Reach equals our followers plus the followers of those who retweeted, and indicates the number of people who may have seen the tweets.



Sample LWTP Facebook Post



Sample Facebook Post on a neighborhood association Facebook page



Facebook Stats - Reach equals the number of unique people who were shown our posts.

Media Outreach

The project team sent two media releases to over 200 local media outlets and media websites promoting the project and the public meetings. The following is a sample of media coverage:

- Austin Business Journal – July 2, 2014
- Austin Monitor – July 2, 2014
- Austin Monitor – September 18, 2014
- BlacklandReporter.com – August 28, 2014
- Clear Channel – September 7, 2014
- Community Impact – October 8, 2014
- Four Points News – October 8, 2014
- KXAN – September 17, 2014



Steve Manilla gives an interview to KXAN



Steve Manilla and Melissa Zone give an interview to Clear Channel for their Community Involvement program.

COMMUNITY IMPACT
 LOCAL. USEFUL. EVERYONE GETS IT.
 Austin Metro DFW Metro Houston Metro Healthcare Vote 2014 About

Travis County plans for new growth
 by Leslie Bassman October 5, 2014 12:00 AM

Do you like this?
 Like One person likes this. Be the first of your friends.

RSS Print

Proposed activity centers and transportation corridors

Travis County's proposed Land, Water and Transportation Plan includes developing activity centers and transit corridors, or transportation corridors. The plan encompasses the 40-50 corridor in western Travis County and NH 190 in the east.

What is TNR?

The Travis County Commissioners Court, through Travis County Transportation and Natural Resources, or TNR, has jurisdiction in the unincorporated areas to:

- Plan roads, parks, land conservation projects and transit systems
- Regulate development to bring in high-quality transit, services and amenities
- Create emergency/crisis/ disaster practices including plans for roads and utilities
- Infrastructure resources

Activity centers
 Corridors are meant to serve as transportation corridors

Source: Travis County Transportation and Natural Resources

Community Impact newspaper coverage, October 2014

Advertisements

The goal of the media plan was to increase and grow community awareness of the Draft LWTP and participation in public meetings and the online survey.

Several media outlets were selected for placement of paid advertising.

Radio

A total 76 radio spots ran between September 15th and September 24th.

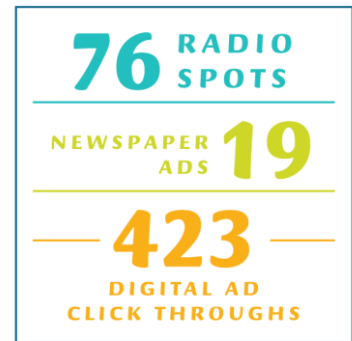
A mixture of 15 and 30 second spots were placed on the following stations:

- 93.3 KGSR
- KMFA Classically Austin 89.5
- KAZI FM 88.7
- KUT Austin 90.5
- 107.1 La Z KLZT
- KLZT-HD2 Latino 102.7

Print

A total of 19 display advertisements were placed in the following newspapers:

- The Austin Chronicle
- The Austin Times
- The Austin Villager
- The Daily Texan
- El Mundo
- Elgin Courier
- Lake Travis View
- Oak Hill Gazette
- Pflugerville Pflag
- West Austin News
- Westlake Picayune



SHARE **YOUR** FEEDBACK

TRAVIS COUNTY

LWTP

LAND WATER AND TRANSPORTATION PLAN

PUBLIC MEETINGS ACROSS THE COUNTY
OPEN HOUSE 5:30-7:30; PRESENTATION AT 6

SEPT 17 - PAREDES MIDDLE SCHOOL
10100 S. Mary Moore Searight Dr, Austin, TX 78748

SEPT 18 - MANOR TECH HIGH SCHOOL
10323 Hwy 290, Manor, TX 78653

SEPT 22 - MCCALLUM HIGH SCHOOL
5600 Sunshine Dr, Austin, TX 78756

SEPT 24 - VANDEGRIFT HIGH SCHOOL
9500 McNeil Dr, Austin, TX 78750

SEPT 25 - BEE CAVE CITY COUNCIL CHAMBERS
4000 Galleria Parkway, Bee Cave, TX 78738

SEPT 29 - TRAVIS COUNTY ADMIN BLDG (12 & 5:30)
700 Lavaca, Austin TX 78704

TAKE THE ONLINE SURVEY OR FOR DETAILS

WWW.CO.TRAVIS.TX.US/LWTP

(512) 387-1730 • lwtp@co.travis.tx.us

LWTP Display Advertisement

Digital

The team also placed 3 digital ads on several community websites. The ads appeared a total of 428,226 times and resulted in 423 individual clicks linking to the project webpage.

TRAVIS COUNTY

LWTP

LAND WATER AND TRANSPORTATION PLAN

TAKE AN ONLINE SURVEY OR
ATTEND A PUBLIC MEETING

For More Information
CLICK HERE

LWTP Digital Advertisement - Banner

The following are websites where the digital ads appeared.

- www.austinchronicle.com
- www.kvue.com
- www.kxan.com
- www.myfoxaustin.com
- www.statesman.com
- www.texastribune.com
- www.univisionaustin.univision.com
- www.theaustintimes.com
- www.thecwaustin.com
- www.keyetv.com
- www.myaustintv.com
- www.austin360.com
- www.austin.citysearch.com
- www.austin.ynn.com



LWTP Digital Advertisement - Display

Community Outreach

The project team took a proactive approach in reaching local community organizations. Contacts were obtained for organizations that typically participate in similar planning efforts as well as those groups that reach individuals that don't traditionally participate in similar efforts. The team offered to share information to their group via a community meeting, asked them to include information in emails to their databases, share social media posts, and distribute information on how to participate in any meetings or events they had planned. The email database included over 500 contacts for community organizations. The project team also reached out via phone to over 60 organizations and contacts. The following is a sampling of community websites that posted meeting information or links to the online survey:

- austintexas.gov
- beecavetexas.com
- bikeaustin.org
- buildingatx.com
- downtownaustin.com
- lagovistaisd.net
- lakeway-tx.gov
- lakewayupdate.blogspot.com
- lovenorthaustin.com
- pfchamber.com
- saraeckhardt.com
- sierraclub.org/austin
- traviscountymud2.org



City of Bee Cave shared meeting information

Jurisdictional Outreach

The project team provided hard copies of the Draft LWTP to all 22 jurisdictions within Travis County to ensure each had the opportunity to review and provide comments. Each set was sent with a letter from Judge Biscoe requesting input from the jurisdiction. Written responses were received from Lakeway, Leander, and Pflugerville. In addition, representatives of several jurisdictions and agencies attended events, visited with staff, and distributed project information.

The team also emailed 33 local municipal utility districts, school districts, and land, water, and transportation agencies in the email distribution list to provide opportunity for those entities to submit comments on the Draft LWTP.

Webpage

The project team worked closely with the Travis County web team to develop a project webpage for the Draft LWTP. The opening page shared background information, project goals, and information on how to get involved. There were additional pages sharing all project materials, the Draft LWTP documents, and the schedule. Contact information, a link to all Spanish materials, and a link to the online survey was included on the right hand bar of each page.

The team also recorded a presentation and posted it to the webpage so that anyone unable to make it to a meeting was still able to learn more about the planning process before taking the survey or sharing their feedback. From August 15 to October 1, 2014, visits to the webpage were tracked showing that 2,831 unique page views and 3,851 page views were received. Of the unique page views, 1,772 were to the project homepage; 374 to the Draft Plan; 347 to the project materials; 261 to the project schedule; and 58 to the Spanish page. The webpage was a great tool offering the ability for people to learn about the Draft LWTP and get involved at their convenience.

The screenshot shows the Travis County website for the Land, Water, and Transportation Plan (LWTP). The page features a navigation menu, a search bar, and a main content area with a 'PUBLIC MEETINGS SCHEDULED' banner. A callout box on the left provides the following statistics:

- August 15 to October 1, 2014
- 2,831 UNIQUE PAGE VIEWS
- UNIQUE PAGE VIEWS TO THE SPANISH PAGE 58
- 3,851 TOTAL PAGE VIEWS

The webpage content includes:

- Navigation: TRAVIS COUNTY TX GOV, DIRECTORY, GOVERNMENT, JUSTICE, BUSINESS, RESIDENT, ONLINE SERVICES
- Search: Select Language, Google Custom Search
- Left Sidebar: LWTP, Engagement Schedule, Project Materials, Draft Plan
- Main Content: LAND WATER AND TRANSPORTATION PLAN, PUBLIC MEETINGS SCHEDULED (CLICK HERE FOR MORE DETAILS), Recorded Presentation available to learn more about the Draft LWTP: [Click here for more details](#)
- Text: The population of Travis County is forecasted to grow from the 2010 census count of 1 million by approximately 50% to 1.5 million people by 2035. Travis County must be prepared to meet the increasing demand for services that will accompany this substantial growth. The Land, Water, and Transportation Plan (LWTP) is a set of long-term goals and policies that will provide a framework for how the county protects its land and water resources and builds transportation and park systems. The Commissioners Court will use the LWTP to guide development and conservation of resources within Travis County.
- LWTP Development Process: DRAFT LWTP (Based on existing plans) → PUBLIC ENGAGEMENT (Gather input on draft LWTP AUG 15 - OCT 1 2014) → UPDATE LWTP (Based on analysis of public input OCT - NOV 2014) → PRESENT FINAL LWTP (Commissioner Court Adoption DEC 2014)
- Right Sidebar: TRAVIS COUNTY LWTP (Land Water and Transportation Plan), Para Español Haz Clic Aquí!, Contact (Arin Gray, Public Engagement Consultant, 512-387-1730, lwtp@traviscountytx.gov), Sign up for Updates, Tell us what you think! (Click here to take a short survey), We will come to you! (We are currently scheduling outreach efforts for community groups across the county!), Interested? (Send us an email with your organizations name and meeting information)

LWTP Webpage

Outreach to Environmental Justice Populations

The project team emphasized efforts to reach and solicit participation and input from groups and citizens who traditionally do not participate in civic planning efforts. The Executive Summary and Growth Guidance Plan sections of the Draft LWTP were translated into Spanish and a Spanish website was developed to share information on the public engagement process and the materials. The online survey was provided in Spanish as well. Media outlets that serve diverse demographics were selected to offer exposure to information about the meetings and the online survey. A team member who speaks Spanish was available at all public meetings and had the opportunity to visit with Spanish speaking attendees at several of the community meetings the team attended.

Highlights of the diversity of outreach efforts are noted below:

Events

- AISD Back to School Bash
- Manor ISD Back to School Event
- SFC Farmers Market

Media

- El Mundo, leading Spanish newspaper in Central Texas
- The Austin Times, local multicultural news source
- The Austin Villager, newspaper focused on the African American community
- KAZI FM 88.7, community radio station focused on serving the needs of the African American community
- 107.1 La Z KLZT, Spanish radio
- KLZT-HD2 Latino 102.7, Latino market radio
- KUT – Latino USA, weekly public radio show

Environmental Justice Outreach at a Glance

- Spanish materials
- Spanish webpage
- 58 unique page views
- Diverse community events
- Diverse media advertising

COMPARTÉ SUS COMENTARIOS

EL CONDADO DE TRAVIS

LWTP

PLAN DE TIERRA, AGUA, Y TRANSPORTE

REUNIONES PÚBLICAS CELEBRADAS EN TODO EL CONDADO
CASA ABIERTA A PARTIR DE 17:30 A LAS 19:30, PRESENTACIÓN A LAS 18:00.

17 de SEPT - PAREDES MIDDLE SCHOOL
10100 S. Mary Moore Searight Dr., Austin, TX 78748

18 de SEPT - MANOR TECH HIGH SCHOOL
10323 Hwy 290, Manor, TX 78653

22 de SEPT - MCCALLUM HIGH SCHOOL
5600 Sunshine Dr., Austin, TX 78756

24 de SEPT - VANDEGRIFT HIGH SCHOOL
9500 McNeil Dr., Austin, TX 78750

25 de SEPT - BEE CAVE CITY COUNCIL CHAMBERS
4000 Galleria Parkway, Bee Cave, TX 78738

29 de SEPT - TRAVIS COUNTY ADMIN BLDG (12:00-13:30 y 17:30-19:30)
700 Lavaca, Austin TX 78704

TOMA LA ENCUESTA O VISITE EL SITIO DE WEB PARA MÁS DETALLES

WWW.CO.TRAVIS.TX.US/LWTP/ESPANOL

(512) 387-1730 • lwtp@co.travis.tx.us

LWTP - Spanish Advertisement



LWTP – Bilingual Outreach at Manor ISD Event

Community Meetings

The team reached out to organizations to attend their scheduled meetings. Between the dates of August 11 and September 29, 2014, project team members attended 15 community meetings or events of various organizations around Travis County and reached over 650 individual attendees. Over 9,000 people attended these larger events and this information was readily available to all of them.

Community Meetings

The project team identified community organizations with regularly scheduled meetings and events to bring the LWTP information to them where they would already be meeting.

Date	Organization	No. of Attendees	Meeting Type
August 11, 2014	Real Estate Council of Austin	30	Presentation
August 11, 2014	Sustainable Food Policy Board	21	Presentation
August 16, 2014	AISD - Back to School Bash	250	Information Table (~9,000)
August 19, 2014	Rotary Club of Bee Cave	10	Presentation
August 19, 2014	Kiwanis Club - Northwest Austin	15	Presentation
August 22, 2014	MISD - School Resource Fair	60	Information Table (~300)
August 27, 2014	Austin Neighborhood Council	40	Information Table
September 2, 2014	SFC Farmer's Market - East Austin	10	Presentation
September 4, 2014	Austin Chamber of Commerce Transportation Committee	45	Presentation
September 7, 2014	Hope Farmers' Market - East Austin	15	Information Table
September 11, 2014	Lago Vista Planning and Zoning Commission	11	Presentation
September 15, 2014	Lakeway City Council Meeting	50	Presentation
September 17, 2014	Lake Travis Chamber of Commerce	40	Information Table
September 24, 2014	Lakeway Men's Breakfast Club	70	Presentation
September 29, 2014	City of Austin	9	Presentation
Total		661	Total Number of Attendees

The purpose of these meetings was to introduce the Draft LWTP to the public and promote public engagement opportunities, including the public meetings, the survey, and comment submission.

Team members had a table at five community events, passing out LWTP flyers with project and contact information. At the other nine meetings, a presentation on the LWTP and public engagement details was given and flyers were passed out. Email addresses were collected at all of the meetings and events, signing up attendees for project email updates.



LWTP – AISD Back to School Bash

Public Engagement Flyer shared at community meetings

Public Meetings

Travis County hosted seven public meetings during the public engagement period to share project information, visit with County citizens, and collect feedback. At least one meeting was held in each precinct.

Public Meeting Format

Each meeting was a hybrid format consisting of an open house period, a presentation and question and answer period followed by an additional open house period.

The open house section of the meeting included six different stations, each with multiple exhibits or handouts. Printed copies of the Draft LWTP and the accompanying background reports were also provided at each station. Copies of the Executive Summary and Growth Guidance Plan were available in Spanish.

Station 1: Sign In

Attendees were asked to sign in and leave their email address if they wished to be added to the contact list. Each was greeted with an overview of the meeting format and a printed handout to guide attendees through, and provide background for each station.

Station 2: Background and Process

Exhibits: Maps of Incorporated Areas of Travis County and Travis County Future Growth (population projections); and a diagram of the LWTP development process

Station 3: Land Conservation

Exhibits: Lands Conserved in Unincorporated Travis County; Land Conservation Concept Map; and an exhibit picturing Conservation Priorities; Parks Facilities Flyer and Matrix

Public Meetings

The project team invited the public to attend meetings hosted by Travis County to share a presentation and other information on the LWTP and to collect input from the community.



Public meeting at Manor Tech High School

Public Meeting Locations and Attendance

● Paredes Middle School	8
● Manor Tech High School	17
● McCallum High School	11
● Vandegrift High School	12
● Bee Cave City Hall	16
● Downtown Noon	18
● Downtown Evening	4

Station 4: Development and Transportation

Exhibits: Emerging Development Map; Development Concept Map; Colorado River Corridor Plan; CAMPO 2035 Plan

Station 5: LWTP Uses

Exhibits: Growth Guidance Map

Station 6: Feedback

Computers were set up at this station to provide attendees the opportunity to complete the online survey. Comment cards were also provided at this station.

Presentation

Travis County staff presented an overview of the Draft LWTP including information on the development of the Draft Plan, unincorporated and incorporated areas of the County, and discussed the County's regulatory ability. Then information was shared on Land Conservation including priorities, details on the different identified corridors and areas, and conservation strategies. Next, Transportation and Development details were shared including emerging development, priorities, and detailed information on Activity Centers and Transportation Corridors with highlights along the SH 130 and RM 620 Corridors. The presentation was wrapped up with highlights of opportunities and challenges noted in the Plan and a discussion of how the Plan would be used in the future.

The presentation was followed with time for the public to ask questions about the Plan, and what was presented. This question and answer period was informal and allowed staff and attendees to engage in thoughtful discussion about topics in the Draft LWTP and its purpose.

Survey Results

A survey was developed to collect feedback and community values on potential growth related policies and priorities identified in the Draft LWTP. The survey was promoted in all project communications and was taken on a volunteer basis. This is not a statistically valid or random sampling survey. The survey followed the Growth Guidance Plan and asked specific questions on Land Conservation as well as Transportation and Development.



Question 1

Answered question	1213
Skipped question	10

In what city or area of Travis County do you live? If you live outside of these city limits, please enter the subdivision in which you live or the nearest intersection to your home in the blank provided. (Example: Steiner Ranch, or FM 1100 and Abrahamson Rd.)

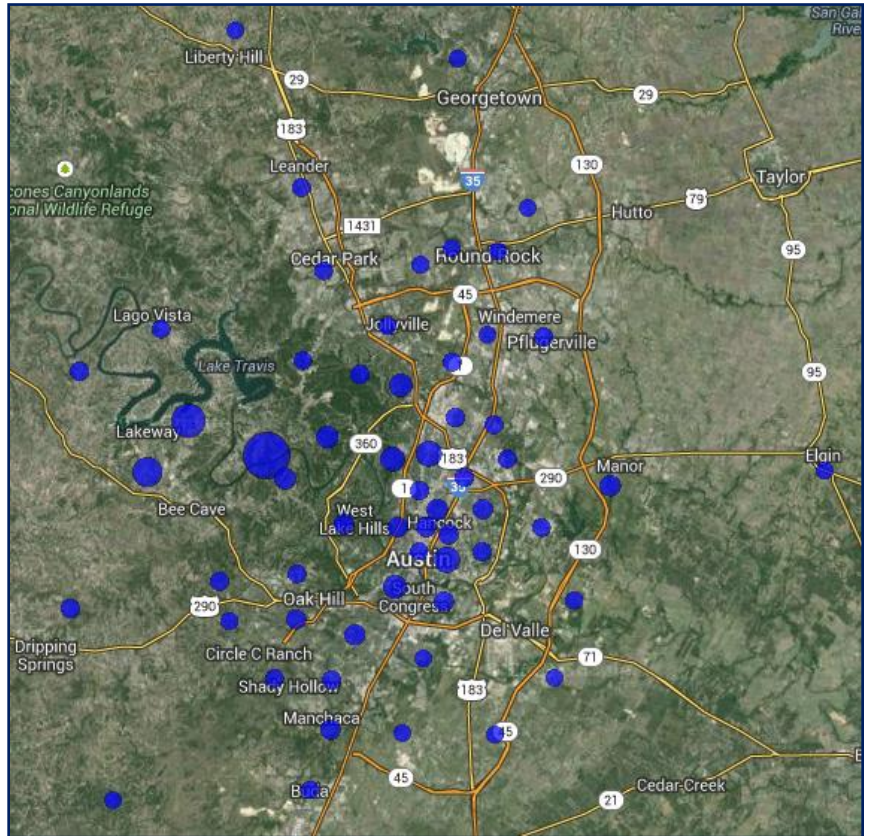
Response Count	Answer Options	Response Percent	Most Common Other Answers
634	Austin	68.0%	Steiner Ranch 172
49	Bee Cave	5.3%	Manchaca 13
6	Briarcliff	0.6%	River Place 11
9	Cedar Park	1.0%	Barton Creek West 8
5	Creedmoor	0.5%	Glenn Lake 8
3	Elgin	0.3%	Belvedere 7
1	Jonestown	0.1%	Hamilton Pool Road 7
141	Lakeway	15.1%	FourPoints 7
3	Leander	0.3%	Northwest Hills 5
8	Lago Vista	0.9%	Oak Hill 5
23	Manor	2.5%	Senna Hills 5
1	Mustang Ridge	0.1%	Shadow Glen 5
10	Pflugerville	1.1%	
0	Point Venture	0.0%	
3	Rollingwood	0.3%	
3	Round Rock	0.3%	
6	San Leanna	0.6%	
3	Sunset Valley	0.3%	
7	The Hills	0.8%	
8	Volente	0.9%	
2	Webberville	0.2%	
8	West Lake Hills	0.9%	
280	Other	23%	

Question 2

Answered question	1213
Skipped question	10

In what Zip Code do you live?

Count	Zip
206	78732
116	78734
85	78738
60	78702
59	78757
50	78731
42	78704
41	78759
36	78730
30	78733
28	78751
27	78653
26	78745
21	78703
21	78723
20	78705
19	78652
19	78722
19	78746
17	78741
17	78749
14	78750
13	78620
13	78669
12	78660
12	78752
12	78756
12	78758
11	78721
11	78748
10	78736
10	78753



Zip Code Map

Size of dot represents number of responses

Less than 10 responses received for the following zip codes:

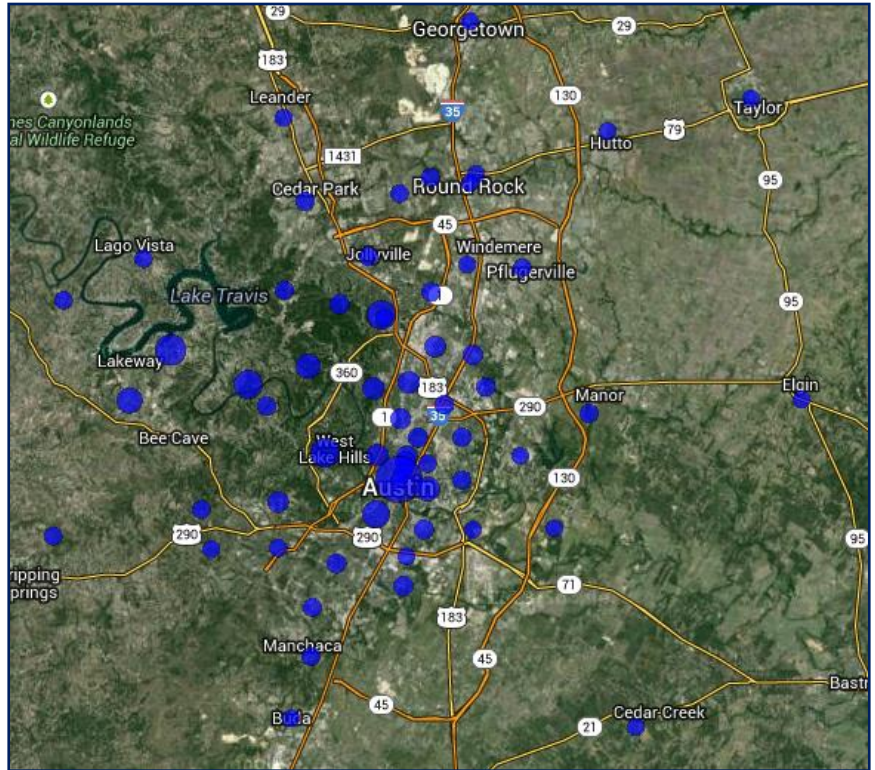
78641; 78727; 78735; 78645;
 78726; 78739; 78754; 78613;
 78724; 78725; 78701; 78610;
 78717; 78729; 78737; 78621;
 78663; 78664; 78744; 78617;
 78619; 78628; 78642; 78665;
 78681; 78719; 78728; 78747;
 79734; 79738; 79751; 95354

Question 3

Answered question	1143
Skipped question	80

In what Zip Code do you work?

Count	Zip
154	78701
73	78734
63	78746
63	78759
62	78732
55	78704
45	78738
41	78730
39	78702
26	78731
26	78757
25	78703
24	78712
23	78758
22	78705
21	78735
19	78756
16	78744
16	78753
15	78750
14	78741
14	78751
13	78745
12	78754
11	78727
10	78723
10	78733



Zip Code Map

Size of dot represents number of responses

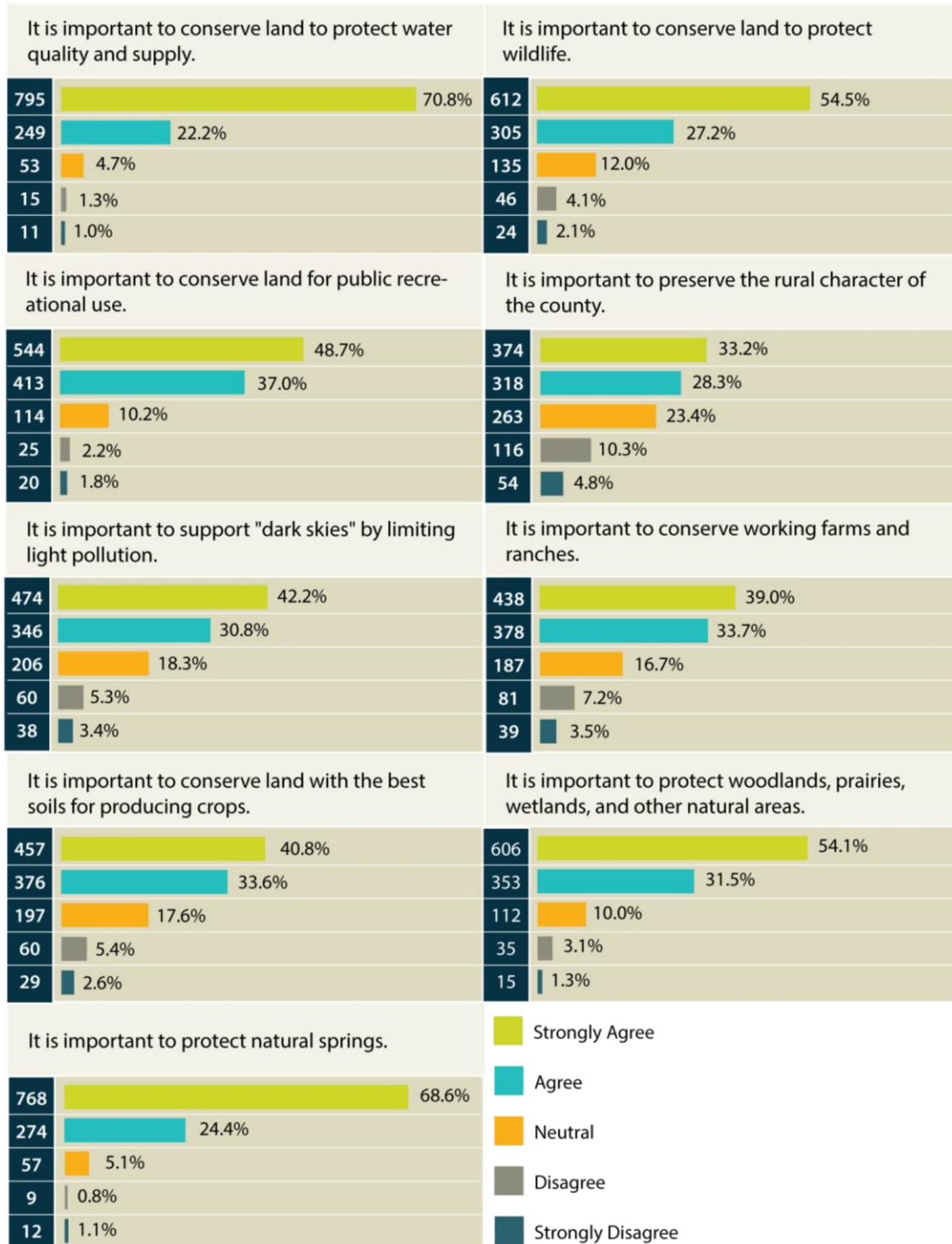
Less than 10 responses received for the following zip codes:

78613; 78653; 78726; 78729;
 78652; 78721; 78748; 78681;
 78736; 78620; 78660; 78717;
 78722; 78645; 78669; 78711;
 78749; 78682; 78641; 78682;
 78767; 78612; 78621; 78666;
 78728; 78737; 78740; 76513;
 76574; 77098; 77450; 78119;
 78610; 78616; 78626; 78634;
 78640; 78662; 78667; 78683;
 78720; 78724; 78725; 78742;
 78752; 78760; 79648; 79702;
 95354

Question 4

Answered question	1128
Skipped question	95

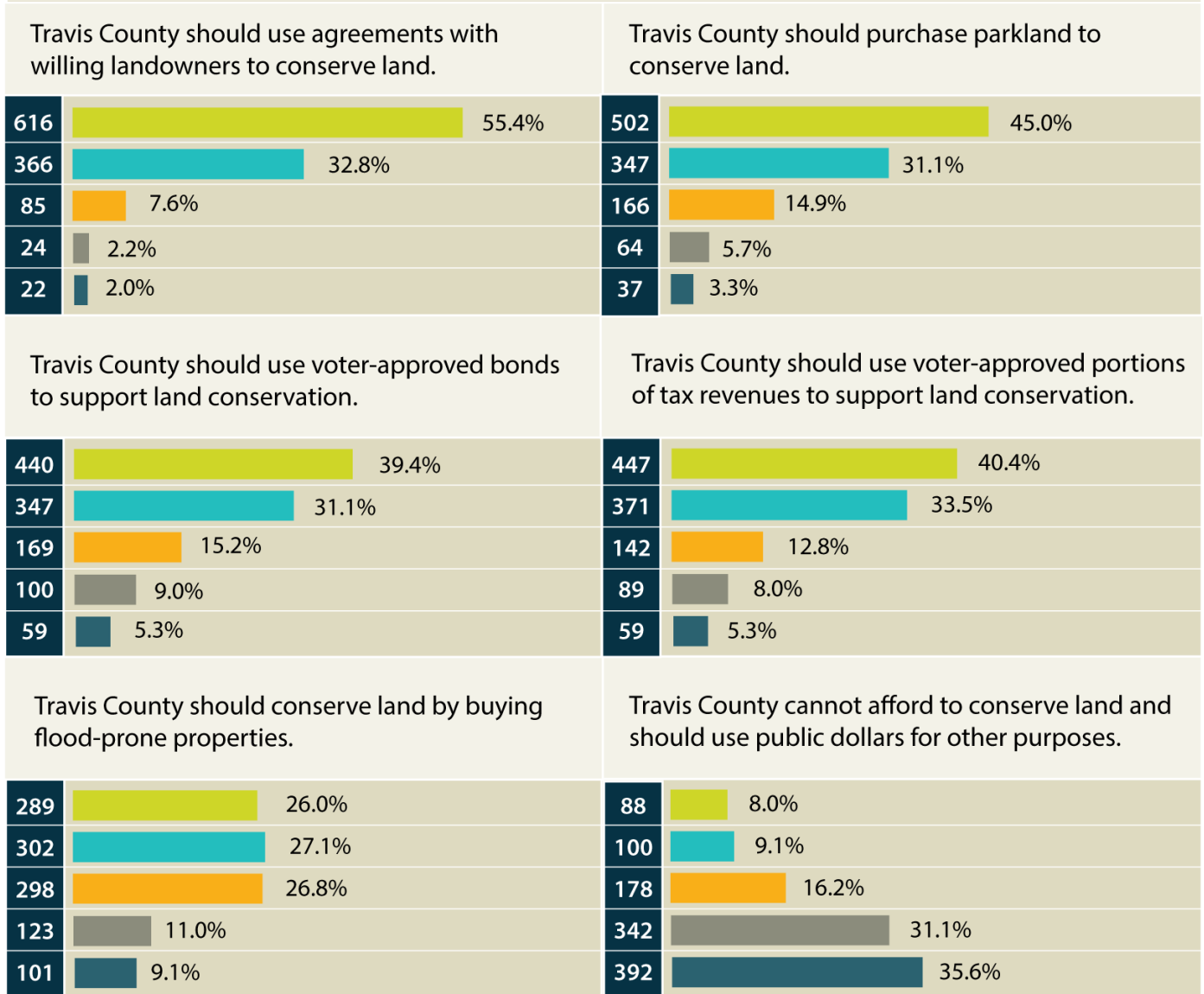
Please indicate your level of agreement with the following statements about conservation in Travis County.



Question 5

Answered question	1122
Skipped question	101

Please indicate your level of agreement with the following statements:

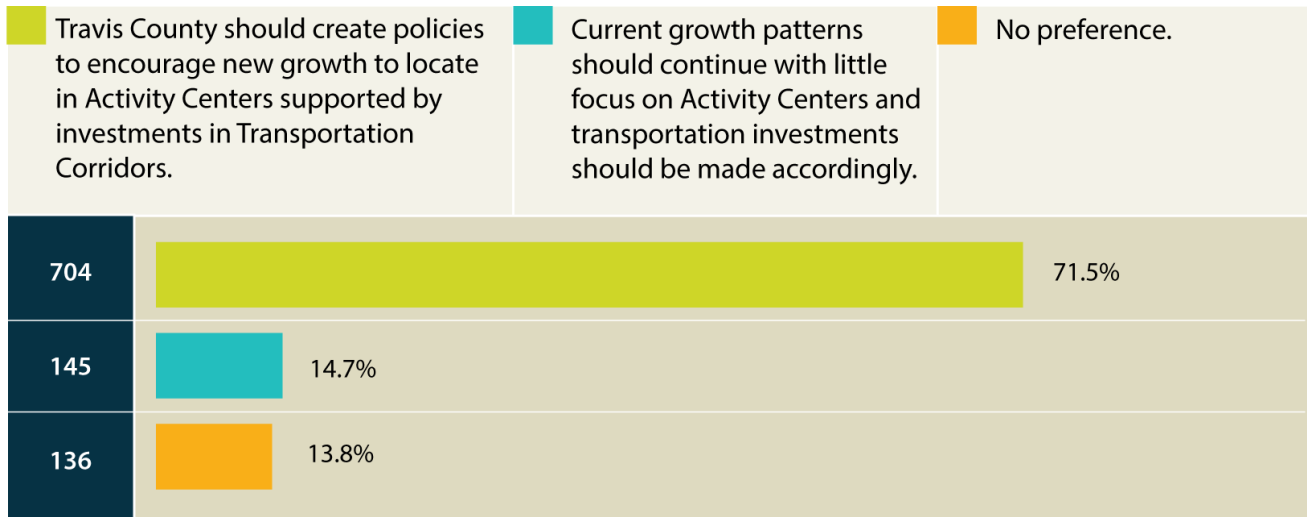


Question 6 – Open ended question for additional comments on land conservation

Question 7

Which of the following statements best describes your opinion for areas in unincorporated Travis County?

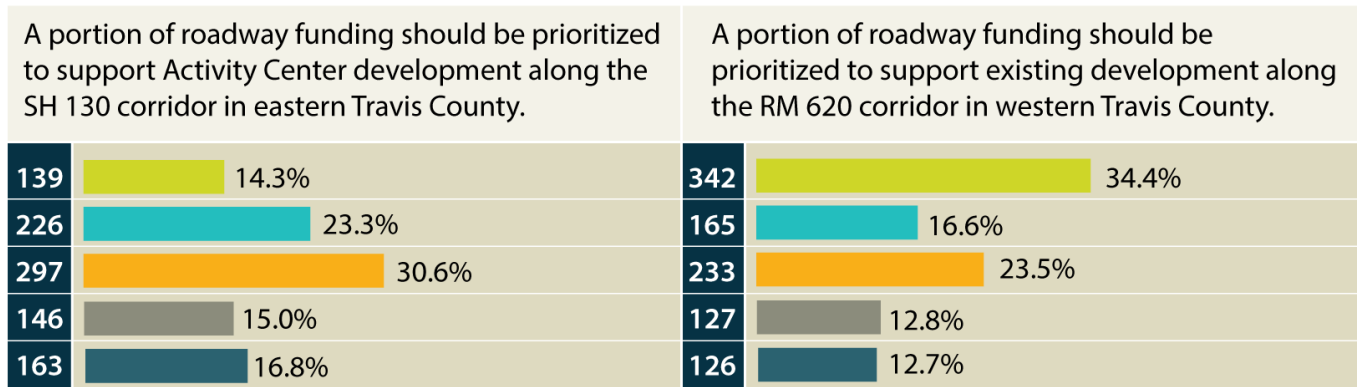
Answered question	985
Skipped question	238



Question 8

Please indicate your level of agreement with the following statements:

Answered question	1002
Skipped question	221

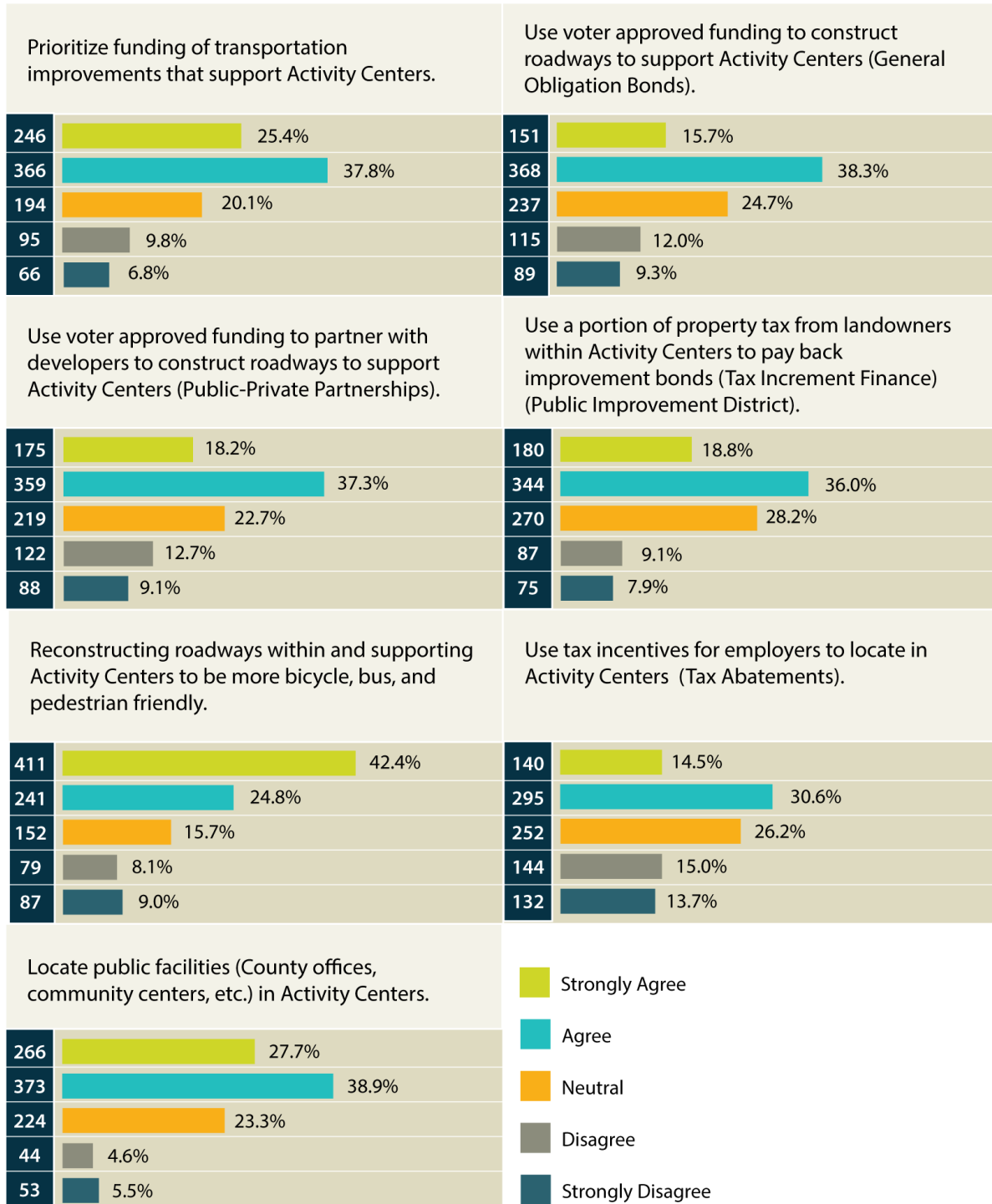


■ Strongly Agree
 ■ Agree
 ■ Neutral
 ■ Disagree
 ■ Strongly Disagree

Question 9

Answered question	982
Skipped question	241

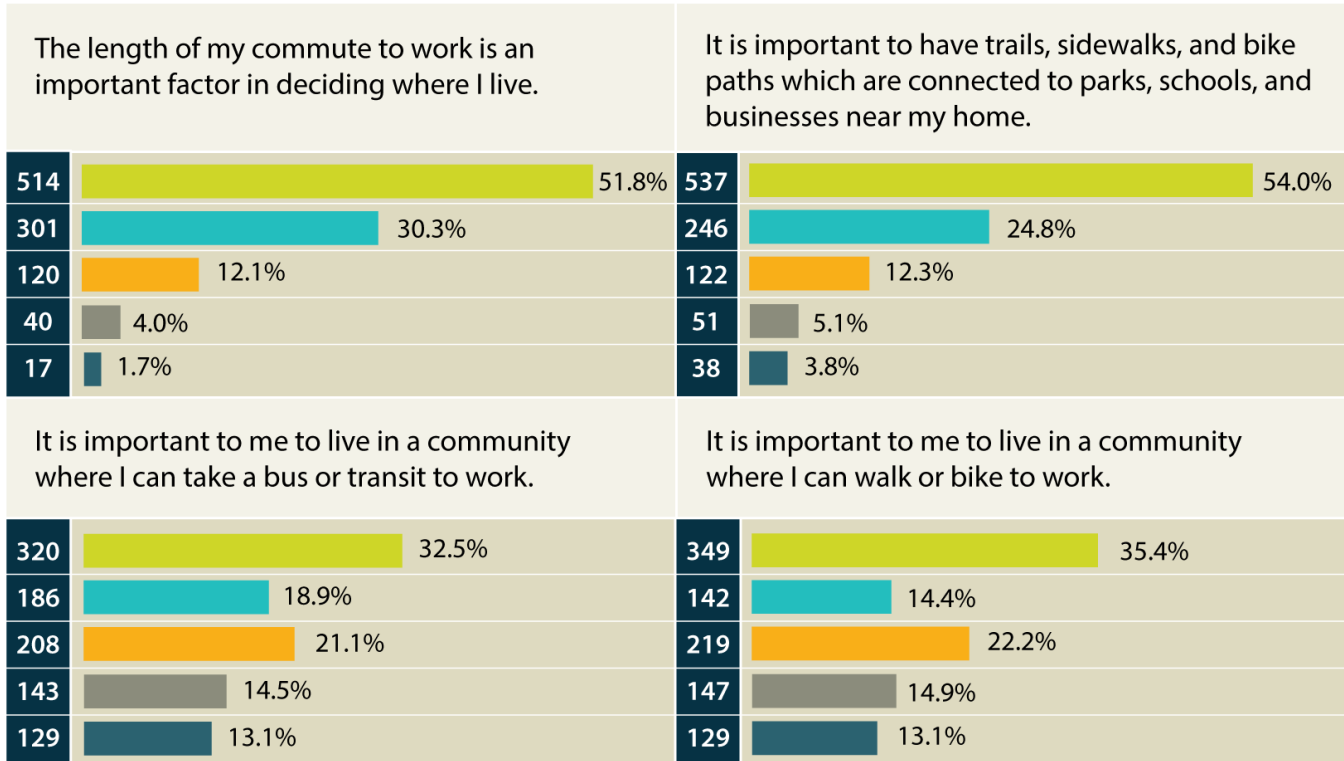
Please indicate your level of agreement with Travis County using the following types of incentives to support development of Activity Centers.



Question 10

Answered question	997
Skipped question	226

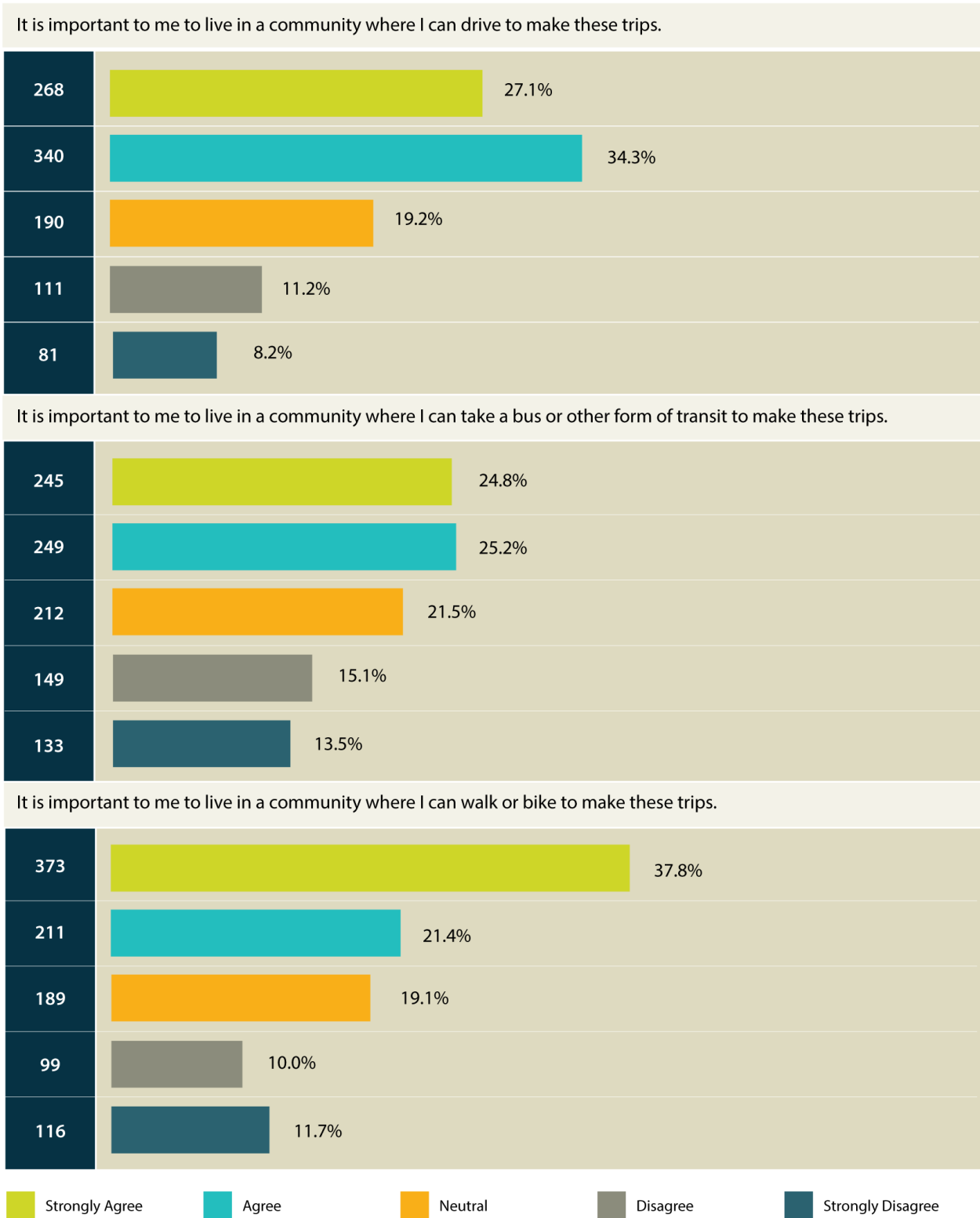
Please indicate your level of agreement with the following statements about your travel to work.



Question 11

Answered question	998
Skipped question	225

Please indicate your level of agreement with the following statements about your non work related travel.

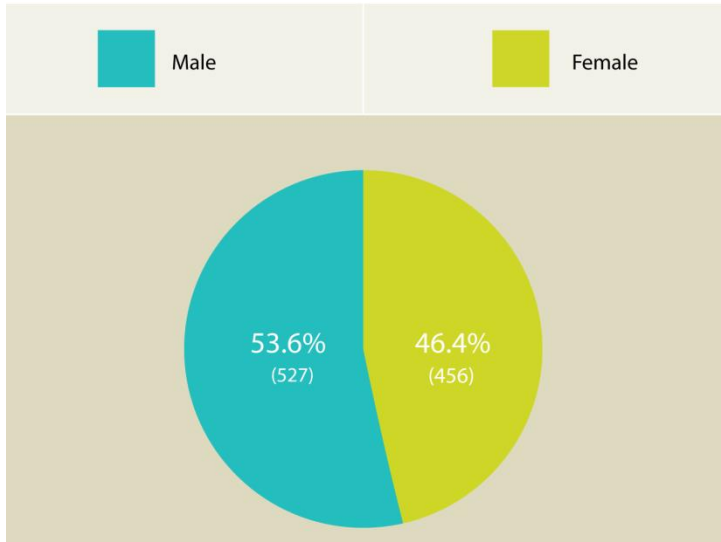


Question 12 - Open ended question for additional comments on transportation and development

Question 13

Answered question	983
Skipped question	240

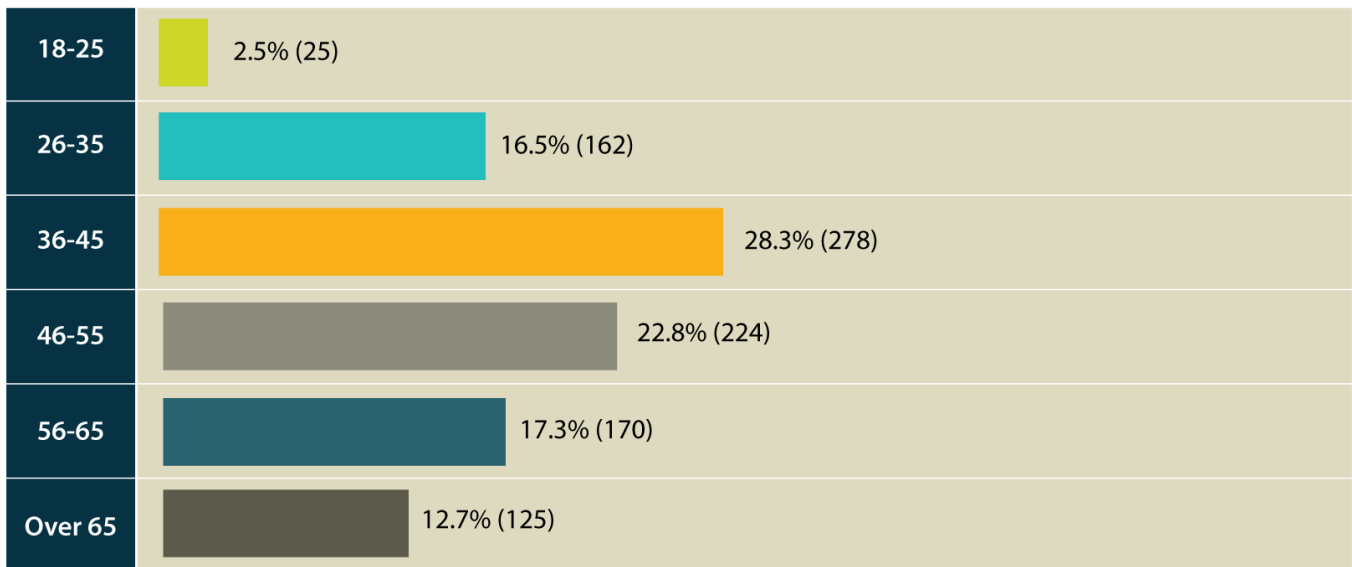
What is your gender?



Question 14

Answered question	984
Skipped question	239

What category below includes your age?



Question 15

Answered question	952
Skipped question	271

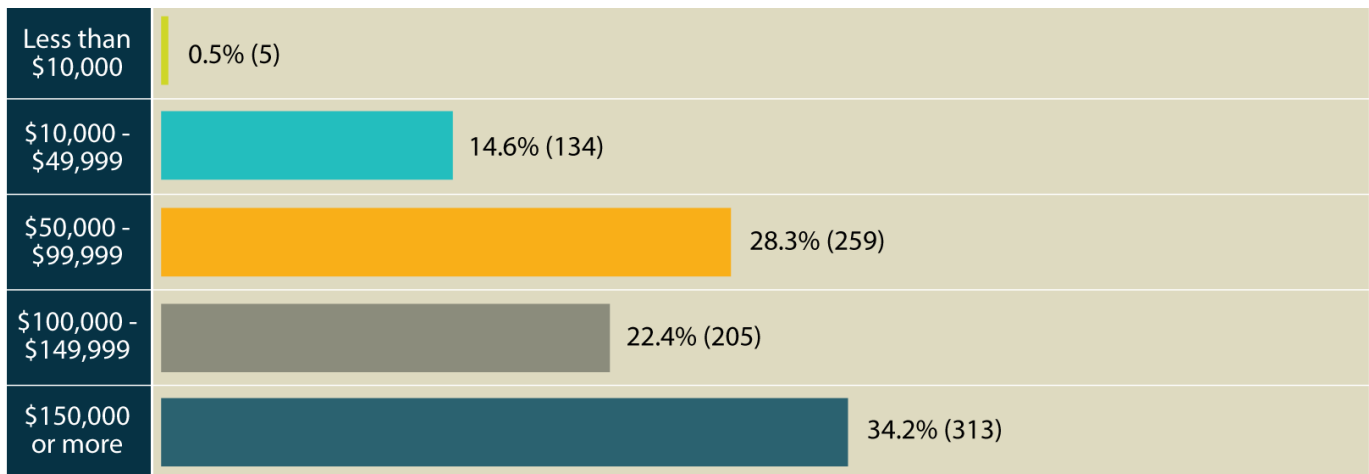
What is your race/ethnicity? (Please check all that apply)



Question 16

Answered question	916
Skipped question	307

What is your household income?

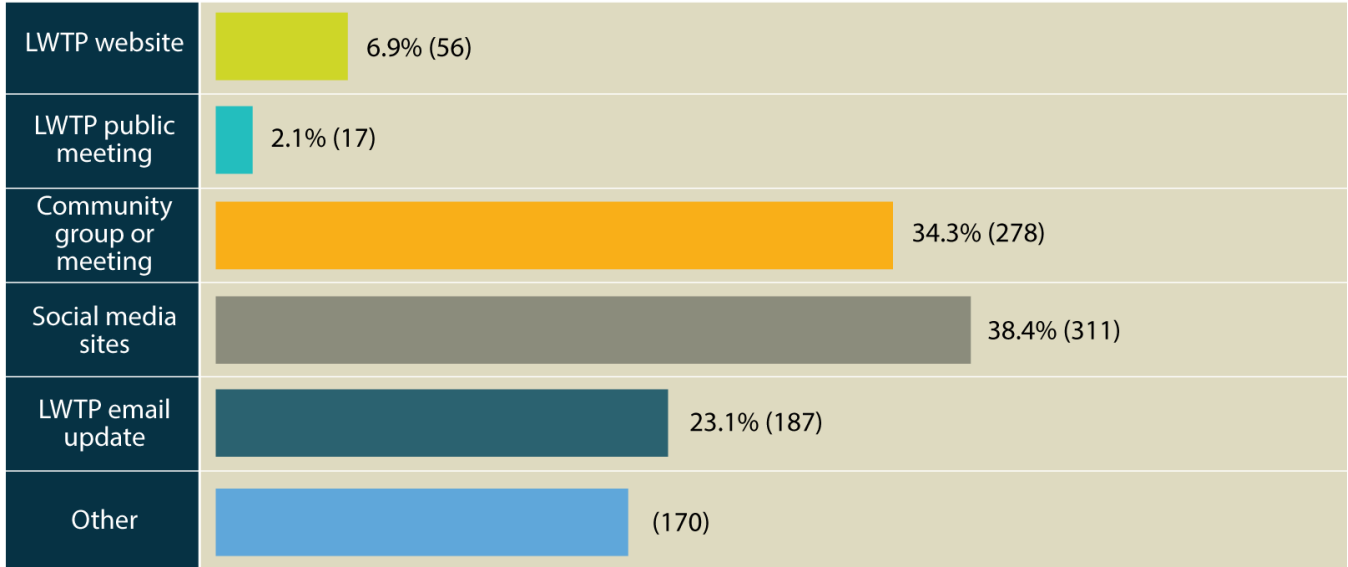


Question 17 - Contact information

Question 18

Answered question	809
Skipped question	414

How did you hear about this survey?



Public Comments

Many residents in the community took the time to share a wealth of information and feedback through email and the online survey. All comments received have been thoroughly reviewed by the project team, including Travis County Staff and consultants, and the team plans to use these comments as they continue moving forward to plan for the future. All comments are included in complete form in Appendices A-C. The following are highlights of comments received through the survey, and those that were submitted by email or in writing.

From August 15 to October 1, 2014:

- 342 comments were shared in the survey relating to Land Conservation
- 347 comments were shared in the survey relating to Transportation and Development
- 39 comments were shared via email or written comment card

 COMMENTS COLLECTED **728**

Transportation

Traffic Congestion and Roadway Improvements

- Solutions to relieve traffic congestion were major concerns of survey participants. Frustration with traffic congestion, transportation infrastructure not keeping up with growth and increased travel times were the most identifiable comments from respondents.
- Of those that cite traffic congestion and growth as a major concern, over two thirds specifically mention the RM 620, RM 2222 area in western Travis County as needing transportation improvements. No other areas in Travis County were as identifiable as the RM 620, RM 2222 area.
- Safety was mentioned numerous times with specific requests to improve access to Vandegrift High School.

Alternative Modes of Travel

- A predominance of responses indicated support for alternative modes of transportation within Travis County. Many of the responses requested bicycle facilities and pedestrian facilities. Several respondents requested that bicycle facilities be separated from traffic lanes and that more education be provided about bicycle traffic.
- Bus transit facilities and service were the next requested mode with many requests for increasing service in the suburbs and unincorporated areas of the County. Emphasis was also given to providing better access at transit stops including sidewalk connections.

- Rail facilities were requested at about half the frequency of bus facilities.
- When commenting on alternative modes of transportation, the majority of responses made were favorable. Most unsupportive comments for alternative modes were made against the need for bicycle facilities.

Development

- Of the comments reported regarding Activity Centers, over 75% were favorable. Many of the participants identified support for compact development and walkable neighborhoods without specifically calling this type of development an Activity Center and a small number of participants reported confusion about what an Activity Center is.
- Very few comments showed preferences on support of prioritizing transportation corridors or supporting Activity Center development in the SH 130 corridor and the RM 620 corridors.
- Of the responses received against incentivizing Centers, more than half responded that funding should occur on current roadways or in existing neighborhoods. This was followed by that development should pay for itself and that incentives were not needed.
- Many survey participants requested that the County take measures to limit growth, particularly sprawling growth outside of the urban area of Austin. Additionally, many respondents requested limiting growth in western Travis County along the RM 620 and RM 2222 corridors until infrastructure can support it.

Conservation

- There is strong support for conserving land in Travis County. Many respondents caution, however, that it must be done so wisely. Conservation should not supersede the need to develop a transportation system that adequately serves the growing population nor be prioritized over public safety relative to mobility and roadway connectivity when hazardous events occur (e.g., flooding and wild fires). The impact of investing in conservation on affordability and taxes also is a significant concern.
- Respondents identified conserving land to protect water resources as a top priority. Barton Creek and Little Barton Creek watersheds, in particular, were identified as important water resources to protect.
- Respondents advocate conserving land for public use, particularly for walking and bicycling; and many want these pathways to be part of a larger network of pedestrian and bicycle facilities. They also value conserving land for agricultural purposes, or protecting natural areas.
- In addition to protecting water resources through land conservation, respondents cite land management techniques (e.g., cedar removal and use of xeriscaping), water conservation, and

greater regulation of water (e.g., having a western Travis County Water Conservation District) as tools for protecting the quality and supply of surface and groundwater.

- Respondents cite different strategies for conserving land with the most frequent ones pertaining to the need to partner and leverage County dollars with other entities including developers, acquiring land in areas of Travis County where it is most affordable, and establishing conservation easements with willing landowners instead of using fee simple purchases to conserve land.

Appendix

Appendix A: General Written Comments	31
Appendix B: Survey Comments on Land Conservation	42
Appendix C: Survey Comments on Development and Transportation	61
Appendix D: Community Meeting Notes	80
Appendix E: Public Meeting Notes	97
Appendix F: Website Analytics	101
Appendix G: Comments Received After October 1, 2014	102

Appendix A: General Written Comments

A total of 39 general written comments were received from either comment cards turned in at the public meetings or via email.

Background report mentions only Lick Creek and aggregate mining as public opinion about water resources? Get real—unless I'm missing it, you've got to be addressing both groundwater and surface water. Surely there are more informed opinions from TCEQ or TWDB or BSEACD or COA or LCRA. The plan is entitled LWTP. Show me the W. Groundwater regulation in western Travis County MUST be addressed. Thank you.

Thanks for your presentation last night. I like your plans, and wish you had more authority to implement them. I asked a couple of questions. I did take the online survey, but would like the following questions added to your data bank.

1. Are you aware of the 2,800ac tract owned by the City of Austin that occupies most of the Post Oak Savanna area on your map? I hope you can find out what plans the City has for that area that your plan prioritizes and influence what they do with it. Austin Energy's Solar Farm is located on the former farmland in the south part of the POS.
2. Obtain information on the two proposed PGA golf courses to be built on 735ac of land adjacent to Walter Long Lake. Then update your plan to include that possibility.
http://www.mystatesman.com/news/news/local-govt-politics/pgs-level-golf-courses-could-be-built-at-east-aust/nhNNC/?icmp=statesman_internallink_textlink_apr2013_statesmanstbtomystatesman_launch#a9514bf2.3562768.735492

I do not support using taxpayer dollars for unproductive large tract set-asides UNLESS they are wildfire managed and allow a taxpayer benefit, such as public access to a park or trail. I do not support encouraging increased density "Acitivity Centers" on already severely overcrowded roads in our Western area of town along 2222, 620, 2244 and 71 UNLESS coupled with significant and appropriate roadway expansion, and roads must always come first.

I just wanted to send a follow-up note about the meeting last night. I am sorry I was unable to stay until the end to thank you for your time personally. I thought you and all of the Travis County team did a great job with the presentation and the meeting. I am sorry to see that we did not have better attendance from our area, but we appreciate the staff effort to come out and hold a meeting in this area. We know it is difficult to balance all of the different program demands of the county, so we appreciate the staff taking time to hold information sessions and get public input. Thanks for your personal time to discuss the transportation issues. I know it is a difficult challenge. Please pass along my thanks to all of your team. I thought all of the presentations were very good and each staff person I talked to were very helpful. We appreciate your work.

Dear Sir
Please include Barton Creek and its tributaries in the watersheds to be protected under the new Land, Water and Transportation Plan.
Thank you

Please limit the traffic at 360 and 2222 : This area is growing and ply getting worse by the day. Why has the roads widened or the building stopped. Thousands have moved in in the last two years and commutes are dangerous and long.

Judge Biscoe:

I received your letter of August 29, 2014, soliciting my comments on the draft plan. Thank you very much for this opportunity. First, I want to commend Travis County on this project. I am somewhat familiar with the constraints that Texas counties face when it comes to land use and transportation planning, and I applaud your efforts. A county supported plan will have many benefits and is certainly a worthwhile undertaking. The executive summary of the plan starts out by stating, "Taking the lead from the six county Capital Area Metropolitan Planning Organization (CAMPO) policy board, this plan strives to minimize conventional urban sprawl and encourage an alternative pattern of development." This theme is repeated throughout the plan. In essence, the mission of the draft plan seems to be to fundamentally change the way Travis County residents live and commute.

While this is a worthy goal, I argue that it may not be the best way to plan for the future transportation needs of Travis County given the reality of the real estate market in our region and the commuting preferences of the region's residents.

Referring to a proposed transit oriented development, City Manager Kent Cagle told Leander City Council during a January 3, 2013 planning session, "We can't find development of this scope size scale anywhere in the United States that's been built in this kind of area. We're suburbia. I'm not saying we can't do this-I'm not making excuses. I'm saying it has not been done." Attempting to influence change in the lifestyles of area residents might not be the most successful strategy for solving our transportation problems.

Some area residents already have access to public transportation, namely train orexpress bus. While these modes of transit have been somewhat successful, the vast majority of residents who have access to them still choose to drive their personal vehicles. I believe that is a meaningful fact.

The draft LWTP appears to essentially emulate the CAMPO 2035 Regional Transportation Plan, which is heavily biased toward public transportation. My response to that is to refer you to a news report aired by local radio station KUT on July 9, 2014. The following is an excerpt from that report:

Ginger Goodin works at the Texas Transportation Institute (TTI). She says the study examined the 2035 plan from the Capital Area Metro Planning Organization (CAMPO), which includes improvements to U.S. Highway 183,1-35,

MoPac and urban rail lines, among other improvements.

"[F]or 2035, with all of the improvements implemented in the plan," Goodin said. "We are still seeing commute times between downtown and Round Rock of two to three hours."

In essence, Ms. Goodin said that the CAMPO 2035 plan does not work. In less diplomatic words, the CAMPO 2035 Regional Transportation Plan is a plan for failure.

In that same report, former CAMPO director Maureen McCoy said, "Something will change in Austin. Either people will change their behavior, and they'll start finding other ways to do their business - whether it's electronically, whether they'll start taking transit - they'll shift their trips to other times of the day."

Those statements are telling. They suggest that CAMPO's twenty-five year transportation plan is to hope that "something will change." In other words, our longrange transportation plan is to change the way our residents live, and hope that will somehow solve our transportation problems. That does not seem to be a wellconceived transportation plan.

Perhaps Travis County should take a different approach to the way it plans future transportation projects.

Perhaps it should change the focus toward a more fundamental approach to transportation planning, such as planning a regional system of freeways to accommodate the mode of travel that county residents prefer and will use.

There are those who say that planning highways is unproductive. Surely, it is more productive than hoping that "something will change."

Thank you again for this opportunity to have some input into the process.

interested in conservation easement at 14650 Graef Rd.; +/- 85 ac on Hays/Travis Line

Here is my position as a citizen who will be directly affected by any changes in the Four Points area:

Response to Campo "Activity Center" concept-

Absolutely NO NEW DEVELOPMENT ON 2222 and 620 until the roads are improved to handle the existing traffic safely and efficiently. I and many neighbors along 2222 and 620 have lost friends and family members to traffic related accidents recently along those very roads because no effort has been made to mitigate the obvious danger. It is simply inconceivable that any government entity would consider any new development along a route that is already deadly. Regarding the Activity Center concept, people are not hamsters and will not confine 100% of their daily business to a "habi-trail" like mini metropolis. That is a daydream and not realistic. What is real is the significant traffic increase that will happen due to errands and school attendance, the latter of which puts the youngest members of our driving population in grave danger. Please be responsible and table any plans for new development until sufficient road improvements are made. Make that a prime and immediate priority.

Reponse to buying and setting aside large land tracts-

I DO NOT WANT MORE LAND TO BE PURCHASED BY THE GOVERNMENT AND RESTRICTED AGAINST PUBLIC USE. The only land in government hands should be that which is set aside for parks and those lands should be maintained so as to mitigate this area's obvious wildfire danger. I DO NOT agree with setting aside large swaths of forbidden land merely for the purpose of protecting endangered species. I believe that these species can and will coexist with responsible human activity and it is not necessary to deny taxpayers access to the land that their tax dollars have paid for. Furthermore, the unintended consequence of fencing land is that larger wildlife is unable to follow familiar paths to water sources and deer in particular have begun to perish along city park road because of this. Those fences are unsightly and smack of government oppression and should be taken down.

Hello....

My wife and I live on Hamilton Pool Rd, very near little Barton Creek.

We realize that Barton Creek, and its tributaries, does not flow directly into Lake Travis.

But, it is in the contributing zone of the Edwards Acquifer, a major source of drinking water.

With all the development out our way, it is not prudent to assume the Creek is sufficiently protected.

We would strongly urge that Barton Creek and its tributaries be protected under the Plan.

Thank you.

With respect,

To whom it may concern:

Please take into account the impact on the 2222/River Place Blvd. intersection with any projects that affect the 620/2222 intersection. There are cascading impacts to 2222/River Place Blvd. when changes are made to the 620/2222 intersection. Travis County should contemplate and seek to mitigate the negative impacts as part of any traffic redesign project in the area. Thank you.

Regards,

Hello,

I tried to take the online survey and I was connected to survey monkey. They were asking for way too much personal information. Where do I shop and eat. Really?

Anyway. I like the concept of density and activity centers along corridors but would rather see you spend that money on a western outer loop. It's going to happen eventually so let's put our resources towards that instead. In an ideal world I would toll IH 35 and have 130 and 45 free! Barring that I would make them affordable enough that truckers would use them.

After reviewing the Travis County Land, Water and Transportation Plan I'm really disappointed that Barton Creek and its tributaries were not selected as part of this plan. This watershed and area out on Hamilton Pool road is growing so rapidly the impact on the environmental features need help. It seems very short-sighted to leave off this critical area.

We would like you to put your effort on parks and hike/bike trails

I hope you are doing well and keeping your head above water these days! The Plan looks great. I am very happy to see that Travis County is so passionate about conserving these important resources while providing the necessary transportation options.

Hill Country Conservancy's comments follow. You will see that we are acutely interested in ensuring that our threatened drinking water supply is protected.

p. 19 (Figure 6) – For further context, it may be helpful for Note 1 to add something like “as well as land that has been conserved by Travis County and land trust partners”.

p. 58 (Figure 11) – It should be noted that the Colorado River “Protects a Regionally Significant Resource”, given that it is the primary water supply for many residents in the County.

p. 58 (Priority One Corridors) – In the descriptions of the Colorado and Pedernales Rivers, there should be explicit mention of drinking water supply.

p. 59-60 (Priority Two Corridors) – In the descriptions of Cypress Creek, Hamilton Creek, and Cow Creek, Bingham Creek and Big Sandy Creek (tributaries to the Colorado), their contribution to the drinking water supply should be mentioned as well.

p. 60 (Conservation Initiatives West)

- HCC suggests that, due to its contribution to drinking water, the Colorado River (and its tributaries) should be priorities for land conservation. Better yet, this could be more broadly stated as “Conserve land that protects the drinking water supply for Travis county residents”.

- Also, although it is not as common, note that there is some prime farmland in the western part of the County. As evidenced by farms in the eastern part of the County, several acres of prime farmland may be enough for many small-scale farms to provide abundant produce and eggs, etc. to local citizens. When we think of farms in the County, we are not necessarily thinking only of 50, 100 acres or more of prime farmland. It would be good to protect farmland throughout the County.

p. 63 (LAND) – In addition to protecting “land with numerous springs”, it would be wise to also protect the land that provides recharge to those springs, what I like to refer to informally as the “springshed”. For instance, protecting the Barton Springs Edwards Aquifer recharge and contributing zones ensure Barton Springs continues to discharge clean, abundant water.

p. 64 (WATER) – Should also include a bullet that says something like “Focus on conservation projects that protect the drinking water supplies of Travis County residents and communities”.

Thank you,

Re the "Water" portion of the proposed LWT Plan: This seems to have neglected any mention of protection of some of the tributaries of Barton Creek, namely Little Barton Creek and Rocky Creek, in unincorporated western Travis County, part of the contributing zone of the Edwards Aquifer. These creeks both feed into Barton Creek. and are under increasing pressure as far as degradation of water quality. The land around these creeks has been subject to nearly-unregulated intense development as the county has very weak authority in these matters. I have been a resident of western Travis County for the past 20 years and have seen the change in creeks as the area of impervious cover continues to mount. These local creeks were once spring-fed year-round streams with abundant and varied aquatic and riparian fauna and flora, but over the years the run-off from development has sent massive quantities of silt into the creeks, clogging the springs, and if not checked will continue to transform them into wet-weather drainage ditches with increasing negative impact on Barton Creek.

Another problem out here is the continued lack of a groundwater conservation district. Private commercial and municipal wells abound and proliferate, and it seems that every time a new subdivision is built, the developers immediately drill a well to irrigate the landscaping and water features. This "free" water is being mined from the Trinity, a slow recharge aquifer, but one that hundreds of local families with home wells depend upon as the sole source for essential water needs. Any land that can be taken out of development will also benefit all of us who rely on our wells.

Thank you for your consideration.

Dear Judge Biscoe, Commissioners, and County Staff:

I attended today's public hearing on the LWTP Draft Plan. I was impressed by the planning that has taken place thus far and the approach that the County is taking to address planning issues in the unincorporated areas. I also appreciate the many opportunities that the county has given for public input.

First, I will state in writing two comments that I made during the question and answer portion of the meeting today.

1. Given the Conservation Priorities in the Land Conservation section of the plan (which include Endangered Species protection and springs), I suggest adding the Barton Creek Watershed to the list of priority Conservation Areas.

2. I affirm the emphasis on improvements to existing roadways (over the construction of new major roadways) when addressing transportation problems in Western Travis County.

Additionally, I would like to make the following comments regarding the Draft Guidance Policies.

Policy L-11. I especially appreciate the emphasis on Dark Skies. As I also noted in the comments for the online survey, there is great public benefit (tranquility, physical and mental health, wildlife habitat) to protecting our natural soundscapes as well. I hope that staff will look into model policies that improve the quality of our conservation lands and our communities generally through mandatory and voluntary approaches to noise abatement. As I find good model policies, I will forward these along to staff as well.

Policy W-4. For years now, I have been a strong advocate for an effective and financially sustainable groundwater conservation district in Western Travis County. I strongly affirm the county's involvement in working to see that such a district is created as soon as possible.

Policies T-4 and T-11. I believe these policies will create the context for appropriate solutions to real transportation problems throughout Travis County and in Western Travis County in particular.

Policy GGT-2. I strongly encourage Travis County commissioners and staff to work with other counties to obtain additional regulatory authority to plan for and manage growth, especially in the unincorporated areas.

Again, thank you for the opportunity to provide input to this planning process.

Sincerely,

To whom it may concern,

I am a concerned business owner that owns and operates the 7-11 convenience store at the corner of this intersection and the past 5 years have seen astronomical growth to where coming from each direction at different times of the day, it is IMPOSSIBLE for patrons to come into my business both in the AM and the PM. The AM is absurd to where it will take someone going either North on 620 or east towards town on 2222, over 10-15 minutes just to get out of the parking lot. The traffic is backed up down Bullick Hollow road anywhere from 50-100 cars depending on the time and the light stays green for about 10 seconds. As such, no one lets anyone out because they have already been waiting for over 20-25 minutes at ONE light. Same problem coming from the South. Since it is backed up all they way to Steiner Ranch, over 2 miles, you would be a fool to add another 20 minutes to your trip just to pull in for some coffee.

Evenings are no better, 620 is an absolute zoo going north from Steiner again....backed up to Commanche Trail, and 2222 is backed up to Riverplace and then from McNeil Road(Vandegrift High School sometimes to Jester or even City Park Road. That is over 3 miles of bumper to bumper stop light traffic.

I URGE anyone thinking of adding any additional high density development to come out to this area between 7:00-9:00 AM and 4:00-6:30 PM to see the mess that has been created. Without road expansion, it CANNOT handle any more density. Believe me, I would love to see more traffic in our store, but not at the expense of people, including my employees waiting 20-25 minutes just to get through a light. It is out of control Please take this along with the many other emails I know you have received and take a serious look at this area and how to develop it smartly without compromising its beauty. There are ways that it can be done. It is time Austin faces reality and works with environmentalist and other land protecting entities to both protect our animals....AND our people.

Thank you.

Dear Sir or Madam: I attended the open house in Bee Cave last week. I asked a question about the fact that Barton Creek and its tributaries are not included in the LWTP conservation plan. I was advised to provide my views to your agency in writing by no later than the end of September. This e-mail provides my views by that deadline.

Please note that a significant portion of Barton Creek and its tributaries (e.g., Little Barton Creek) lie within unincorporated Travis County. Furthermore, the portions within the western portion of Travis County lie upstream from Austin and from the majority of Travis County residents. Therefore, I strongly believe that the LWTP plan should encompass the Barton Creek watershed in western Travis County.

Additional relevant information is outlined as follows:

(1) Attached is a City of Austin ordinance that makes clear the critical connection between the Barton Creek watershed and clean water supply, natural environment and recreational opportunities for citizens of Austin and Travis County. Here are some key quotes from the ordinance:

“Barton Creek is a significant source of Austin’s water supply.”

“Development activities in the Barton Creek Watershed can result in irreparable damage to the natural environment of, the recreational qualities of, and the quality of the water in, Barton Creek, Barton Springs and the Barton Creek Watershed.”

http://www.epa.gov/safewater/sourcewater/pubs/techguide_ord_tx_austin_zoningnewdiv4.pdf

(2) Barton Creek and its tributaries are inextricably tied to the Edwards Aquifer and to the drinking water for thousands of people. See the following study---

<http://www.beg.utexas.edu/enviroq/ty/vadose/bartonsprings.htm>

(3) Frankly, the LWTP conservation plan is weighted towards the eastern side of the county and pays little attention to the southwestern corner where I live. While the Pedernales River is included in the plan, none of the creeks in our area is included. On the other hand, multiple creeks in the eastern and northeastern sectors of the county are included in the plan. Shouldn’t there be some balance across the entire county in this regard? Thank you for time and for your attention to this issue.

Sincerely,

Travis County Commissioners Court and TNR Staff:

Thank you for your efforts on the TLWT plan. Please consider the following thoughts and comments as you move forward in this process:

The preferred growth corridor along and east of I-35 should remain high priority for transportation and activity center planning and investment.

Investments that have already been made by the County and the City of Austin should be honored and protected. A considerable amount of public investment has been made to conserve lands for water supply and habitat protection. All conserved lands, whether they be public or private conservation areas should remain protected and honored. Conservation easements and preserves should not be considered for future road plans. Investments in upgrading and improving existing roadways in western Travis County should take priority over new roadway construction.

The County should seek opportunities to protect dark skies and protect scenic highways by controlling billboards.

The County should seek opportunities to deal with incompatible land use issues such as the proposed Covert facility on Hwy 71.

The County should work with area developers to encourage a regional, connected trail plan.

The County should continue to seek opportunities to invest in conservation lands both fee simple purchases and also conservation easement funding.

The County should revisit the final recommendations of the Regional Water Quality Protection Plan (www.waterqualityplan.org) and the SW Travis County Growth Dialog.

Thank you,

Dear Judge Biscoe:

I would like to thank you for providing the City of Leander the opportunity to review and provide comments on the County's draft Land, Water, and Transportation Plan (L WTP). As you know, the City of Leander is experiencing rapid growth. Our city includes land in both Travis and Williamson counties and we are seeing significant growth in both counties.

In reviewing the draft L WTP, the primary comment that the City has is related to the accuracy of the maps reflecting current and projected growth in the area within Leander's city limits and ETJ. Specifically in the western portion of our City, the draft L WTP maps do not reflect the Travisso development which includes over 1,000 acres and over 3,000 residential lots. Specifically, map 3 should be updated to reflect the significant number of new platted lots in western Leander. Map 4 should be updated to reflect the 1431 corridor from Lakeline to Travisso Parkway as an emerging growth area. Map 5 should be updated to reflect the parkland that has been dedicated through the development process in western Leander.

The City is happy to assist the County by providing updated maps, demographic data and any other information that would be helpful in the County's effort to complete the L WTP. Thank you again for allowing us the opportunity to review the draft plan.

*The overarching themes (maps, statements, etc) appear excellent.

*Strongly support the conservation concept of waterways. This allows control/management of flooding, greenbelt/recreation development for the ever increasing population...providing open spaces which are useable enhancing quality of life while preserving natural resources. In particular, I support the future preservation/planned development of the upper Wilbarger basin...with the hope to keep it a clean waterway for public usage (not impaired or on the TCEQ list as Gilleland is).

Likewise the preservation of the fertile Blackland Prairie. The Prairie is endangered as we continually see the accelerating shrinkage of family farms being overlaid with concrete/asphalt in the promotion of economic development. Likewise in the grocery store it's more challenging to find foods grown in USA.

*Support activity centers with density hopefully some control of sprawling rooftops.

*Support bike lanes and safe roads. Grave issue of municipalities annexing roads and unable to maintain or safely accommodate the suburb traffic. Inaction & slow process with finger pointing when with overlapping projects involving several governmental bodies (i.e. TC/City). The county has been the most responsive to citizen needs. Thank you!

* NE TC is where the land is available relatively cheap compared to West TC. So visionary leaders can create the "new" design/ control the development. While economic incentives are offered with taxpayers carrying the burden...please emphasize developers should be fiscally responsible for contributing larger portions to the infrastructure. Presently unbalanced with corporate getting the "free" ride with incentives which places more burden on home owners with taxes rising.

Governmental groups (ACC, Central Texas Health, ISD's, ESD's, COP, COA, etc) continue to want MORE for M&O budgets.

As a Former Fire Commissioner with Lake Travis Fire Rescue ESD6 and current member of the Bee Cave Economic Development Corp. I am especially interested in the plan as it relates to Southwest Travis County.

I noticed that you utilized the City of Bee Cave Comprehensive Plan in some of your work. That plan is essentially 10+ years old and the City will be beginning an extensive update soon. Hopefully the LWTP will prove useful as the City embarks on this.

Very thoughtful and comprehensive document. I look forward to seeing the final version.

Thank you.

Please accept this request for staff to consider and add the above referenced project as an "Activity Center". Qualico met with County staff on October 1, 2014 and provided backup for their review and consideration. If anything further is required from our end please feel free to contact me.

Best Regards

The TNR team did a nice job. I feel confident they are looking out for our best interest.

City of Pflugerville staff has received and reviewed a copy of the proposed LWTP, attended the public meeting held on September 29, 2014 and respectfully submits the following comments for your consideration.

Good regional planning, to be effective, must be coordinated. When a multitude of jurisdictions and entities are involved and impacted as a result of the proposed plan, the ultimate intentions should be as transparent as possible. Many of the maps included in the various LWTP documents show current city limit boundaries for jurisdictions in Travis County, but none show city limits and their respective extraterritorial jurisdiction (ETJ). The intention of this plan upon such areas needs to be clarified. As shown on the attached map, only 18% of Travis County is neither within a city limit nor a city's extraterritorial jurisdiction (ETJ).

To be effective in our respective jurisdictions, collaboration is absolutely essential given the legislative framework with which to operate. We are fully prepared to re-engage on subdivision development issues in the Pflugerville ETJ. However, we do not support measures in the proposed plan or resulting from the plan that erode municipal authority in any way particularly in the ETJ, impose an unfunded mandate, or otherwise be detrimental to cities.

Pflugerville's Comprehensive Plan is referenced as not having any known conflicts with the plan and policies of the County, but since the Plan was adopted in 2010, much has occurred.

While Travis County has identified prime farmland and river and creek corridors for conservation, the City of Pflugerville, like others in the region, is already leveraging existing tools to accomplish this in our full purpose city limits as well as our statutory extraterritorial jurisdiction (ETJ). Legislative requirements have non-annexation development agreements preserving farmland for 3,121.87 acres until such time the property owner chooses to develop or otherwise voluntarily surrenders their agricultural exemption. In addition, the City's comprehensive planning efforts have identified creeks, corridors and future right of way needs for floodplain management, wildlife corridors, trail corridors and connections and ultimate roadway needs to serve a projected population of over 250,000 people upon build out of the city. Implementation of these requirements occurs through the platting and development process.

The city's current comprehensive land use plan shows a utility service area boundary demising the Wilbarger Creek and Cottonwood Creek basins. The intent of this boundary is to focus municipal infrastructure in the two basins where infrastructure is generally available to service existing and new development. In addition, over the last 24 months or so, the City Council has adopted a revised wastewater master plan and approved its first water master plan. Essential to the sustainability of central Texas is water, and the wholesale and retail distribution of water resources to our residents and utility customers. These are fundamental to municipal long range planning efforts. The City of Pflugerville has firmed up plans to expand its existing wastewater treatment facility, and has already acquired land and TCEQ permits for two additional discharge points in our ETJ. Septic systems are highly discouraged, to the benefit of water quality and the general health and welfare of the area. Further, the City has secured an expanded wastewater CCN (Certificate of Convenience and Necessity) area to encompass the current ETJ.

We support your efforts to improve growth related tools in the unincorporated areas, but urge the plan and the process to be respectful of the existing plans various jurisdictions, including Pflugerville and its ETJ, that have authority to promulgate comprehensive plans have established. Further, we welcome the opportunity to work with you in this endeavor.

I am writing to express the strong opposition to the development of the planned Masonwood West Subdivision on Hamilton Pool Road in Travis County. The completion of that development will endanger water sources in the Barton Creek water shed. The plan to distribute treated sewage water on the land directly associated with the drainage system for the very critical and sensitive ecosystem in the Barton Creek system is a very dangerous plan and should not be allowed to continue.

Please include Barton Creek and its watershed in your conservation plans.

Thanks for reaching out and sharing your vision

Very good job on LWTP. Only topic I found was not covered for future protection was historic properties in unincorporated and ETJ (municipal) areas. Would like to see the Travis County Historical surveys referenced on any future projects

To Whom It May Concern:

Save Our Springs Alliance, Inc., (SOS) appreciates this opportunity to submit comments on the draft Travis County Land Water and Transportation Plan (PLAN). In general, SOS is encouraged that the County has dedicated resources to studying these important issues as growth in our area continues at a high rate. Specifically, SOS is pleased that the County is promoting growth east of I-35 and near the SH-130 corridor, and hopes the County continues to advance sensible, responsible and fair development solutions in these areas, which are downstream of the aquifer and more protective of our area's water resources.

Second, SOS recognizes that the Capitol Area Metropolitan Planning Organization (CAMPO) plays an integral part in mapping the transportation needs of our area. However, the County does not always need to defer to CAMPO and should advocate that available funding be directed towards projects within the city limits maintaining an efficient transportation infrastructure in an already existing, dense development setting.

Third, as indicated in the PLAN, many residents of the County would welcome service extensions of public transportation to those areas not currently served. SOS supports efforts on the part of Travis County to help facilitate fiscally responsible and environmentally sound extensions of public transportation to areas lacking service.

Fourth, SOS is cognizant that because of development in the eastern part of Travis County is occurring at a high rate; the County must move quickly to ensure conservation measures are taken in these areas. However, SOS would like to see efforts doubled on the Pedernales River so that the goal of conserving 6,000 acres as recommended by the Southwest Travis County Growth Dialogue is met as soon as possible.

Fifth, the Barton Creek watershed should be designated as a conservation area in the PLAN. This designation would protect the area from irresponsible and unsustainable development practices that have already resulted in the degradation of our area's water resources. The County should continue to evaluate, and when reasonable purchase, watershed protection lands.

Sixth, SOS encourages the County to consider recognizing and implementing the recommendations of the Austin Water Task Force. Specifically, SOS would like to see the County promote greater water conservation and reuse measures and advocate against the importation of groundwater from adjacent counties.

Finally, the PLAN does indicate the next draft will address water conservation priority lands. See Pg. 9 of the Growth Guidance Plan. SOS would encourage the County to accept comments limited to land conservation scenarios given the omission of this conservation scenario from the PLAN.

Again, SOS genuinely welcomes and is pleased with the intent of Travis County in commissioning this PLAN. Any consideration these comments are given is appreciated.

290, Parmer Lane, Howard Lane and Cameron Road. These higher density areas, with their excellent road access and utilities, will limit the urban sprawl that would otherwise be created by the future demand for new housing and employment.

I would be pleased to meet you to discuss any aspect of this letter at any time convenient to you.

Yours most sincerely,

1. Travis County needs to make working TxDot to have improvement projects shovel ready for 2222 and 620. Funding needs to happen for Western Travis County.
2. Travis County needs to acknowledge that 2222 and 620 are not only impacted by growth in Travis County, but the corridors are significantly impacted by growth in Williamson County. Commuter traffic from Cedar Park, Leander, and Lakeway are going to continue to create more issues for 620 and 2222. Plans should consider this.
3. Taxpayers in Western Travis County are frustrated to see their tax dollars funding roads for Eastern Travis County only.

Is any consideration being given to development set backs below the earthen dam at Lake Walter E. Long (Decker Lake)? Until recently, Austin Energy would have to open the floodgates of the dam so that flood waters would not over top the dam. The released water would flow down Decker Creek, cross FM 969 (joining flood waters from Gilleland Creek) and flow into the rest of Gilleland and then to the Colorado River.

Dear Judge Biscoe,

Thank you for your open letter, dated August 24, inviting comment on the draft Travis County Land Water and Transportation Plan (the "Plan").

As a long-time land owner in Travis County and as someone who has worked and invested in the development of northeastern Travis County for several years, I would like to offer the following comments.

A. THE PLAN NEEDS TO MORE FULLY BUILD ON THE EXISTING INFRASTRUCTURE.

The Plan correctly sets a strategy to "Encourage new growth along the SH 130 Corridor" But the Plan needs to more fully recognize the major investment in road, utility and social infrastructure in northeast Travis County along, and west of, SH 130:

1. SH 130 is the most important road built in Travis County in the last 50 years costing \$900 million. Travis County spent \$90 million on right-of-way.
2. Manor Expressway is a \$623 million expressway linking Austin to Manor.
3. Howard Lane is now under construction and this \$20 million road is the last link to connect SH 130 with I-35, Techridge and Dell.
4. Cameron Road is a \$15 million major thoroughfare now under design and will link US 290 and SH 130.
5. Major Utilities. Austin Water Utility has invested \$12.59 million on trunk water and wastewater lines and is planning a further \$16.81 million in trunk utilities to serve this area.
6. New Schools. Manor ISD has a Middle School planned on Cameron Road. Pflugerville ISD has a High School/Middle School complex planned just west of Cameron Road.
7. Green Space. Travis County is investing a further \$6.9 million in the Northeast Metropolitan Park and an additional \$16.7 million in greenways - providing valuable green space "lungs" for future residents and employees in this area.

B. THE PLAN SHOULD ALSO ADDRESS ECONOMIC DEVELOPMENT AND JOB CREATION.

This new road, utility and social infrastructure is concentrated along, and to the west of, SH 130. The depth and quality of this infrastructure will support higher-density, mixed-use housing, high-tech, bio-tech, shopping amenities and hospitals -leading to significant economic development and job growth.

C. ECONOMIC DEVELOPMENT WILL CLUSTER AROUND KEY SH 130 INTERSECTIONS.

Existing Growth Nodes. Pflugerville has trunk utilities installed along SH 130. Economic development is already arising at the SH 130 intersections with:

1. SH 45 with the regional Stone Hill Town Center
 2. Pflugerville Parkway with the Hawaiian Falls Water Park and the proposed SunTech Office Park and Sunshine Village.
 3. Pecan Street with the Pflugerville Economic Development Commercial Park and its new high tech buildings, employment centers and proposed new hotel.
- Future Growth Nodes. As the trunk utilities are completed, development will occur at the following additional intersections in northeast Travis County along SH 130.
1. US 290. This intersection of two major toll roads provides the best access of any area of Travis County
 2. Parmer Lane. This intersection will link SH 130 with Dell, Samsung, Applied Materials and the planned \$1 billion Karlin/Trammell Crow development.
 3. Howard Lane. This important new thoroughfare links SH 130 with I-35 and Techridge and Dell.
 4. Cameron Road. Provides a parallel arterial to SH 130 and links employment centers to the new Austin Executive Airport

D. SUGGESTED PLAN REVISIONS.

I respectfully suggest that the Plan and its Exhibits, for northeast Travis County, need revision to more fully:

1. Build on the existing and planned major road, utility and social infrastructure.
2. Reflect that the SH 130 Corridor, and land to the west of SH 130, will predominantly be higher-density, mixed-use development and that this area of northeast Austin will become the engine for economic development and job creation in Travis County.
3. Show the desirability of higher density, more urban development, at the intersections of SH 130 with: US 290, Parmer Lane, Howard Lane and Cameron Road. These higher density areas, with their excellent road access and utilities, will limit the urban sprawl that would otherwise be created by the future demand for new housing and employment.

I would be pleased to meet you to discuss any aspect of this letter at any time convenient to you.

Hello,

My name is Carmalene Churba my husband, four children and I recently moved here from PA. We bought a home in Belvedere off of Hamilton Pool Road. I have two concerns with the projected growth. One is Hamilton Pool road it's dangerous and desperately needs to be widened. It's my least favorite part of living in the beautiful hill country.

I'm also very concerned about the water supply. Is there enough water to support the projected growth of this area? Current water levels are approaching a drought worse than the drought of record. Would it be possible to provide enough water at current levels if there were forty to fifty percent more people living here? The water utility director predicted lake Travis would run dry by 2016. April of this year Spicewood beach was still receiving trucked in water, they were out of water for two years and had to drill a forty foot well and have water piped in from over a mile away. The city of Brownwood, about 80 miles south of Abilene is running out of water and will have to use recycled waste water. There are droughts occurring across the state of Texas.

Water is the most important resource on earth. Money and development should not trump current homeowners and businesses water supplies. We invested a lot of money in our home and the water situation makes me extremely nervous.

I'm all for development, however, it should be done responsibly and developed with the water supply being of the most utmost importance. Our home is our largest investment and it will be worthless without water.

Thank you,

Suburban rail connections Elgin & Manor to Austin with a transportation hub in or near Manor would help support an Activity Center in Manor. ; An information clearinghouse for developers, cities, and other planning authorities would be helpful for coordinated planning. This would include information on demographics, business to population projections, tax incentives for activity centers, transportation plans, environmental contacts, and related information.

A key point made in these studies was that the areas served by the WTCPUA were two of the three fastest growing areas in Metropolitan Austin - the Greater Bee Cave area and the U.S. 290 area out to Dripping Springs. The third place growth was The greater Manor area. Eastern Travis County was far behind. We are looking at 25 year projections as well as 10 year projections here. This runs counter to the thinking predominant in City of Austin wishful thinking. (NOTE - Comments sent with link to view their demographic study via dropbox)

Please add Barton Creek and its tributaries in SW Travis County to the list of watersheds to be protected through land acquisition, etc. This is the contributing zone of the Barton Springs segment of the Edwards Aquifer. Protecting water quality in the Springs and Aquifer has been a priority for a number of public entities including the LCRA/WTCPUA, TCEQ and US Fish & Wildlife Service. It should be a priority for Travis County as well. While it is true that some of the Barton Creek watershed is already in conservation and some is protected by Austin subdivision rules (SOS), further protection in the unincorporated areas remains a necessity.

Sincerely,

Appendix B: Survey Comments on Land Conservation

A total of 342 comments were collected from the Land Conservation section of the survey: Question 6. Is there anything else you would like to share with Travis County regarding land conservation?

Travis County has too many parks, we need to conserve land.
Land around growing cities should be put to its best use. There are millions of acres of land to conserve that are not near our growing cities. We need infrastructure in Travis County; not conservation. Why are you guys on this Conservation kick?
We in the east side of Travis county need to get our share of tax monies to help in the conservation of some of our property and keep this part of county clean of unwanted companies that cause more harm than help our part of the county.
The waterways including creeks and streams are being used as dumping grounds for rubbish. Travis County needs to do a better job of notifying homeowners in the rural areas of their violations of the dumping of rubbish and trash on their properties including non-working vehicles. This is a problem in NE Travis County.
As the population grows the entire county will become urban or sub-urban. It is important that we conserve some natural areas in the county. I really like the acquisitions of Reimers Ranch, Pogue Springs, and other Pedernales river corridor land. I would like to see more acquisitions that serve dual conservation and recreational values. An example to consider is Dead Man's hole swimming area near Hamilton Pool.
The County should NOT be telling landowners what can be done with land they own.
Please do not buy up all the land. I moved to Austin in the hopes of finding affordable housing. If the county buys up much of the available land or severely restricts its development, then the housing costs will become unaffordable to the younger generation.
We would strongly support the adoption of a Groundwater Conservation District for Travis County to protect the aquifer and tributaries.
Your statements in No. 4 are ridiculous. Who wouldn't agree with all? The real question should be "At what cost".
We're already experiencing considerable light pollution and loss of conserved/preserved rural land in and around West Austin and Travis County. Immediate action needs to be taken to protect what is remaining. Additionally, there are very little to no landscaping requirements for new commercial developments in ETJ areas, and as such developers are allowed to do only what they feel is necessary to "enhance" the appearance of their project as opposed to being forced to include the costs associated with fully landscaping their properties (such as those within Austin and nearly all other Central Texas cities) within their pro forma.
Any land initiatives should be well thought out and not benefit just the few but everyone. You cannot take someones land rights or water rights away from them. however I do think limits are reasonable. Taxing the entire county for one area of infrastructure is wrong. Rural areas should not have to pay for everything the city is doing. If the city is incurring additional costs due to development, that should be passed on to the developer and the taxpayers in that particular area. In no circumstance should the County be allowed to take land without due process.

Travis County should NOT purchase land in downtown Austin for a new county courthouse. The land that it has already purchased should be sold to a private developer so that it can be put back on the tax rolls, and Travis County should build the court in a less expensive location.
While conserving land is important, so our improved infrastructure like roads as traffic is getting horrible. In my opinion, we have over invested in conserving land and under invested in building roads to improve traffic.
Land conservation is directly tied to water supply - must be addressed.
NO
Conserve water now!
travis county should be developed with dense nodes of multi-use mini-cities that are connected by rail and trail, leaving open natural spaces, farms and sparsely populated areas in between. each node needs to provide the basic services so that nearby residents can get the majority of their needs met without commuting (maybe even by foot or bike) and then hop a train into the main urban core for other activities/needs. we can't preserve open space and protect water supplies/quality if everyone has to drive to do anything they need to do.
yes. Very little water supply is provided to the Cities of the County through groundwater, its a huge misconception, especially Austin. All water used in incorporated Austin is resevoir stored. Parkland and conservation land are two different things: parkland is for public use and recreation, conservation land is often times off limits to general public use. The county's character has already changed and will continue to do so. Overlaying easements to protect farms is costly and ineffective. If protection means endless bond packages to do so, I am opposed. Some easement overlay to protect wetlands and aquifer is reasonable. Springs can be protected, and should, but dont need thousands of acres to do so. thanks for the survey
quit allowing so many mining operations - the trucks are dangerous and it erodes land
Travis County already ownes huge tracts of land alot of it conservation land. If Travis County uses public dollarts or voter approved bonds to support land consevation then they need to include in their land management plan ingress and egress for emergency services, payment for fire protection of the land co ordination with Travis County municipalities for coordination of traffic, fire breaks, land management and other impacting effects.
If you conserve land for public use then make sure we have public transportation to get there. Using more fossil fuels to get to conserved land is counter-intuitive.
Do it now; once it's developed, it's gone.
The lake level of Lake Travis should be included in this.
Reimer's Ranch, Shield's Ranch are excellent examples of what can be done. Thank you for those and the many others.
Quit giving tax breaks to corporations and asking folks to subsidize developers.
Special care should be taken around Aquifer recharge areas.
NO
Please use judgement when allowing growth. Particularly related to making sure the roads can handle the growth before the growth happens
County should work with the City on implementing Imagine Austin. We need more compact and connected development with household affordability and green infrastructure.
Need to balance construction, roadways, conservation to preserve quality of life.
Land conservation in rural areas has to go hand in hand with intensification of development in urban areas. Any money spent on "conservation" within urban core is not only wasted, but backwards. Conserve rural land through more development in already urban places.
In regards to the rural character--- density should be encouraged as much as possible in order to limit sprawl, thus preserving the area's rural character outside of the densely populated areas. Sprawl/suburbs are the worst of both worlds and should be discouraged as much as possible.
Protection of water resources and habitat for sensitive species should be priorities.

It is not more important than quality of life issues for residents such as traffic congestion.
I wish you would make property owners to maintain their property in a neat and orderly manner, with grass being cut and garbage picked up...neighborhoods are being run over by rats due to messy neighbors in Manchaca and on Twin Creek road.
Travis County should discourage urban sprawl and encourage denser development with a variety of housing types and uses represented in order to conserve land and natural resources.
If you want to conserve it, buy the rights or reach some agreement with the landowner.
The burden of county taxes is excessive. Less government is better government.
I strongly advocate supporting local food production (i.e., agriculture and animal husbandry). Farmers should receive ag exemptions on land, as well as water rights and reduced rates. A large city, and Austin in particular, benefits from a local, healthy food supply.
It is sad to see subdivisions like Sweetwater building unattractive houses on top of houses. At least 7-10 acre estate sized lots keep the Hill Country a little bit pristine like in the Travis Settlement or the Reserve. Overdeveloping out on Hwy. 71 West is draining the water supply, making the Hill Country unattractive and not allowing wildlife to survive.
Hold builders to a stricter code on conserving land and water.
Work to reduce numbers of ashe junipers which tend to use too much water..
eliminate many cedar trees
Strongly think apartment units be put on hold until roads to accommodate the 100's more residents that would be residing in them, hit the existing roads, that are already so crowded, the the existing roads are like parking lots.
Farming rice in a drought-prone state such as Texas is illogical and undesirable. Travis county should not be using scarce water resources for this activity, contracts or no contracts.
Don't go overboard by protecting every rare species at great cost to the public.
Don't worry about blind salamanders, spiders, or rare birds.
PLEASE, PLEASE, STOP BUILDING MORE APARTMENTS AND HOUSES!!!!
The traffic is atrocious. And the more people and homes that come in, the more water will be used. Can you place a moratorium on building for a year? Is it possible? How do you expect to conserve water or land when building is still permitted?
There is not enough water now or in the future to support existing population, much less the anticipated growth. Rick Perry needs to stop encouraging out-of-state business to move to Texas
Regarding lake travis. Travis county should manage it better to bring it back to at least 70% of it's capacity. It is a disgrace to see the result of current policies.
we don't want to become a round rock. lakeway is a very unique community and conserving land will put a stop to over building and keep it a beautiful community that holds its property value.
Elimination of juniper cedars would TREMENDOUSLY improve the amount of ground water available. They are not native to TX and consume a lot more than their share of water.
without water there is no life
We will have so much growth in the next few years and we need to manage that growth wisely. Do we have enough water?....do we have the roads to take care of traffic?.....do we have recreational areas to enjoy?.....do we need to limit growth until we can take care of these issues? We should not spend money we don't have!!!! Can't we manage growth without making it burdensome on those of us who already live here?
This should be done primarily for parks and recreation. It's a good thing as long as common sense is used, but tying up a lot of land to protect lizzards,birds, etc is lunacy!

The problem with a survey such as this is that in real life everything is a tradeoff and you are asking point questions without addressing the implications of these positions. I might be willing to devote tax dollars to fund some of these initiatives but that has a limit and you carefully avoid the key question of how much for such conservation initiatives? I think this approach tends to create misleading responses that are in general, more conservative than the population really feels.

Discontinue all building permits county-wide in an effort to conserve water usage. Citizen already here should have access to water over and above future residences and businesses.

off tax incentives for property owners to conserve private land

If we lose the beauty of the hill country than we might as well move downtown.

Travis County should enact the most stringent development regulations allowed by state and federal law to prevent development in flood-prone areas.

County should try to produce a master plan for land conservation with forethought to both short and long-term preservation (the latter being measured in decades and possibly centuries). In addition, this master plan should strive for clarity and transparency to the general public, with built-in safeguards to prevent spoilage by land speculators and developers.

It would be nice to see buildings cap in Austin. The city has become way over populated. I understand some people want more people to move in for what they believe to be "better Business" but the truth is, the more people crammed into this county, the faster land diminishes and local recourses will go away. All the condos, apartments and business suites that keep going up, just take away from the natural beauty here in central Texas. I love the natural beauty here. It just eats me up inside to see these complexes go up and take it away. On another note, the noise pollution act that was put on Austin. Austin was once known as the music Capitol of the World. What happened? I don't understand people. If you don't like hearing music throughout the night, Don't Move To Austin. I'd like to see the noise pollution law go away in Austin, in regards to music.

Fight the use of the BCCP, ESA and EPA as they are used to take land and the use thereof.

Need to outlaw "straws" draining water out of Lake Travis. Need to use more gray water!

Travis County currently has substantial amounts of conservation land in the BCCP and other areas. I don't feel that more land needs to be conserved than already has been. The "dark skies" issue has passed it's time. Travis County is no longer rural in the majority, and it is VERY dangerous for drivers at night because there are no street lights on main roadways such as Ranch Road 620. You can barely see the lines on the roads or where to turn at street corners due to this out-dated ordinance preventing proper lighting at night on roadways. We need street lights on Ranch Road 620.

Do not believe this should be a function of government.

Build large regional detention ponds/lakes with help from Corps of Engineers

Developers have been given free reign to rip up millions of trees and pack in as many plywood paradises as they can fit on each tract. Much of what makes Austin unique in Texas is being destroyed. Fewer trees and more impervious cover on the land means more heat, less water going back into the ground, etc. It's a pernicious cycle that just compounds the protracted historic drought the southwestern US is experiencing. None of this will lead to anything good.

Purchase from "willing" landlords, is the key word. We need to balance these goals with rights of landowners.

We should modify our thoughts around Land conservation for the purpose of land conservation. There should be a purpose (i.e. to protect natural springs....), otherwise we should utilize some of our sacred cows to fix infrastructure issues.

Land that is farmed with good husbandry and sustainable practices is land that is not only conserved but also productive and preserved. Make it easier for young farmers to get started and have access to affordable land through conservation or sustainability easements, rebates or grants.

Please expand and elevate current roads to help with traffic problems, instead of creating new roads through existing preserve and natural areas. The natural areas are the most important part of Travis County - they are what make us unique and set us apart from the other large cities in Texas.

Travis County should enable more public access to Lake Travis.

Conduct studies of the impact of cycling on BCP lands taking into account the landmark study done at Fort Hood in regard to endangered species habitat. The Ft. Hood study showed no impact on the wildlife due to live fire of small arms and large caliber weapons like tanks, simulated chemical and nuclear warfare, vehicle activity, and even cycling.

East Travis County has tremendous potential to meet open space & conservation goals at a reasonable cost.

VERY STRONGLY OPPOSED to RPPS-7 (the proposed feasibility study) and LW01(Proposed Elevated Toll Road SH 45 West connecting 620 at RM 2222 to SH 45 SW/RM 1826). Period.

Land Conservation is the only hope for saving trees in Travis County.

Barton Creek and its tributaries in unincorporated Travis County should be designated as conservation corridors

High priority should be given to protect the areas of Travis County that belong to the Barton Creek Contributing Zone.

Keep pushing the legislature to give Counties some zoning controls.

The county should use areas of the county that are sand and gravel pits as storage and percolation areas to save water that would otherwise run off.

Slow growth, both commercial and residential. Mandate environmental protections for growth that cannot be deterred. Only allow growth in areas where adequate roadways have been built BEFORE development begins. Greatly expand park and ride options for commuters.

I am **STRONGLY** opposed to the SH 45 bridge from Route 620, proposed by Lakeway, over Bee Caves Rd, through/above residential areas, the Nature Conservancy, above Barton Creek waters, etc.

Property values will plummet, affecting homeowner equity, TCAD home valuations, Travis County and EISD tax revenues.

Additionally, protected natural resources and lands will likely be impacted in a negative way.

I do not think I will be able to continue to live in Travis County once I retire. I will not be able to afford the taxes. You spend way too much money on liberal causes that give me no benefit.

In the Highland Lakes, floods are caused by natural events **ONLY** in combination with poor management of the basin. Excessive erosion is most often caused by poor erosion control & detention at improvement projects and excess wave action related to zero limitations on boat traffic on the lakes. Buying land makes no sense and shows poor understanding of the systemic problem. **EROSION CONTROL** and **RUNOFF DETENTION MUST BE MANDATED** by law for the whole basin (county) and enforced. Taking land and prohibiting improvements seems easier for the Travis County budget, but the county cannot buy all land needed to make a difference and this severely damages the local economy. A good example of Travis County's ineffective and economically damaging management is the excessive prohibition of improvements to Lake Travis. Sure it's easier than actual enforcement of good land management practice, but at what cost? Poor systemic management caused a knee jerk reaction of the government to just prohibit everything. How innovative. Watch the tax base dwindle.

There should be public access to conservation land (parks with trails open to the public) as there is in every other city in the US.

Support early study which identified trails along the Wilbarger Creek basin. This provides conservation, recreation, controls pollution & could conserve water with the inclusion of mini-lakes in designated topographical terrain.

Lake Travis was not meant to be a sustainable source of water for the immensely growing population, and especially neighboring cities/counties

I believe Barton Creek/Little Barton and its tributaries should be designated as a conservation corridor. Provide 'transfer of development right' so that landowners outside preferred growth centers can transfer development rights to property owners within a growth center and be compensated. Incentivize land conservation.
Significantly limit high-density development until the drought has been eliminated
Explore the use of hoards made up of local individuals to regulate land development by approving / disapproving individual development projects based upon standard criteria. Promotion of high density, low environmental impact development and discourage sprawl. Allow only new development with exceptionally high environmental standards. Redevelopment standards can be slightly less to promote redevelopment towards higher density. Also utilize tiered development fees to promote density and sustainable building methods and materials.
Land conservation should occur but money should not just be thrown at it. Careful consideration should be given to the ecological effect of both growth and conservation with some overarching principles to guide the process. Principles should include water needs for all purposes, insuring food production in compatible rural areas, protection of natural resources and wildlife and preserving a sense of community for residents and reduction of traffic through use of innovative work locations.
Taking this survey without being informed on the implications of each decision seems wrong. :(
Tree conservation should be high on the priority enforcement list in granting permits to developers for all new construction. Just moving a tree is not conserving it (i.e. the heritage oak moved in the Hwy 290 work - it died).
Travis County should ask for landowners, corporations, and wealthy families to donate land and give money to help purchase land for conservation purposes. The cost burden should not be put on low- and middle-income families.
STOP OVER DEVELOPING AUSTIN! We Austinites do not want any more development, our natural resources cannot support further growth.
It is important for property owners to have the freedom to protect their land. The city, county, state, and/or federal government should have no rights on the property owned by the people.
Promote clustered development to the extent feasible and focus growth in existing developed areas
If Travis County gets zoning rights at some point, it should not limit development everywhere, thereby encouraging sprawl.
Don't approve new developments if the homeowners association or business does not allow for flexibility in landscaping. Change development codes to make xeriscaping and planting native plants required and lawns of St. Augustine or other water thirsty plants illegal.
I speak for the trees! Tree removal must be controlled. Who controls developers? Replacing trees with concrete in this semi desert climate shows no regard for the State's future and could only lead to disaster. Wanton tree removal increases temperatures, reduces rainfall and increases erosion (should rain fall). Without water all life is unsustainable. I also speak for sustainability.
It would be nice if the county had some political means by which to encourage smaller footprint, denser housing developments in order to maximize undeveloped green space.
The City of Lakeway is proposing a toll road that will destroy conservation land and bring massive noise and air pollution to residential neighborhoods along its intended path. This project must be stopped before it ruins the last open land in the western part of the county between 2244 and Southwest Parkway.
I agreed that it is important to conserve working farms and ranches, but would like to qualify that answer. I strongly agree with conserving farms and ranches that are diversified and use sustainable production practices and am not in favor of perpetuating the model of monocultured and heavily amended agricultural production.
Make sure there is enough water before approving housing projects. Limit impervious ground cover in watersheds
Here in Texas we have much less "open space" than other states I've lived in and visited. I wonder why that is and if we might see a trend toward more conservation and public lands? I think it would be wise. thank you
Encourage conservator ships by reducing taxes in the years before the transfer of ownership

Don't believe government has a reason to be involved in land purchases. Let the market decide.
The BCP has been a sore spot because of the approach by COA management. We definitely miss Rose Farmer. It could be seen as a good organization for our community, and not shoved down our throats.
Some type of jurisdictional standard needs to be established to protect residents from municipalities' annexation when a municipality has no plan to ensure basic services or maintenance.
"Progress" shouldn't be defined as building & covering with concrete every square inch of land. Destruction of our world is not "progress".
N/A
More conservation is needed in southeast Travis County.
I think a distinct delineation of city to rural should be a goal. Sprawl and subdivisions should be avoided because they cover up valuable farm land and create commuting difficulties. In most of Europe you will see this concept in practice. It's refreshing to have a distinct boundary and know where city ends and farmland and rural begin. Development nodes where density is accomplished are a preference to scattered development.
Conservation of land is important, but not to the extent that it will make taxes increase.
Please become more fiscally conservative. Do not issue more bonds, even for land conservation.
By all means, let's keep wasting water like we have an unlimited supply. Day time watering, commercial landscaping, and car washes; why not? People are in an uproar about lowering the water levels of "Decker" Lake but we don't seem to care about the levels of the Highland Lakes enough to do anything about it. Instead of petitioning the local government to NOT take steps to meet our gluttonous water demands; why don't we pressure the HOAs to reduce landscaping demands or to offer tax breaks to businesses that put down artificial grass like Rudy's in Round Rock? How about a petition to give larger rebates to homeowners that install rainwater retention devices? Water conservation is going to require a culture change, make no mistake. As we round out another consecutive drought year with more "below normal" rainfall, the issue is only going to become more crucial. There are thousands of ways to prevent draining lakes like Walter E. Long, but if we don't change our habits it will become yet another sad "remember when" story. Let's save Decker Lake, but let's do it the right way.
We need to keep a keen eye on all development and the county & city both need to do financial analysis of the costs for infrastructure to support /extend and reach / sustain to the new development BEFORE giving ANY TAX ABATEMENTS!!!!!!
I am so glad to see the future of Travis County being addressed. The preservation and conservation of land with native grasses and springs is vital to our future water needs. Additionally, it is unfortunate to see much of the county's lands being lost to big developments.
Reduce urban sprawl by encouraging development along rail or highway transportation corridors. Discourage development in remote areas, farming areas, or undeveloped regions.
Did you know that while the Civil War was taking place President Abraham Lincoln signed an 1864 bill granting Yosemite Valley and the Mariposa Grove to the State of California. John Muir helped spark the creation of Yosemite National Park in 1890. President Lincoln did not even see Yosemite before he died. The reason I am bringing this up, is because we live here and we need to preserve land, the animals, water now!!!!!! So that generations for future generations can enjoy the beautiful hill country of Austin for all time.
please save our land in Austin Growth is good, but open, land for people and animals makes a city special not just a concrete jungle
Severely limit new construction!!!!!!!!!!!!
Re-evaluate current funding and operating expenses and re-prioritize.
More needs to be done with public/private collaboration for preservation of land so the county and cities aren't growing on the backs of residential tax payers. We must get support at all levels of government to get a better tax appraisal system

Buy land in eastern Travis Co while it is relatively inexpensive. You don't have to improve or spend maintenance money on it - just let it return to whatever state it can.
Right now, it appears that there is no plan to generate growth centers, it's just sprawl along any road that is build.
Land isn't getting any cheaper! But conservation easements are a great alternative than having to buy everything in fee simple.
In general... Texas is late to the party. Other states have strong conservation/development plans that support balance and maintain natural habitats.
Make good use of city owned agricultural land
Evaluate the best use of particular tracts of land. If it's rare habitat, preserve it. If it's best for farming, make sure it is farmland, and so on.
Dense development within existing urban areas is more efficient for cost in the long run.
Increasing public-accessible green space in populated areas should be priority.
So far, this is an awful survey. It doesn't weigh cost/benefits in questioning. It like asking if you support the right to eat apple, but doesn't say that you'll gain weight.
We should not be buying owners out for either poor decisions (flood plains) or for eminent domain (roads).
I see houses being torn down and the developers are chopping down beautiful trees. This should be illegal and happens in crestview all the time
The city if Austin has no business buying land off 45th and bull creek
Land ownership is of Private Property Right / owners, and NOT for state/coutny ownership..
Thank you for caring about land conservation, and providing this survey.
There are certain situations when conservation of land is a threat to the community. i am referring to the 2nd road to Vandrrfrift High School.
Conservation was for the 1960's, it's now 2014 (some people on the Austin City Council need to be told this) and big companies are being sought to move their HQ here. How can we support the growth when we are more worried about the salamanders and birds!
Land should be conserved where it can but not to the point that infrastructure that is needed to support the development not be put in place. Four Points area is a great example of Land Conservation over infrastructure to support the massive growth in the area.
I put education before land conservation.
The problem with "land conservation" is it's not applicable when a commercial development needs to go in. Out in Steiner they are continuing to build! Now a new 150 complex has just been approved when for years we have tried to conserve this land and add to the existing trail system. We were always told this land was not to be developed? There is an ongoing joke...we need to relocate some salamanders to the area ASAP! Then we would get someones attention. WE DON'T NEED MORE BUILDING! SOMEONE PLEASE START PAYING ATTENTION!!! STOP BUILDING IN STEINER RANCH. TRAFFIC IS HORRIBLE.
It is important to use land for its highest and best use. Infill is preferable to suburban sprawl.
Need to develop 620 and 2222!
Travis County should consider the importance of designing and building sufficient roads to protect human life while balancing environmental issues instead of letting the environmentalists waste time and taxpayer money.
Construction causing small mudslides in areas, I'd hate to see when we have really prolonged heavy rain. People need to watch where they build. The air quality is also terrible. Our environment is being destroyed.
Traffic on 2222 and 620 needs to be improved !!!
Proper infrastructure should be the top priority. People will continue to move here and delaying roads for the sake of land conservation is not good planning. Southwest parkway & barton creek preserve are excellent models for maintaining a balance between the desire to conserve land and the needs of a growing population.

Bill the developers for building in a floodplain, don't make us bail people out for their poor home-purchase decisions.
The metro area has already lost much of its natural beauty. We don't want Austin to become another Dallas. Part of what attracts people to this city is the greenness of it.
Travis county should balance land conservation with build better and more roadways.
LIMIT development and work toward maintaining land, space, water... too much growth too fast is hurting all of Central Texas
We need to preserve our ecosystems and the beauty of our geographic areas
620 NEEDS MORE LANES!
I would like the land conservation to take into account saving water as much as possible. For example, doing more to protect more parcels like the Edwards aquifer recharge zone. Water is a precious and quickly depleting resource.
I also believe keeping farmlands close and functioning is extremely important. There should be more focus put on sustainability and permaculture.
We need to do the best we can to protect the quality of life. Clean air, clean drinking water being the most important, to me.
Conserve, yes. But also help secure safe alternative route to/from Vandegrift HS please! What would you do if your own child attended this school? Please test out trying to pick up a person at dismissal during the week-it's a nightmare! Scared for what would happen if evacuation was needed.
I really like the Hill Country Conservancy's model.
Without conservation we will become just another used up overpopulated county unable to support its residents or enjoy its resources.
It is great that Travis County is concerned with land conservation. I support land and wildlife conservation but recognize there has to be a balance when human safety is concerned. The county has botched the management of the land sale to LISD for Vandegrift HS and Four Points MS. The county has allowed two schools and two apartments to be built on a lot with one exit (the second option to get out only allows a right turn on 2222 which forces traffic back to intersecting exiting traffic at McNeil and 2222). Did you not learn anything from the Steiner Ranch fires? It took 2-3 hours for anyone leaving to get out of Steiner via Steiner Ranch Blvd. when Quinlan Park was closed to traffic. There was hope for a second exit via a service road that already existed but then a bird or a salamander was discovered. The county chose an animal over our children, teachers and apartment residents safety should a disaster like the fires ever happen anywhere near VHS.
The same thought goes to Steiner Ranch. The city continues to grant permits to allow multifamily housing to be built in an area that already has overcrowded schools and roads. Where is an endangered animal to halt more apartments from being built? The last duplex project that is being started now was denied permits twice by the city due to inadequate exits. The permit has been granted on the third try and nothing has changed about the exits! There is clearly a lack of regard for human safety when tax revenues can be collected.
Allow homeowners to have a vote for remaining land use inside Steiner Ranch. No more development until infrastructure is greatly improved.
Manage expectations early on and stop catering to developers (Sweetwater Sub). Make developers foot the bill conservation protections, not Travis county voters
It is important but there are more important issues where the county should spend its resources
Make sure there is some that is a desirable place to visit or for wildlife habit.
Nature is keeping this planet alive. Don't ruin it.
Infrastructure should be considered when deciding zoning and land conservation as well.

Conservation of land at the cost of increased traffic and congestion due to not being able to use available land for roadways results in more time on the roadways and thus more pollution and a lower quality of life. Conservation is important, but too much land has been set aside currently, thus restricting possible solutions for improved mobility.

Build more roads!

I can't answer these questions bc they are so vague and out of context.

Care about safety of humans too! Stop going in circles with who can build on land and which agreements in past should count. Developers, city, and transportation should all be on the same plan. No building if land or community does not support or traffic has not been dealt with first.

Widen much needed roads

There must be a balance. A couple of voices concerned about land conservation shouldn't override data that shows humans are in dangerous conditions because land is conserved. (Like roads where there are frequent accidents not being expanded because of wildlife. The people aren't going away, and human lives and safety should be priority.)

Land conservation is important for many reasons however I believe when it comes to protecting human life vs wildlife we need to choose human life.

The toll road proposed by the city of Lakeway should not be allowed or even considered.

Please be mindful of our property taxes. Operate as if you were spending your own money.

Land conservation must be for the benefit of all residents.

I strongly support land conservation for a variety of reasons, but I believe it's important to balance conservation needs with smart development.

None

The County should be working with the COA to conserve land and limit sprawl.

Don't compromise safety to preserve wildlife or land

Land is not a commodity; it is ground of all life! Conservation is our obligation as educated citizens.

Yes, there is no mention of safety, there is no "good soil" in the Four Points area, so that question is irrelevant. In addition there are many acres of protected acres in this area for wildlife, and I think it is appropriate for some of it to be released to protect human life. In addition, stop authorizing dense housing if you are not going to fix current traffic problems.

Need to consider traffic issues on 620/2222

It is possible to conserve land by not providing building permits or allowing development without spending taxpayer money.

Ensure safety of its citizens by improving road systems where population had exploded. Build roads that are needed for the safety of students and workers where there is one outlet for evacuation only the Steiner fires are an example of a travesty of safety due to lack of roads. The same goes for the Four Points area schools

We need contiguous tracts. We need effective land management. We need clear distinctions between parks and preserves. Parks have public access, preserves do not.

Lower Property Taxes

Areas that are flood prone cost the consumer and the county money. Purchase that area to save the consumer headaches and dollars and conserve land.

My agree and strongly agree answers are only if they do not sacrifice public safety.

Land conservation is important, but there needs to be a balance. What are you trying to save? Is it something that is indigenous to the area? Can the area be preserved with some changes?

Land conservation should not be for setting aside the land only. The land should be used responsibly for parks, trails, reserves, etc.

It seems ironic that Travis County is concerned with land conservation while allowing Taylor Morris to overbuild in already congested master planned communities like Steiner Ranch.

Has to be a balance on these issues between conservation and rights of land owners. Some regulations can go to far.

People comfort, facilities and quality of life takes priority than other things

Travis County will not stay rural, focus on protecting specific resources rather than keeping things "rural". Dark skies cannot be maintained. That's what truly rural areas are good for (Burnet County, Milam County, etc.)

Stop putting critters and land in front of safety and total gridlock.

I am the Executive Director of Farmshare Austin and we believe it is critically important to protect good farmland in the County. Central Texas is poised to become a really innovative food and agriculture center for the country but only if we can balance these interests with the other demands of development.

don't think Travis County is responsible to buy flood prone properties, my tax dollars should not be used to buy out homes. I have to spend my own money to keep my house from flooding. The process used to determine "who/what" should be bought out and "who/what" shouldn't is not done in a fair/just manner.

Manor area roads need attention while you're at it

I DO NOT support using taxpayer dollars for unproductive large tract set-asides. The 6000 acres of land Travis County already owned needs to be wildfire-managed and allow a taxpayer benefit, such as public access to a park or trail.

Travis County and local cities should encourage businesses (especially those relocating to the area) to purchase or contribute to the purchase and conservation of lands -- perhaps as part of a new program that provides tax or other offsets in response to their up-front purchase/conservation/restoration of acreage.

We must learn to live with our natural surroundings and the ecosystems that were already here.

Please limit development in central Austin! Why did the zero development policy stop?

Travis County appears to have no plans and limited authority over the development in the west. Road safety, schools and most importantly water need to be taken into consideration when developers bring projects for mass growth to the commissioners court. Seems like Travis County cares ONLY about more property tax income. It starts with a smart plan for land conservation. Get your act together. Period.

We need wealth developing growth and density. <http://www.strongtowns.org/journal/2014/9/3/a-wealth-creating-pattern-of-development.html>

Highest priority is improved traffic and lower property taxes

Traffic on 620 is really bad, specially from N Quinlan Park till 620/2222. There is only one road which is always blocked.

Conserving land to protect the water supply and natural features is very important. Especially interested in Little Barton Creek which runs thru my subdivision.

stop inviting people and companies to move here.

emphasis should be placed on reforesting lands in floodplains

I've lived in Travis county my entire life. I grew up in Westlake and now reside in Manor. The differences are astonishing. I believe if you create a beautiful place to live, then it boosts the self esteem of the residents and make the county stronger as a whole. P.S. If you could tell McDonalds on 290 their lights are obscenely bright and the majority of uninformed folks who eat there already recognize the arches of death without the bright lights - it would be marvie. (Sorry for the run on sentence, but I'm doing this on an iPhone)

I don't support government land grabs for conservation, though I do support a limited amount of parkland. In general, the land belongs in the hands of private citizens and organizations.

I also don't support government legislation and decisions made in the area of global warming as this is unsettled science.

I believe that the protection of endangered species is a claim that is often abused to allow for government control of property and citizens. More unbiased oversight should be done when decisions are made on behalf of endangered species, especially when human life and safety is an immediate factor.

Where safety of the existing community has become at risk due to growth, adjustments to conservation easements should be encouraged. Future growth should be appropriately controlled and guided to prevent further pressure on easements. Everything from traffic to fire risk, to schools need to be considered in planning for SAFE growth.

Limit apartment building concentration in the 360-2222 area. Roads cannot support density development.

The focus on conservation to exclusion of planning for the population growth ie infrastructure and roads is irresponsible. Growth is coming regardless of what we want. Trying to use conservation measures to limit growth is not going to work. A plan which allows for the anticipated growth in concert which conservation is the appropriate response.

We choose to move into our area because it was less developed and had a lot of greenbelt around us. Within 13 years this area has become so overdeveloped with little or no planning on traffic flow. If this will continue this area is going to look like Houston.

There should be traffic control and fire management should strongly factor in to ALL decisions re development on 620 and 2222. Rules should be more stringent on matching growth to improved traffic management.

Transparency is Key to determining the best course of action regarding conservation.

The overbuilding in the Four Points area and throughout Austin is out of control. It's dangerous and our traffic problem is reducing quality of life, our schools are overcrowding and we have reduced safety on our roads. Stop the poor planning and overbuilding in our city. It's time for the roads to catch up to the extreme growth that is occurring in our city.

wetlands is a trojan horse for the EPA which bypasses law from Congress.

Land conservation should be a part of the Travis County's charter, but not the over-riding objective. Taxes are too high, so land conservation should be done in the most efficient way possible. If it is too expensive, it should not be pursued.

Find uses for conserved land that do not negatively impact that land (if possible) - including parks and sports fields for flood prone areas.

Yes, I understand Lakeway has proposed extending SH45 through the Dell Ranch and other preserve lands. I strongly object to this plan and request that funds for the feasibility study be denied. Besides my primary objection that we should not destroy preserves to build new roads, I object that the funds would be provided to Lakeway to conduct their own, and therefore biased, study.

Strongly opposing the proposal of toll road between lake way and bee caves road. This is too disruptive to wild life.

Small farm-to-table local farms operating adjacent to sections of dense residence/ mixed-use centers would be ideal. Greenbelts in sensitive areas provides for conservation and recreation. Finding the best use of particular soils / watersheds / topography is difficult, but would lead to the highest and best use of the highly varied topography we find in western Travis county.

In the same way that local governments are working to protect dark skies, there are many reasons to protect natural soundscapes as well (tranquility, physical and mental health, quality of habitat for wildlife species). I recommend staff look into model policies that promote quality soundscapes through noise abatement policies.

There is a way to conserve land and make it useful to citizens through parks, bike trails and in some cases, even roads. Lets start using common sense growth and development to move people AND protect animals as Austin continues to EXPLODE growthwise. We cannot continue to 100% protect the land that has been reserved. There are ways to build where once completed, the areas remain very rural and protected from development. See Mopac and 290 over Barton Creek or Loop 360 over Bull Creek. We must move people to keep this city booming.

Every parcel of land the county buys or owns eliminates those properties from the tax roll and therefore, the citizens make up the difference with higher taxes.

Land that has been conserved needs to be off limits for roads, transmission lines or other infrastructure proposals. Conserved land needs to be protected for the long-term, honored and valued. I have seen proposals to build roads through preserves, this is completely unacceptable.

Please consider including the Barton Creek watershed in Conservation Areas. This is a critical watershed and needs protection.

Local government is the voice of the people, reflecting our values, I chose Austin because of its' liberal, progressive politics and gentle climate. I was disappointed when we voted down light rail 11 or so years ago. My fear is our growth will outstretch our ability to keep quality of life good. Traffic comes to mind. Thank you for asking the question about light pollution and dark skies. Keep going! Charla

Land conservation is important but I want to make sure if tax dollars are used that tax payers are allowed to use it. I am opposed to agreements with Nature Conservancy where only the "elite" are allowed to make appointments to enjoy the land (St. Edwards Park is a prime example).

Discourage watering of "lawns" and encourage substituting native plantings for grasses and such that belong only in west coast marine type climates. Encourage commercial enterprises to use native plantings and self draining type pavements.

Austin zoning is a mess. TravisCo should not attempt anything similar.

Direct ownership and conservation easements are the best way for TravisCo to conserve and control property.

Then the appetite to control is limited by the willingness to tax.

Also, public recreation needs in TravisCo are increasing with population and since Austin gives such large portions of parkland to private event promoters.

Local government take over of lands is a no no

It wasn't clear on question 4 if you were referring to the behavior of private citizens or the government. All of them are important to a degree. The Travis County government does not have the wisdom to efficiently spend tax money to do any of them. Hell you cannot build the Consolidated Vehicle Service Center on Blue Bluff Rd without royally screwing it up. How much did that bridge over the creek (that goes nowhere) set you idiots back? No amount of tossing my tax money around will atone for the environmental screw up that project turned into. Famous last words, "We don't need building permits, were Travis County".

Travis County already has a ton of preserved land.

Need to encourage denser land use by developing population nodes, connected by commuter rail and cease developing new roads to accommodate sprawl.

Over growth will be a disaster to the county as we need to maintain the water needs and the infrastructure needed to enable people to travel and live. The limitations need to be put in place in the housing developments as the roads, schools and overall quality of life will be depleted. A perfect example is the growth along 969 from Austin. Any morning during the week travel is backed up at Austin Colony and can take sitting through many lights to get through this intersection and if more homes are built this will only magnify.

The focus should be on protecting existing green spaces. The county should work with land trusts, neighborhoods and individuals who want to protect green spaces, and should encourage the use of conservation easements. Not all conservation needs to be done by the county - the county can reduce its costs by helping & partnering with private individuals and land trusts. The theory that developing very densely will result in preserving green spaces farther out is false, and creates dense sprawl. Green spaces should be protected whenever and where ever they can be (where ever nearby residents are ready to help protect them), and they should be protected and conserved as development spreads.

land conservation should be an adjunct to protect and filter the water supply

Building restrictions in flood plains are key! It is in the best interest of future generations for Travis County to purchase prime conservation lands in floodplains for green infrastructure that can serve regional storm water quality purposes and serve as recreational amenities. This is a great survey - thanks for reaching out to the community.

Make developers pay large sums in environmental fees to build in environmentally sensitive zones. Use county and city resources to sue developers.

I would rather Travis County purchase land for conservation rather than "parkland" which has so many restrictions. The goals should be preservation. If a commercial use is able to build in a way that supports the conservation goal, this should be an option.

Key lands and creek/ river corridors should be squired before development to ensure continuous corridors.

Future development approval must be in concert with the reality of this land. We have large rains and flash floods, we have long droughts and deplete our drinking water supply. These are facts and any development that does not consider land density, runoff water and green building practices should not be approved. In addition, any development should be near existing roads and not expect new roads for their benefit.

Floodplain acquisition could be more costly as it may include homes, businesses, etc and may not be in the right location for a well-planned land conservation program, so, it should be evaluated based on those goals rather than just buying flood-prone properties

Use common English instead of resorting to back-formed words, such as "incent."

"Identify where the county will INCENT development

Identify where the county will INCENT conservation"

Clearly I am in favor. As an outdoor recreationalist - this area is significantly underserved - just visit a swimming hole or ladybird lake trail - we have too many people on too little land. Best of luck finding ways to preserve more land for the enjoyment of all.

Make the conservation areas open to the public. The Balcones reserve on City Park Rd is closed to the public. A high fence has been erected that prohibits the movement of wildlife. This is wrong!

This plan is extremely important for the livability and sustainability of our region. In order for people to live here with dignity, we must be able to have some self-sufficiency in supplying our most basic needs - food and water. This requires resource allocation in terms of staff time and dedicated bueget allocations to coordinate efforts with community partners and to leverage public and private funds increasingly available for these purposes. This plan is prudent. We have already lost time and potetial oportunites to preseve land for these purposes. These elements of resource preservation must consistently be part of the County budget and staff priorities given the population and development pressure this area is facing. Thank you so much for the opportunity to weigh in.

Conservation is so important. I bought my house 6 years ago and am now surrounded by subdivisions and light and it breaks my heart.

Land conservation itself should rarely be used as a reason to limit walking and bicycling mobility, e.g. we should not use the excuse that we can't build a trail because we've already built a freeway and can't afford to destroy more of the natural environment to build the trail

Bike facilities take up small areas of public land and should be used to promote access to preserved land in ways other than cars.

Growth in western Travis county is too fast with little plan to keep it sustainable. Lake Travis and the Pedernales River are huge symbols of the potential disaster we are facing if we do not start doing this more wisely. Please slow it down until we have something that can work into the future, not just help developers make money today.

Travis County should prioritize conserving inexpensive land far away from downtown Austin. It should not put any resources into "conserving" land in Austin, where people should live more densely. Keep the city city and the country country.

Travis County should use/acquire easements to create bike and pedestrian trails.

It's hard to answer questions without the details of "protect, conserve and support". I would rather see any major monetary expenditure be on the Commissioner's agenda

Please protect the land over the Edwards Aquifer Recharge Zone by withdrawing support for SH 45 SW.

Please start modeling cumulative effects on the watershed when looking to approve gray infrastructure impacts like development.

Protect bottomland riparian forests
Recreational trails are an effective way to increase residents' understanding of and attachment to conserved lands.
Restrict run off from development land. Do Not allow our limestone creeks in Travis County to be turned into storm drains as it has been done in Austin. I've owned land along the Travis/Hays countyline for twenty years. Be responsible for the development impact to our land and accountable to the citizens/taxpayers/voters that cherish our unique Travis county landscape.
Urban development in the city is equally as important as conserving existing natural spaces.
Land is a resource for the future, and once damaged represents a debt. Since the population is growing so fast I believe it has never been more important to conserve land than today.
Conserved land can also support low-impact transportation corridors for those who walk and cycle to work.
Increase transportation options, particularly bike infrastructure.
Do not allow tax breaks for corporations. Protect the aquifers.
Investing in improved water and soil quality now mean billions of dollars saved later that would be wasted on healthcare costs/productivity losses
Provide bikeways through conserved land.
Having conservation land in part use for ease of mobility for bicycles and pedestrians.
The 620 corridor is already clogged beyond capacity. The plan admits there are few options to improving it. The plan still calls for promoted growth at an activity center at Four Points? This is not logically consistent. Increase density, no transportation options, promote more growth. The current transportation plan is simply trying to catch up to needs already present. Do not make it worse by promoting more/denser growth there.
Land conservation may also provide much needed greenways where walking and biking infrastructure can be built to support recreation, exercise and (most importantly) alternative transportation. We need more corridors for safe biking access OFF the streets to all neighborhoods and downtown. South Walnut Creek is a great example. It just falls short of linking Manor to downtown. The NW, SW, and SE zones need similar access on these greenways.
Protecting our lands will keep Austin from becoming Houston, a fate far worse than death!
Water is the number one issue and will depend greatly on curtailing or regulating over development and urban sprawl.
Travis County should invest in land conservation in areas that have been identified as high priority conservation lands that meet multiple conservation goals (ie water quality, habitat, farm land). The county should also work closely with surrounding cities to encourage more dense development in already urbanize areas, thereby maximizing existing infrastructure and taking growth pressure off undeveloped land. Sprawling single-family subdivisions are NOT what we need more of if we want to deal with traffic congestion and environment preservation needs.
I could "strongly agree" with all of the conservation statements above, but I don't trust you to use this information fairly. I strongly support all the ideals listed in the conservation statements, but I don't trust you to implement policies that are fair to private land owners. Development/building in Austin city limits is already a nightmare and we are losing important businesses and segments of our population because of the over regulation. Please be judicious with your power and learn from the City of Austin - don't be like them.
Greenbelt committee may be beneficial in working along with developers and construction for preventing the demise of the local wildlife.
As long a conserve doesn't = keep the public out, I'm all for conservation. There are responsible ways humans & nature/wildlife can co-exist & make use of the same tracts of land for recreation (humans) and to live (wildlife)
Travis County should mitigate flooding by restricting development in flood plains, limiting impervious cover, and requiring detention ponds for all developments.

I am not in favor of things that will continue to drive our property taxes up. We need to spend within the given budget. Additionally, IF tax money gets spent on buying land, I feel it should be for the purpose of public use. I have a very strong dissatisfaction with what happened with the BCCP acreage. Bonds were voted in by the public, then we were essentially written out of the use of that land we paid for.

springs, streams, and all bodies of water in Travis county is so special and important, the conservation and protection of these natural resources should be a priority

I would like to see more dense urban areas in order to minimize the area of human impact (sprawl) as a way to preserve wild spaces outside of the urban zones.

Having green space reserved within communities was one of the reasons that I chose to live in Austin. I'd like to ensure that we have as much conservation space as possible, but ensure that active folks can still access the trails within for biking, hiking, etc. within reason.

I love Reimer's Ranch Park the most - thanks!
Pace Bend is great to, too bad about the drought.

Density is much better use of land than sprawling development.

Thank you for planning for our future!

More needs to be done regarding water conservation.

Travis County should do everything in it's power to protect our water sources and conserve land. Water is becoming the number one issue we face. Investment now will pay off later.

Uncontrolled growth of the suburban area is the biggest threat to quality of life in central texas. Land conservation provides a valuable tool in the presence of state laws that do not allow stronger urban growth boundary regulation.

We need more transportation trails or biking and hiking ilk the Violet Crown Trail

Our county is unique as an urban area in Texas. It will continue to draw people. We should be mindful of maintaining character and that may mean forgoing revenues.

all of the charm of this place comes from people living in harmony with the native landscape. cotton farming, over grazing and over urbanizing leads to ugliness, dead spaces. we can manage our growth better than that

This plan is extremely important for the livability and sustainability of our region. Travis County's governmental role must include real support for self-sufficiency and resiliency in supplying our population's most basic needs - food and water. This requires resource allocation in terms of staff time, as well as dedicated budget allocations to coordinate efforts with community partners and to leverage public and private funds that are increasingly available for these purposes. This plan is prudent. We have already lost time and potential opportunities to preserve land for these purposes. Critical elements of resource preservation (i.e., land, soil, water), must consistently be part of the County budget and staff priorities given the population and development pressure this area is facing. Support for food production - and related economic food sector drivers like distribution, storage, processing, and recovery - must be integrated into county planning, in addition to water and soil conservation. Thank you so much for the opportunity to weigh in.

Encourage smart growth, low impact development, and protection of limited water resources in this increasingly dry/drought-prone region.

Farmland and green space are vital to the health and well being of Travis County. Conserving land for these purposes should not go undervalued. We cannot afford for our farmers to be priced out for another development or our streams and tributaries forever sealed by more pavement. The future of Austin depends on these resources and serious conservation steps are necessary to preserve and reserve them.

With the growing population the land area for recreational purposes -hike and bike trails, mountain bike tails, swimming pools - should also proportionally increase. The corporations who buy up land and build condos for the wealthy should pay for this.

Use public lands to build a network of bicycle trails.

When conserving land for farming, I think it would be beneficial to support small-scale, family-owned enterprises, especially those producing a variety of fruit and vegetable crops, and especially those using sustainable farming practices.

Conservation easements are paid for with local tax dollars in Routt Co Colorado. They are called purchase of development rights and they are very well supported and were refunded by popular vote. I think Travis Co needs to be aggressive and in catch up mode to protect undeveloped lands. Please be BOLD!

Parkland pays for itself over time by reducing flood mitigation costs, erosion costs, and by increasing property values! Lets catch up before for there isn't anything to conserve.

out here in the hill country, we need to be able to better limit how a developer can alter te topography. ie; infilling ravines and leveling hillsides as is being done along highland blvd in Lakeway. It's a tragedy.

TC should spend money to do the right thing, conserving natural resources regardless of voter approval.

Need to protect creeks and aquifers from pollution and overuse

These questions are not fully informative. I'd like to know what alternatives there are in order to make a better informed decision. Without knowing all the items on the table, I feel like I'm just agreeing to general abstract ideas instead of realistic representations of concrete actions. Maybe present what amount of money is currently budgeted towards conservation, and whether that is increasing or not, and also present the other projects that would be losing funds as consequence.

Conserved lands should be maintained to include natural areas that enhance indigenous plants and animals, and include some trails to allow people to enjoy them, by foot. Land as it is, is as it is, for a reason. Do not try to out-think the land. That usually ruins it.

maximize funds; matching local dollars; matching county dollars and matching state and federal dollars. "Bang for your buck"

Be bold in the roll-out of these conservation programs.

Like to see park land or hiking trails or county owned green space in the Manchaca/San Leanna/Onion Creek areas. There is no Travis County Parks easily accessible to the Manchaca area without driving at least 30 to 40 minutes.

These questions are oddly skewed towards promoting land conservation as opposed to getting an accurate accounting of what people feels needs to be done in the area of conservation.

Development of property for home sites should be done with strong consideration of the impact on water quality and availability for both surface and ground water supplies. Travis County must do a better job looking at future water sources for development and the impact development will have on surface run off especially in sensitive areas such as the Barton Springs Ecosystem.

No more new subdivisions on Hamilton Pool Road

Barton Creek and its tributaries should be included in the watersheds to be protected under the Land, Water and Transportation Plan.

The county needs to stop using conservation land as parks. No ATVS in the preserves!

I was on the board of The Northcentral Pennsylvania Conservancy, before moving here in June. NPC currently holds 43 conservation easements and 1 facade easement on over 4,735 acres. Another 6,300 acres were protected through ownership. I'm currently a stay at home Mom with all four of my children in School full time. I have time to volunteer, If you need someone. I also took a community planning and zoning class through Penn State Extension and was in the Paralegal program at Penn College before moving to Austin. Carmalene Churba 610-389-3220

Support repeals of mandatory landscape in HOA communities; urge more xeriscape in community public spaces.

Minimize development, stop cutting trees down for toll roads, educate the public more on why we should prioritize protection of natural resources and natural lands for animals and for ourselves. Travis counting is populating at an alarming rate and with that there are many consequences. Conserve, water, land and trees for if we don't we will suffer.

I strongly support land conservation -- primarily through regulation. . . . Buy only if you have to. But to accommodate growth and preserve our open areas, we have to add density. Density is the single greatest tool we have to save our open spaces and the environment.
There are aggregate mining areas that seem to be used and abandoned in Eastern Travis County. This land needs to be reclaimed for positive future use, instead of just being wasted.
It's great that Travis County is being so proactive about conservation--especially in Eastern Travis County which is going to experience the most pressure. Conservation easements are a very cost effective way to protect open space, water and wildlife.
It should NEVER be okay to violate protected wildlife areas! Development and growth need to conform to these essential limitations. There will always be more cars until we create alternative transportation systems.
We must conserve our groundwater resources and need to embrace a western Travis county GCD that has real power to stop unmeasured commercial exploitation that unfairly disenfranchises our homeowners and wildlife. DO NOT allow a GCD to be defined that does not have regulatory power as has been proposed and defeated before.
All efforts should be used to steer development away from sensitive lands. If that does not work, substantial money should be used to buy those sensitive lands. Preserving and improving water quality should be a high priority when planning land use. Preserving land for wildlife should also be a high priority. As should be preserving land to protect native plant life. Setting aside land for public parks should also be a priority but water, wildlife and native plants should come first. I would also support strong ordinances and public education to save what "dark skies" we have remaining on the outskirts of Austin. This would include being smart about bill board lighting and large highway signs.
We should concentrate much of our future growth in centers (downtown or other established areas of residential + commercial + jobs) as opposed to spreading out horizontally across the environmentally sensitive county.
We need protection of our underground aquifer to protect the dependence of west Travis county residents on wells by limiting large subdivisions and small lot sizes. We should have a minimum of 1 acre lots and no ability of developers to put in "amenity" pools that use groundwater in new developments.
We need to look at the big picture and down the line
Need more roads!
Do something, anything, to assist in the congestion on RR 620 and FM 2222. It is unsafe. Do whatever it takes to resolve the Steiner Ranch traffic issue.
Water preservation and reduction of use need to be among the most significant priorities. Zero lawn scapes should be allowed in all home owner associations and encouraged.
Land conservation should be considered ONLY when traffic and access requirements are also being considered.
Use dyes to determine where water flows, not what someone guesses.
Land conservation and environment must be protected but a compromise, practical attitude and common sense need to be used. Instead of an intransigent attitude defend a few feet of protected land when the benefit to the community could be great and economical.
Private ownership is superior to gov'n't intervention for conservation
We should leave the preserves alone; that's why we live here
Land conservation pales in comparison to quality of life for the average person. Prioritization of those living and paying taxes needs to be prioritized over any other environmental concerns. Anyone on the other side is just trying to come up with a good excuse to try and create population control, which is a feeble attempt to try and stop what cannot be stopped.
We need more land to help with traffic

The ash juniper (cedar) tree is depleting a lot of water in Travis County. Look at Texas Parks and Wildlife's studies on this. Part of our land conservation should include remediation of runoff and soil conservation as well as the removal of invasive non-native vegetation that is destroying habitat for birds and animals. Something has to be done about the loss of our creeks and streams due to non-native vegetation.

Conserving land will make affordability an even greater challenge. Affordable housing and commercial needs considered at the same time as conservation.

Common sense should be used to conserve land, water and wildlife while adopting to a growing population's transportation and land needs.

Appendix C: Survey Comments on Development and Transportation

A total of 347 comments were collected from the Development and Transportation section of the survey: Question 12. Is there anything else you would like to share with Travis County regarding development and transportation?

Stop building new roads! If a developer wants to build in the unincorporated areas of Travis County then make the developer pay for roads. Stop passing the developers obligation to your constituents.
We need an Activity Center in West Travis County on Hwy 290 West. That area is FULL of people and it is only growing. If we had an Activity Center near the TC border, we could save ALOT of those people from driving into downtown Austin. Also, Hwy 290 West should be a Transportation Corridor since it is linking with Dripping Springs. We can't close our eyes to REALITY.
We are limited in the growth of highways in our area, 969, 973, and 130. We see a lot of trucks in our area and they tear up the roads, mostly overloads and the county does nothing to stop the overloads!
I think for new development that land developers should bear much of the cost for new infrastructure. It is unfair for the county to subsidize development through building new roads. I would rather the county use its road funds to widen existing congested roads. I would also like to see more dedicated bike lanes.
Too much emphasis is put on bike lanes. A very small percentage of the city uses or benefits from them. There also seems to be little or no enforcement of traffic laws for bicycle riders and increased focus can only encourage the same dangerous and, often, illegal, behavior.
No more Tax Abatement Incentives for business relocations.
Please focus on widening the freeways and adding more non-toll roads to reduce the traffic. I prefer to drive to work, instead of using public transportation.
I hate toll roads. I think roads should be, for the most part, public domain and paid for via tax revenues and developer fees.
New developments should be supported by the tax revenues from that surrounding area. There are plenty of existing developments where taxpayers have lived there for many many years and not getting improvements because tax dollars are going to support new developments. This should be fair, existing infrastructure improvement is as important or more important than new developments. Fairness is the key here.
Enough bike lanes already!!!!!! STOP!
Manage the natural growth of the county and build roads accordingly.
BUT if the support of Activity Centers detracts from overall transportation developments across the region, I would strongly oppose the use of such funding at the expense of other projects. The emphasis of funding for bicycling across Travis Co at the expense of roadways is ludicrous. And I'm a bicyclist. Priority on roadways, rail, busing...
As I have a company with over 300 employees who must travel across Travis Co, Williamson and Hays Co., it is imperative that we work on long term traffic solution of intra and inter county travel. Roads are the only answer for many individuals and companies. We are not against alternatives, just not at the expense of realistic road projects. and we do support rail.
Travis County should sell the parcel it bought in downtown Austin and build the new courthouse in a more cost effective location. That land should be sold to a private developer and returned to the tax rolls. It is ridiculous that the County is that irresponsible with tax dollars.

Should participate in commuter light rail costs with City of Austin and Cap Metro to access the major work centers, ie downtown, state complex, and UT.
I don't understand Activity Centers, but doubtful they will work in Austin.
I don't trust the Commissioners to make the most taxpayer-beneficial decisions; too much influenced by developers.
The activity center concept sounds like social engineering. Counties shouldn't be involved in land use, that is a municipal function.
more legitimate and simple bike "superhighways" to get people from the outskirts into the urban core without interruption, danger or thinking much. this will be the key to connecting the final mile or two between a destination and a rail service.
the questions are too simplistic, as if what I want is significant re. where I CAN work, re. jobs
If you are discussing existing Activity Centers I agree with most of the above, but its unclear. Development will occur where land is least expensive or close to Activity Centers. There is very little Counties can do to influence that growth. Investments in transportation should be where known growth is occurring, and where employers are, are seem likely to locate. Say, Parmer Lane east.
I do not work so there questions do not apply.
Any company or organization benefitting from an Activity Center should be required to pay for the use of the property. Taxpayers don't need to support more profit making businesses. In this area we are not hurting for viable businesses.
It is my humble opinion that if you build a transportation corridor, the business will migrate to be near the corridor. No need to lose tax money for that purpose. Save it for something else.
More busses, trains, and sidewalks please.
MANCHACA TX NEEDS BUS SERVICE LOTS OF PEOPLE OUT HERE DON'T HAVE TRANSPORTATION AND THE NEAREST BUS STOP IS 5 MILES AWAY AT SLAUGHTER AND MANCHACA RD
Do not use toll roads to solve transportation woes.
The county should not be building or widening roads in environmentally sensitive areas. It is now well-established that adding untolled roadway capacity results in more trips being taken and does not "relieve" congestion. The county should focus on maintaining existing roadways and improving their efficiency while also creating more choices for residents by supporting biking, walking and transit use. Above all, the county should do what it can to support growth patterns like activity centers that are not auto-dependent.
Household affordability should be calculated in terms of housing, transportation, and utility costs.
"Activity Centers" is jargon terminology that is not useful for communicating with the public. Anybody could take it to mean whatever they like.
If traffic gets any worse, I will change my job before I change where I live. These questions are trying to lead me a certain way and I do not want to justify any new taxes for individuals while developers get tax breaks and create more congestion without creating more infrastructure.
We should develop centers, but not in rural areas like along 620 or SH 130. Centers should be mainly in existing urban area. We should prioritize transit access to and within centers. Minimize construction of new roads as much as possible.
Congestion along 1626 is horrible and needs to be improved.
If you allow new housing, you must provide roads to accommodate all these people. I 45 extension is a must if you allow houses and apartments to be built in southern Travis County. Already, we are grid locked...So stop the housing permits or put in roads..It is quite simple.
Building more roads/expanding lanes is not the solution. We cannot build our way out of congestion. It is imperative to incentive development in these activity centers that supports alternative forms of transportation (bike, walk, transit) and DISINCENTIVE development that perpetuates car dependency, in order to improve quality of life in the region and conserve our natural resources.
Public transportation is a terrible waste of tax dollars.

Streets and highways must be connected and rerouted for efficient transportation BEFORE they are built or improved.

The most important focus should be on improving, widening and creating new roads for cars. The congestion in our area is awful!

Transportation, mainly lack of adequate roads is the biggest problem in Western Travis county and the Lakeway Area.

People in Texas use cars....get used to it.

Wheelchair travel on most city buses is cumbersome. Being required to raise the front seat and strap in a wheelchair forces the wheelchair user to become a burden on the driver and other riders. It also makes a spectacle of what should be a simple commute. Other large cities have purchased buses that allow a wheelchair user to simply board and exit on their own without any assistance--like non-disabled passengers.

I don't believe development should continue down Hwy. 71 West into the Hill Country we don't need busses, public transit, trails, bike paths, etc.

Improve all main road corridors to/from Austin, north/south and east/west. 620 is a major mess as is MOPAC south of the river.

There should be public transportation between Lakeway & downtown Austin.

Your questions 7 and 8 are not specific enough. Transportation corridors are already formed and they are the problem. They are congested and will always remain so - even with public transit. Every major city in the world has congested roads regardless of its public transit systems, so it is disingenuous to think this will change. My specific concern is RR620 because it is not designed for the current traffic load and I prefer a bypass of some sort somewhere other than Lakeway. Travis County AND Lakeway should have master planned development by professional/national firms that know how to resolve these issues.

I would like to have access to public transportation in Lakeway. Presently there is no way to get from Lakeway to downtown Austin or any other part of Austin unless one uses private transportation.

Public transportation and bicycle transportation for daily commuting are unrealistic alternatives for most working adults. Using public transportation would not allow me to drop my children off on my way to work, or allow me the flexibility to leave work if they need me. In addition to those concerns, much of the year, it is simply too hot to bike to work and still present a professional appearance.

Do not make tax incentives to large companies to locate in what should be protected Hill Country areas.

Focus on the needs not the wants of the community.

Please support improved infrastructure including a loop around Austin - the West side needs a new road to connect 45 for a loop. Expanding 620 will only slightly improve our situation - right of ways would prove expensive. Trying to change the population to accept Activity Centers is a waste of time. Population is moving away from Downtown, not toward it. The current CAMPO plan if completely done will fail according to all of the studies done. Scrap it and look for new ways to improve traffic flow with grade separated roadways.

My answers may sound contradictory but I don't want any new growth except for bikes, walking and running paths.

Stop the growth in Travis County. The proposed RR 620 Corridor by Joe Bain is a joke

Please do not invest in subways or light rail. I worked for the Washington Metropolitan Area Transit Authority (Washington, DC) for 20 years and saw first hand how extremely expensive they are relative to the number of people they service. Expanding roads to accommodate cars is a MUCH better solution to transportation problems.

Public transportation is non existent. Bus route to downtown Austin/UT area is a must to be able to commute and ease traffic in 620 (a nightmare) and 71.

RR 620 Corridor is not needed; another bridge over Lake Austin would be a disaster

We need to have faster routes to downtown. There have been times I've been stuck in traffic on 2244 because there are no alternatives. Mass transit is a must for the future!

I live in Lakeway. We have two main routes into Austin and both are always bumper to bumper in the morning. We have NO public transportation into Austin. NONE.

no bike lanes on FM620 due to congestion

Work with TxDOT to fix RR620 and RM 2222 congestion. Take a lesson from Williamson and Hays Counties and spend county \$\$ to fix congestion on city and TxDOT roads.

As a community we go overboard on our green and transit solutions. It is a joke to spend so much per capita on light rail or the toll road corridor when the mass of the population does not live or travel in that area.

620 traffic has gotten really awful so before more housing developments/apartment buildings are conceived a traffic plan needs to be developed to provide alternate routes

Given the dispersed nature of county growth, only large-scale investment in a wide-ranging bus system would provide any significant improvement to road/traffic congestion. Such a system is especially needed to bring low-wage earners to the abundant service jobs increasingly difficult to fill in western Travis.

need to have public transportation to austin from lakeway

Because of the growth of population that Travis County continues to promote here, I've thought about moving to a less congested area. The only reasons I have not is because, I'd like to finish my college and my fiancé loves the greenbelt. I use to love going on a drive through downtown Austin 6 years ago. I do everything I can to stay away from that area now, because of the traffic. The population has become too much. Pretty soon it'll be like Sacramento and San Francisco in California. The next stage would be close to Los Angeles. I've lived around all three of these areas and, honestly, attracting tourists is OK, but stop, please stop, allowing more apartments, and high rise condos (that are way too expensive and ugly) that take away the natural beauty and will bring this county to a place to be even harder to get around in.

I support Activity Centers only as they originate and grow organically as dictated by free market influences. Government should not be allowed to pick winners and losers.

Make rail airport accessible!

Traffic on Ranch Rd. 620 is getting worse every day, more roadways to and from the Lakeway area are greatly needed.

Build or improve roads where the traffic is. Let people make their own choices of where they live.

I have asked Mr. Jones twice, several years ago, about bus transportation or carpool. He told me twice he was not interested in bus or van transportation and that I should advertise on my own.

shoulder should be marked appropriately so people do not use them as turning lanes when bikes may be present and other people are turning from the right hand travel lane. Example on RR620 in Lakeway at Lohman's crossing (both sides of the road) and at Lohman's spur. Also turning right into Target, in Bee Cave.

All new developments need to have an assessment charged to it based on how it and any additional phases of that development will impact the roads connecting it to the traffic system. As the phases of construction start, monies should be deposited with County transportation department. That money will be spent only on identified improvements to assimilate that phase to the traffic system. Potential tax base income increase based on property tax revenue increase should be considered when calculating the assessment to the developer. The goal is to identify impact, cost to accommodate impact, specify dollars needed to relieve impact to traffic system, collect as previously discussed and construct improvements immediately.

It is important to me to prioritize transportation funding to address air quality problems in the region.

I would love a shorter commute, but I had to move to where the schools are decent (not the case with AISD). I would love to use public transportation, but those options are nonexistent in Western Travis County. I would love to be able to walk to places, but most Texans seem to hate the very idea of both public transportation and walking.

Travis County and City of Austin need to support and help fund TxDOT improvements to Loop 360, 620, 2222, 71, and 290.

You need to prioritize funding for the 620 corridor now. We cannot wait until 2040 for a solution. There are many options like widening roads, adding turn control medians, converting to curb & gutter that will help traffic flow. I have lived in Lakeway for 15 years, little has been done on this road to help with the congestion and our population has almost quadrupled in that time frame. There are several areas between Lohman's Crossing and Lakeway Blvd, that are very dangerous at peak times, especially around the post office.

Would really like a bus system connecting Lakeway...my young adult daughter has a disability and can't drive.

I would like to see Travis County study successful bicycle transportation plans around the nation and the globe. Bicycles are part of the solution to the obesity problem and traffic congestion and should be a sizable part of Austin's infrastructure.

No more toll roads. Use our tax dollars for toads

It's it true this region has spent more on roads than any other region on the country? If so, let's try to spend more money on alternatives.

Fast trains needed, metro type, more fast buses.

There should be development right exchanges so that landowners outside of activity centers can transfer development rights to developers within activity centers. This might create broader acceptance of concentrating development.

There has to be solutions for the I35 mess around downtown. There's also the on and off ramp for 183/35 which is INSANE. I live 20 mins from work when there isn't traffic, 40 minutes when there is, and it would take me 2 hours to ride the bus. That's unacceptable. Thank God I'm not totally poor.

No more privately owned toll roads, we need to stop selling our infrastructure

I'm retired - travel to work is a non-issue for me, but I'd like convenient access to non-work necessities - grocery store, medical.

Need less investments in roads and highways, and more investments in public transit. Have to make tough decisions for the long term.

I have no idea what you are talking about in question 9 - you need to briefly describe these jargon laden options in order to actually get public opinion on the best ones.....

The county needs more transit to connect different parts of the county to one another so individuals can travel across the county in a seamless manner.

Development needs to focus in infill of areas already developed to create a more dense urban core. The county should limit development in unincorporated areas, and instead focus on conservation of those areas. The county should not use my tax dollars to promote development in unincorporated areas. Period. Development along SH130 makes some sense, however it needs to take into account preservation of prime farmland, much of which lies in or near that corridor.

when building new roads or up grading old one, the County should look to the use of elevated roadways at major intersections to speed traffic along. Look at Florida 17 in Clearwater Florida as an example of the concept.

What the hell is an "activity center"? You act like regular people understand what you are talking about. We don't. Bicycles sould have to pay a vehicle registration as well if they are going to be using the roads most of the road ways are payed by vehicle registration and taxes and sould only be used by registered taxed vehicles

Bus route up and down Bee Caves Rd. from Bee Cave/Galleria areas to existing CapMetro stops at Walsh Tarleton/ Bee Caves Rd., Barton Creek Mall, as well as selected stops at retail sites in Rollingwood, is a big priority. Stops should be at residential developments, retail sites where there are signal lights for crossing Bee Caves Rd. and Route 71 to retail area across 71 from Gallerua.

The more the community ages, the more necessary bus routes will be, to give potentially unsafe drivers the oppirtunity to " age in pkace" in their homes, take short safe walks to buses for exercise, and remain independent. The Silver Tsunami is already here.

We cannot even let our kids walk up our street because of the high-speed through traffic. Sidewalks and pedestrian-friendly speed limits in existing communities are very important,

Support Impact Fees for developers who bring in hundreds + homes dumping commute traffic + school traffic + regular traffic on 2 land winding county roads. Developers should be responsible for assisting/providing for adequate public roadways to their new subdivisions rather than expecting other property owners to foot "their" bill/new residents/profit margin.

Development should have to limit irrigation and new housing should only be drip irrigation to help reduce evaporative losses.

620 needs a major overhaul in the area of Anderson mill and 2222.

The steps to building should begin from the bottom: grid patterned development with sidewalks for pedestrians, bicycle lanes, buses, then roadways.

The Manor commuter bus needs to connect with the North Austin Transit Center.

The issue with activity centers is that the City of Austin has annexed them all. We need activity centers that also include areas in the unincorporated areas.

Mass transit should be a planning priority. I personally see greatest benefits from rail, bicycle, and pedestrian improvements. Transportation funds should be used to create more bike and pedestrian paths as these are much less expensive. These paths should also be completely separate from car roadways, which should result in more people using them, fewer carbon emissions, and better health. Money towards car roadways in high density areas should de-emphasize cars by utilizing speed decreasing infrastructure and empower the pedestrian with wider sidewalks, etc.

Special consideration should be given to the elderly and the difficulty for the elderly to be mobile, transport packages, shop and keep medical appointments. Most elderly prefer independence rather than dependency on providers yet need careful, innovative, thought given to the above difficulties.

Instead of accommodating cars (more roads and parking lots), spend the money on accommodating commuters and pedestrians!

Cars are dangerous, polluting, and destroy social habitat.

STOP OVER DEVELOPING AUSTIN!!!!

It is very important to also work with other governmental entities to leverage resources and dollars to accomplish these goals.

I strongly support focusing growth in activity centers.

More development like The Triangle & The Domain (but with an Austin / Local vibe).

Activity centers create super congestion even if they protect land. Witness Austin's changes in the last ten years. Constant road construction, street detours, lane changes due to construction and "densifying." Makes everywhere a pain in the rear to get to. I totally hate new bus lanes on the only major north/south streets in downtown (Guadalupe/Lavaca) and refuse to ever take the bus again. Not your problem I know. Please don't create this sort of issue for the rest of Travis County.

Transportation in this state is disastrous. There has obviously been no long term planning & the only solution appears to be flyovers. Every city should have a long term plan. Road reserves should be planned & mapped for long term expansion. The absence of sidewalks & pedramps (despite the 1992 Disabilities Act) demonstrates an absence of leadership. TXDot needs exposure to developments in modern cities & to recruit specialists in various aspects of transportation. (Transportation is more than filling potholes.) Also, City lifestyles have changed & public transportation must be expanded & employee commute options explored. The pick-up replaced the buggy, but we're not in 1820 any more. Transportation is time, time is money. This poor transportation system will render the state uncompetitive in the future.

No more roads. No more sprawl. Infill central Austin.

Travis County should not be encouraging more growth on the fringes of the current urbanized area. That is essentially business as usual. Instead, the county should focus on working with cities, especially Austin, to create infill development on the sea of surface parking lots and big box stores that currently blights our corner of the world. There is plenty of space within the current urbanized area to avoid greenfield development entirely. The question is whether that space will be used. Higher taxes levied on lots held mostly vacant and hostage by speculators in central locations could advance this cause. Increase the tax rate on land value and decrease the tax rate on improvements to accomplish this.

Your focus on roads is short-sighted. We don't need more roads designed to foster sprawl, and we don't need to encourage growth along 130 and 620 if it's not happening organically. We need to build Austin up as a dense, walkable city. Travis County should support that goal by NOT building more useless sprawling roads and instead prioritizing bike paths and making our current roads more conducive to walkable development. An example would be more bike lanes, more sidewalks, and investing in road connectivity - reconnecting the grid wherever possible to make traffic flow better.

More oversight of small municipalities.

A working rail system that is woven throughout the county would be excellent and reduce road congestion

Retired. I don't travel to work.

I have not had the opportunity to research the Activity Center concept.

As a longtime resident of Austin, it has become absolutely impossible to drive on the roads. The most important issue to me is transit other than car; bike, bus, subway/commuter rail. Roads are so clogged and congested that people have got to get out of their cars if this city is ever to be a truly robust hub.

Regional commuter rail is essential to address the 86% of traffic congestion that is generated locally during peak hours. We need viable alternatives other than just roads. There isn't enough concrete and asphalt, and available space in the world to address the needs.

The Manor commuter bus needs to connect with the North Austin Transit Center.

I am a farmer and only commute to do deliveries or farmer's markets. I need my truck and can't deliver using public transportation. I do want a commuter train from Austin to Manor and Elgin. I would use this for non work related commuting and believe this would relieve car traffic for work commuters along 290 and thusly in Austin.

I believe if a developer is going to build and make a profit then he should build in what is needed for his development. I do not believe that should be the counties responsibility. this includes roadways into his development.

Focus on improving already existing community areas and access to them.

Stop wasting taxpayer money on frivolous activites like: •Item 26: Authorize a \$1.2 million agreement for artwork at the Consolidated Rental Car Facility at Austin-Bergstrom International Airport.

•Item 67: Sign contracts with Planned Living Assistance Network of Central Texas and Caritas of Austin to provide life skill training and classes to people in need for a total of six years for \$2.17 million (please let private charities take care of this).

I want to BIKE TO WORK , I WANT TO BIKE TO THE GROCERY STORE !!!! Can we become an active community ?

Against activity centers. Against paying for alternative forms of transportation. For driving and roads. Please quite pushing progressive agenda on us.

Activity centers are just a buzzword for more development. Growth needs to be severely limited and discouraged as much as possible. Not building more roads, schools, etc. would discourage growth

Build the roads BEFORE developments take place.

Austin is not Portland Oregon. Few bikers are actually biking to work because of our hot weather.

I don't mind taking a combination of bike & bus routes to work, but the bike routes can be scary! Currently I do more bike riding to events instead of commuting to work.

Would like to see more separated bike paths (see Denver, CO's example of the E470 & Platte River trails) for transportation.

Also, the COTA track did very little to put in bike lanes - I know this may not be your jurisdiction, but jeez! I can't believe it was ignored.

Time to right size roadways... return neighborhood streets to two lanes... correct markings on pavement or make islands/roundabouts... Encourage pedestrian and biking in a safe environment. Control speeding vehicles by making roads winding and use medians...

The length of my commute to work is an important factor in deciding where I work, not where I live.

Yes to supporting development along 130 bc it is controlled access. No to supporting development along 620 bc it is already a safety disaster as uncontrolled access.

I feel strongly that new developments should be designed with a variety of transportation modes in mind, not just reliance on cars. We cannot afford to let sprawling bedroom communities reinforce already bad traffic patterns. I love that I can commute 5 minutes from my central home to work, and more people need to have that option.

Infrastructure projects to be from appropriate funding sources... i.e. roads from gas tax and vehicle registrations.. bike paths from bike tax and bicycle registration tax (so if none, then none).. plain and simple... NO more Peter Pan...(i.e, no more 'rob Peter, to pay Paul')...

VHS access is congested

Steiner Ranch needs more emergency exits

Retrofitting old neighborhoods to be activity centers and old roads to be transportation corridors are actions I strongly disagree with. I am in favor of the activity center concept in areas where the other transportation options are more easily implemented. Changing Burnet Rd to accommodate bike lanes, for example, has created a more dangerous roadway for cars and cyclists (who I never see biking in those bike lanes anyway) and the added congestion from the "density" projects in this area have made it very difficult to get around. The idea of urban density only works when there is existing alternative transportation available that actually works for the people living there. Now we just have more traffic than the roads can handle and it takes me 40 minutes to get home from work - this is a 6 mile trip from downtown to Crestview.

Travis County needs to put some emphasis on protecting and restoring Blackland prairie. Government agencies and the conservationists in general tend to ignore the need for restoration of some prairie in favor of protecting the Hill Country. In other words, don't sacrifice the east for the west, one ecosystem (largely destroy -- Blackland prairie) for one that is already highly protected (Hill Country through preserve lands, water quality lands, and federal wildlife refuge.)

Development questions should have somehow gotten at water conservation issues and failed to do so.

More bike lanes please!

I strongly advocate public transportation. Austin needs better transport with rail reaching all areas of the city.

Bus service is needed in this area.

Public Transportation in Travis county is insufficient, so car traffic will continue to grow and clog all roads in the area with traffic.

Public Transportation should be separated from car traffic. Corridors for mass transit rail systems, subways, and buses is the best solution to the traffic problem. Separate bike ways, completely isolated from car traffic would provide safe passage for bicycle commuters.

Beware of developers who promise to abide by a contract with the city, then do whatever they please.

The light rail and other public mass transit developments should go in existing high density corridors like North/South Lamar.

Need to fix up RM620/FM2222/LOOP360

620/2222 is extremely congested. Public transportation into town would significantly reduce the congestion.

Development in highly congested areas should be discouraged until a transportation plan is both planned and funded (ex, 620 at 2222)

Home/apartment Developers should be required to participate in funding for infrastructure to support their developments - water, roads, schools, etc

Please help the Four Points area. This area cannot be supported with the same roads used in the 1960's.

I will restate that the lack of roads in the Four Points area is decades behind the development that was allowed to happen. Austin has never kept up with traffic demands, but has encouraged more and more people to move here. You can't keep selling seats to the show if it is sold out. You must build roads or halt development.

We need someone to pay attention to the Four Points area! This community does not want more building - we need more roads...but of course I'm sure the salamander is hanging out where the road need to go right next to the new 500 new apartments!

Stop wasting taxpayer money trying to social engineer the population and focus on the needs of the citizens. We do not need buses in our area, they are always completely empty. Budget the mass transit funds to build roads!

It was awful getting to work when two people share one car. If we ever had an accident, we'd be done.

Please stop building before road improvements are made to the area in which the building will take place. The increase in apartments, homes, business' that have been approved and built without a single improvement to roads was and is wrong for all the people living and working in the area. 620/2222 is proof that the care in the safety for humans means less than all money these developers can make. Development can be so fantastic if it is done correctly. Stop and fix the roads first!

Please please help fix the traffic mess on 620 especially at Four points. Coming out of 620 to four points. And coming back up 2222 towards 620. Thanks!!

Growth does not need to be incentivized in the Travis County area. The money for the infrastructure in the SH130 area has already been spent, the excellent road system over there is incentive enough for employers and developers to locate there.

Western Travis County needs to play catch-up and CAMPO needs to determine how, when and where to place 45 on the western and southern side of the city.

Further improvements to 183 and I35 need to be made to fix the traffic problems in downtown. Here is an idea - what if Travis County were to pay the tolls for trucks to bypass I35 via SH130 - on a trial basis to see the impact this would have on I35 traffic.

When you say 'private-public partnership' all I see is tax payers getting fleeced while a corporation takes home all the profits; just like is happening on many of our toll roads. We pony up the capital, they take home the profits. Please don't fall into the same trap as TxDOT has.

I would never live in a neighborhood that is not buyable or bikeable, and I dislike visiting them, or spending money in them.

better and wider roads - traffic is unsustainable - reality is that people who live more than 2 miles outside of downtown will drive - so support that reality.

We need to to have left turn lanes on 1431 and Lohmans as well as traffic signals at Park and 1431, Main(Jonestown) and 1431, Lake Oaks and 1431(Jonestown) Ridgeview Road and 1431 Lago, Run traffic Study...

Improve the nightmare that is 620 at 7am and 4pm.

Please allocated funding and expedite fixed to the mess that exists on 620 and particularly at 620&2222. There are many downtown commuters using 2222 and more parents and students trying to get to Vandegriff HS. If a parent leaves Steiner Ranch after 7:15AM on a school day, they must allow almost an hour to get their child to school and return home. Yes, I support riding the bus and send my own kids on the bus but there are days that they must arrive early for band or sports. The commute is ridiculous and it could be fixed with road improvements. VHS has been open for five years and there is still a single turn lane to get off of 2222 and a single turn lane from McNeil to turn on to 2222? Why?

We need more rail. Cross town. West side (N to S).

Please help us solve the horrific traffic conditions at the 620/2222 area. Coming from Los Angeles, it is shameful to see this disorganized and often dangerous traffic. Help!!

I like this idea of focusing development on Activity Centers, I just don't know how you prevent growth/development between them.

It is not feasible for most people to bike or walk to work in the Texas heat. Expecting people to is unrealistic, especially when most people (like myself) need to present a professional appearance while at work. I don't have a shower or convenient place to change clothes at work. And I can't roll up dress clothes in a backpack and still look presentable.

Commuting from Steiner Ranch has become dramatically worse over the last five years. Given the growth in the area, this is going to get worse before it gets better. Improvements need to be prioritized now and projects need to start to stop from getting further behind. As a 15 year resident of Steiner Ranch, traffic is the one reason that has made us start thinking about leaving the area.

We need a north-south bridge across Lake Travis, probably west of Pace Bend.

No need for public transportation options, just better through way on existing or additional roads.

Not everyone wears tight pants, sports handle bar mustaches and claims to be gluten free - the rest of us have to pay for their hipster ways - like bike lanes, boardwalks and a slew of other nice-to-haves. Start requiring developers to civet the cost of captial improvements.

The first priority needs to be improvement of existing roads to move the volume of traffic - there are developments underway that will put an even greater strain on the 620/2222 corridors and the roads are already overtaxed

Re-assess the traffic light times to make them last longer for traffic during peak hours. Especially between 360 and 620 on 2222

The infrastructure, or lack thereof, in the unincorporated area of Travis County in which I live should be trying to catch up with the growth out here. We are tired of paying taxes that don't support our community (and we vote!)

Infrastructure needs to support current population centers as well as plan for new growth. Tens of thousands of individuals aren't suddenly going to move to an "activity center". "Activity centers" are a 30 year plan. County needs to deal with current issues NOW! Don't use current tax payer money on theoretical when they sit in traffic for an hour.

We desperately need improvements & public transportation into DT Austin from 2222

While I support the idea of Activity Centers as part of future planning, funding for these should not take away from addressing current transportation issues and need for more roads.

Widen 620 to account fOr growth

It is important to me that my children have a safe place to drive as they learn to drive and not have to navigate such confusing and unnecessary traffic.

I don't really understand this Activity Center. If it's trying to build mini-downtowns to concentrate homes and businesses together, I don't think that is a good strategy for resolving traffic issues or conserving land. People in Travis County live where they live and work where they work. If their job changes, they are unlikely to move homes to be closer to work. Employment changes too frequently to base where you live on where you work. There are also households where 2 people work, so the location is based on 2 work locations. I just don't see the 'if you build it they will come' here.

We need more bike trails.

Need to fix the traffic at 620 and 2222 ASAP

Transportation must be senior friendly.

I don't know enough about Activity Centers to offer a real assessment. This is the first I've heard of them. Therefore, I'm neutral on the subject.

Work harder to get Rollingwood to add stop. Or make mall stop or Walsh Talrtlon stop more connective.(Westlake area)

Development cannot come without the necessary infrastructure to guarantee safety of our children. The situation @ 620 and 2222 is unsafe for young drivers

The 620/2222 corridor MUST be fixed. This area is a complete mess and impacting a large population in western Travis County. Please help!

Please do something to alleviate the dangerous and horrific traffic on 620!!

Trains are built all over the world to facilitate transportation. Surely Travis County can figure out how to construct a system here.

So what if biking and pedestrian transportation are simply unfeasible in the corridor?

Need to fix traffic flow issues at 620/2222 and on 2222 near river place and the high school.

There are too many incomplete roads that will allow for thoroughfares. As well, there MUST be a compromise on these protected land areas. Otherwise Austin will come to a standstill with all of the increased populations, new housing communities and resulting traffic from it.

Develop parks and libraries in unincorporated districts of Travis County.

The morning and evening commute along the 620/2222 corridor is frankly, atrocious. It affects everyone for hours per day:kids getting to school, parents going to work, getting to late-day activities, etc. I'm very concerned for property values in Steiner- people are relocating away from Steiner, just because of traffic.

all new and improved roads should have bike lanes and pedestrian sidewalks! This should be a requirement in public and private developments.

Stop building multi unit buildings and strip malls where the infrastructure can't handle it

Need to build roads where people want to live, not just to government preferred activity centers.

Need to develop more east-west connections

We are way behind in our infrastructure - need better roads structured transportation.

Cost is the primary factor in deciding where to live. The suburbs are cheaper and you get more for your money. I support rail. I will not ride buses. I want transit that does not get stuck in traffic with cars. Maybe buses that run on HOV or toll lanes. I support toll roads. I support roadways that may involve construction over sensitive areas, however good construction and drainage practices to prevent decimation of resources are a must. Developers should be responsible for protecting,not just mitigating.

Build the roads to support the growth.

more companies should allow workers to work from home to avoid traffic congestion. workers who need to commute should be allowed to have "flex" hours. If there were "flex" hours, county/city offices could open before 8 and stay open past 5...that way, if people had to work specifically from 8-5, they would be able to get things done before or after work

I do not want to see public monies go towards any development of, or around, toll roads. These roads & developments such as Activity Centers must be kept funded separately. Developments in those areas should come out of toll revenue, not general revenue. City Planning should dictate how developments are done. Taxes should not be used as incentives until we find a more progressive tax system. Property taxes are too high and extremely regressive!

I DO NOT support encouraging increased density "Activity Centers" on already severely overcrowded roads in our Western area of town along 2222, 620, 2244 and 71 UNLESS coupled with significant and appropriate roadway expansion, and roads must always come first.

Travis County should focus on planning for multiple modes of transportation infrastructure (both in existing communities and in newly planned communities)PRIOR TO recruiting high-density development. Do not give incentives to new developments or employers if you do not have the infrastructure to accommodate the growth already planned or in place. Stop taking traffic surveys in the "summer" or during "school breaks"; these measures are false representations of traffic in the Austin area.

Additional roads are needed in western Travis county. Both North/south and east/west directions. Funding the extension of the 45 toll road from 183 to highway 71 was needed years ago and should not wait any longer. Once business start moving away because of traffic congestion with no hope of fixing the problem.....Austin will loose

More bike lanes like along Guadalupe with a barrier of parking spaces between car traffic and bike traffic to protect cyclists.

What are you doing to make Hamilton Pool Road safer? I understand it is a State road but it affects safety for those in western Travis County and you keep approving new development on a road not built to support it. Who is responsible for coordinating development growth with the State?

Development should not be approved on roads that cannot handle the added traffic created by the new development. Road improvement should be approved and moving forward before new development that will bring added traffic is approved. Hamilton Pool Road is a case in point. No road improvements are being made (or planned insofar as I am aware) yet more and more development is taking place along the corridor. An unsafe situation has been created by adding more and more homes (and commuters) along the road without planning for the future.

Kill the Stroads

<http://www.strongtowns.org/journal/2013/3/4/the-stroad.html>

More public transportation in the eastern part of county, especially the 130/290 area.

Build denser closer in. Protect the outlining areas by NOT BUILDING ROADS THERE.

It is a huge personal priority of mine to find ways to make the Bee Cave area more bike and pedestrian friendly.

Austin used to be a great place to live, but there are too many people here now and not enough open spaces and property taxes are too high.

Utilize the Envision Central Texas "vision" in developing policies and regulations, and cooperate/"link up" with the Imagine Austin plan vision (including continuing designated transit transportation corridors out into the county, past City of Austin city limits).

"Compact and Connected" is one of the keys to a healthier future for Travis County.

Existing roadways have not been improved to handle the increase in traffic. Dangerous road conditions are not being addressed

People on the east side need walking/biking paths more than those on the west side. People on the west side can afford to drive, the east side struggles more and have to walk on streets without sidewalks to get to the store, bus stop, park, etc... Look at Westlake drive (no path) and then look at Greg Manor. More people (many children) walk on Greg Manor because they don't have a ride/car, etc.... Rarely anyone walks on Westlake Dr, because they will almost always have transportation available. I once saw a man and a woman on a very dangerous stretch of road after dark. (It was winter and so it was only around 6:15- 6:30 or so...) their car had broken down and they had to take the bus to work. It was about 3 or 4 mile walk from the bus stop to their subdivision. They could ride a bike, one because they were too old, and two because it says NO BiKING on the only stretch of road between the bus stop and their subdivision. That is FUCKED UP.

Improve the roads and make them safe for individually driven automobiles before you spend one dollar to encourage more cars to drive on 2222 and 620. High density "Activity Centers" Do Not solve the problem. They will bring more people who will drive their cars in our area. Do NOT add more TPD's to these dangerously overcrowded roadways. Spend the money first to mitigate the existing danger. Human lives are at risk.

620/2222 is heavy car dependant and there are many teenage drivers due to so many schools located in this area. This congested area is an unsafe commute. Please allocate \$\$ and solutions to this area quickly.

Water availability needs to be considered as future development is planned. Rice farming should not be a priority use of water. The area is naturally too arid to support this form of agriculture.

Once again it appears as though you are attempting to limit the growth that is going to come regardless. That is a recipe for disaster.

We need road improvements in the Four Points and along 620. Traffic is so congested it has caused us and many to consider moving to other cities outside of Austin. Long-term plans are needed ASAP with real solutions that apply to the majority of people. Expensive mass transit that will not be utilized is a waste of tax payers money. We need real solid solutions.

Travis County needs to do more to improve the roads. Cars are the number one mode of transportation and have been ignored for too long. Improve the roads and good things will happen. Ignore them and commutes become intolerable and economic development will be hampered.

Instead of trying to micromanage the growth in Austin, why don't you try to deal with it in creative ways. For years all the new migration into town has been along the 620 corridor. Even the Statesman noted that years ago. Nothing has been done. There is no reason 620 and 2222 cannot be made into 6 lane roads like Parmer.

Walking, biking, and taking transit are paramount. Development (location of businesses and services) needs to happen in places that are reachable by transit (activity centers), and most of all roadways MUST be constructed as Complete Streets so that EVERYONE can use the roadway, whether they are in a motor vehicle, in a wheelchair, on a bus, walking, or bicycling.

I would like to see alternatives to driving alone made available for commuters from outside Austin to reach work in Austin. Public transport into the city or incentives to employers to place their offices closer to the commuters residences.

Don't ruin Austin trying to get more commuters into downtown.

Build roads and bikeways that move people. Look at building bikepaths through preserve land to keep bikers safe and allow many that dont, to ride bikes to work. Many would if it were safer. Also city offices should not be in Business centers if land is too expensive. Taxpayer money should not be wasted just to give government employees access to trains etc. Trains should be used to move everyone and if everyone doesnt benefit, they should not be used. Spend the money on roads if a plan cannot be enacted.

Fix the current, congested roads that we all use everyday before anything else. The traffic is out of control

We should invest in roads along the ECT preferred growth corridor and, we should let it be known that conservation lands and environmentally sensitive areas are not preferred for commuters.

no

Let's live and work close to home, see our neighbors as we transit, have time to walk neighborhoods, shop and buy in stores that we can walk to or take a bus.

Need a bus route on Springdale Rd. Through Walnut creek area. Install speed bumps in Walnut creek area of Ferguson Rd..

Quit spending money

Let the market decide where people live. Central planning has never worked (example, USSR).

Why don't you guys concentrate on roads, police and fire departments? Those are the things you need to be doing. Leave the sexy social engineering experiments in California were they belong. People there seem to not mind when you waste their money.

The county should encourage development or commuter rail on all major corridors to include I-35, US 290, and SH 71.

Limit the growth where these activity centers are not feasible. I live in rural part of county on acreage in the county and do not want to see these housing developments come in and tear up and monopolize the roads we currently have as traffic is bad enough already. I do not understand how when we are in severe drought that this building is not being limited. Where do people think the water is going to come from to maintain the growth? I have lived out here for 30 years and moved out here to have a peaceful lifestyle and to appreciate the quality of life in a rural area.

Travis County has no discernible traffic control. A simple thing like timing traffic lights would be a great improvement.

Sidewalks need to be the top priority for non-road connectivity. Many more people are able to use sidewalks than those able to bike.

grouping walking and biking could be misleading since I believe sidewalks should precede bikeways which require significantly more impervious cover and roadway space.

Please make every effort to communicate the fact that focusing our development in activity centers is the only way to save our open space, parkland, and farmland.

We ask that Barton Creek and its tributaries (including Little Barton Creek and Rocky Creek) be included in the watersheds to be protected under the Land, Water and Transportation Plan.

Travis County is growing and we need to exhaust all other options before we build new roads anywhere. We need to stop any toll roads. We need to build a rail system to move people comfortably and quickly and we need to get started. We are thirty years behind on getting a rail system in this area.

There is a lot of potential for Travis County to be the leader in bike and pedestrian friendly travel.

More light rail! Buy the MOPAC line and turn it into the commuter rail we need!

Why keep approving development when the existing roadways can not handle the current volume of traffic! If a developer wants to build they should be required to contribute to roadway improvements.

We need to curb growth, Travis county is getting too many people. We do not need more people. We do not have enough water for them. In fact, we have no more water for them at all.

I don't think that businesses will need incentives to locate in these activity centers if they are designed in a way that it makes sense for the market. I generally commute by bicycle in work and non-work activities and believe more people would do so if they could interact less with motorized traffic. More money should be put into dedicated and protected bikeways that are ample and surfaced to attract more users, rather than put into more roads and highways. The cost for infrastructure development is way less, and the pay off high on many levels (e.g., human and environmental health).

Public transportation is also critical, as not everyone will be comfortable riding bikes. Our reliance on cars must be minimized for improved quality of life in this region.

I moved to the country to live in the country. I am not interested in it becoming incorporated as a part of the city.

We need to focus more on providing excellent walking, bicycling, and transit access from "day one" in new developments.

Bike and walking facilities are VERY important

More separated bike paths please, more coordination of land use and transportation, more density in activity centers

Tax developers so they are helping pay for infrastructure needed to support their developments.

Building infrastructure to allow the use of bicycles (includes electric assisted bicycles) will give people the option to not use an automobile which is expensive and causes traffic congestion. It will encourage a healthy and active population. Electric assisted bicycles make travel of 5, 10, 15, 20 miles much more realistic, in our hot climate, and at 20mph top speed speed, they need separated infrastructure to operate safely, rather than on roads with high speed autos. These ebikes have immense potential to provide an excellent means of transportation, but only if our gov'ts allow non-auto transportation by providing safe infrastructure. We don't have the money or resources to continue to allow our growing population to travel by auto everywhere, without congestion, pollution and casualties caused by the auto-dependent society. We do have the money and resources to build a much more sustainable bicycle transportation network. Thank you.

Please withdraw support for SH 45 SW and invest Travis County's tax dollars in ways that benefit Travis County residents.

I would like to see activity centers with good bicycle and transit connections all throughout the metro area. Sort of what the Mueller Development is like but with even better bicycle and transit access and new urbanism. Protected bike lanes and separated paths that connect residences, businesses, schools, and shopping so that people of all ages feel safe riding.

It's all about having options for trips based on time and distance constraints.

More funds allocated to ensure local roadways and sidewalks are maintained on an annual basis. Finding continuous sidewalks in my area is a huge problem. They start and stop randomly and the ones in my immediate area are in such poor shape they are unusable. Would prefer to see more money and work put into making the whole of the city accessible to pedestrians and cyclists who would prefer to not ride on the road.

Austin cycling routes have improved dramatically in recent years, but are still nowhere near where they need to be.

Create bicycle infrastructure that can split mode-share 50:50.

Studies have shown that adding roads or lanes only temporarily reduces traffic congestion and that the new infrastructure quickly refills to (and beyond) capacity with new users; transit is a more effective investment.

Having Complete Streets built for all roadway users, including bicyclists and pedestrians, is important to me and for all roadways and development in Travis County. I support the adoption of a Vision Zero policy in Austin, and state-wide.

Alternative and mass transit systems are the key to building urban density

Development that covers the recharge zone of our water supplies is Not Acceptable. The higher demand for water with increasing population and the aridification in Central Texas demands support for our underground aquifers. Support and develop healthy, sustainable communities that work for future generations and preserve the unique Hill Country landscape.

More hiking and bike trails.

Travis County should Partner with TxDOT & COA to make FM1325 Bike friendly north of Duval to Round Rock.

It is high time to make strong efforts to encourage people to use non-automotive transportation, and to make bus, bike, and foot more rewarding choices. My tax dollars should be used to promote the kind of development that will allow people to choose to not drive a car everywhere they go.

More frequent buses that run later. More protected bike lanes. A protected bike lane on East Riverside

We desperately need more and better bike lanes/thoroughfares, improved/completed sidewalks for those who cannot ride bikes, and MOST of all, education to the public on the rules and safety of sharing roadways with bicyclists!

Please move forward with the Bike Master Plan.

More bike trails please.

What about rail?

I hope there can be more coordination between the County and City of Austin as it relates to public transportation.

We need more night owl buses and more frequent service in general - also more options for vanpools and getting to San Antonio, Dallas and Houston - give people incentives/ tax breaks to use public transportation

More safe bicycle route away from traffic

keep developing rail access and extend rail days/hours of operation

Fund more separated bike facilities and off street paths. Focus on activity centers

The key to Austin's traffic problem is getting cars off the road. You can only do that if there are other VIABLE options. Bus's, bike lanes, etc. People who use those methods of transport do all of Austin a huge favor.

Clearly a multi-modal solution to transportation is needed. The degree to which the county can actually have an impact on where job centers end up is unclear but partnerships with surrounding cities and counties, as well as groups like the Chamber of Commerce, can help our entire region have a more coherent growth strategy rather than "every jurisdiction for itself" and Travis County can help be a leader in this regard.

Increased accommodation/infrastructure for bike roads would be preferred

I cannot support the activity center concept if you insist on targeting areas like Four Points and Lakeway that are already clogged by prior growth patterns. There are no feasible options to improve those transportation corridors so you should strike them from the activity center concept. Provide all the incentives you want to steer growth to 130 where the roadway and space supports it. Heck, there's even room for a beloved light rail line over there.

I'm tired of pretending that biking is an actual alternative mode of transportation. There are numerous bike lanes in my neighborhood - no one uses them to transport themselves to work or run errands. Bike lanes are used for exercise. We are supporting/spending millions so that groups of people have safe places to exercise. I might be more supportive if we were honest about it. Around UT campus there are still lots of people using bikes as a means of transportation; but in my neighborhood it is a joke. Working moms can't put their multiple children on bikes and drop them off at day care. The contractors that live in my neighborhood can't bike to a construction site with their work tools. Get real.

Make major arterials wider for cars

Existing Arroyo Doble Dr and should NOT be used as transit to new development in the surrounding area of Arroyo Doble neighborhood. The developers should fund the new roads to avoid traffic congestion in small rural communities.

Make it easier for people to get around without the need for a car. More bike lanes, bike paths, trails, public transportation via bus, train, etc.

No tax incentives for development.

There are a few questions in this section that state- "use voter approved funding". Is this CURRENT funding or future voter approved funding? If its future, then I disagree with all of the ones that state this in the question. I want my city to remain inside its current spending budget. I do not want more tax increases.

I do bicycle regularly for exercise and work. I occasionally walk to work. My decisions on where to live do take these things into account.

We need more bike lines along heavily trafficked corridors and peripheral corridors like Montopolis road. The stretch of Montopolis to the bend where it transitions to Stassney is not bike friendly. With a bike lane installed from Grove Blvd and Riverside to Montopolis I would never need to drive to work again! I could bike there in 30 minutes instead of a 20 minute car ride

Improving bus service (routes, schedules, etc.) is a cost effective way to make public transportation a viable alternative, since the infrastructure is already there. The 2 rapid bus lines in Austin are great and I want to see more of these throughout the county.

you can change the bus route IF (intramural fields) for students at UT to reach their classes and not affect people who use the bus 5 which will work to the south?. Some buses are full and can't hold more people.

Don't build any more roads until I can safely bike everywhere cars currently go.

Love Bikes!

We need a better connected bicycle infrastructure in which takes full use of urban trails and cycle tracks. Bicycle lanes on every road are nice but what would be better is strategically placed trails/lanes which separates bicycles from car and bus emissions and reduces the risk of cyclists being hit by these vehicles.

Please continue to support bicycle infrastructure. More bikes=less cars!

Have chosen not to own an automobile - using bicycle instead as my primary transportation (since 2001). Some parts of Austin ok for bicycle transport, but a lot more can and should be done.

I am skeptical of activity centers on the outskirts of Austin/Travis County. We should focus more growth in existing, central areas, not on new activity centers out on SH 130 or other far flung areas. This is just sprawl by another name.

Less people driving cars is the only way to improve our situation, other transport options are the answer

More safe bike routes!

Roadway investments should not only focus on non-incorporated areas. Investment in undeveloped areas that do not support walking, bicycling and transit use only generate more low density development sprawl. We have to stop this cycle and invest in strategic ways rather than bailing our developers who locate on the outskirts of town along roadways that do not support the traffic demands generated by their single mode development.

We shouldn't widen the roadways to make it more convenient for the people who choose to live in the suburbs. Put in urban rails.

Activity Center is a new term to me.

Travis County has the potential to reverse sprawl by developing infrastructure that removes the need/perceived need to drive.

I don't think that businesses will need incentives to locate in these activity centers if they are designed in a way that attracts market. I generally commute by bicycle for work and non-work activities and believe more people would do so if they could interact less with motorized traffic. More money should be put into dedicated and protected bikeways that are ample and surfaced to attract diverse users, rather than put into more roads and highways. The cost for bicycle infrastructure development is way less than roadway infrastructure and the pay off high on many levels related to human and environmental health.

build complete streets

Please create walkable and bike able infrastructure

PLEASE help make roads safer for cyclists!! I'm a young female and I have nearly been run off the road in a couple places where there is no shoulder or bike lane. People don't understand the safety rule for cyclists or the need to share the road. It's dangerous - we need more investment in education and cycling lanes!

We need to realize that the answer to our transportation problems lies in offering various transportation options such as biking, walking, rail and other forms of transportation outside of single occupant motor vehicles.

All transportation projects should consider the needs of all citizens, many of whom cannot drive or afford to own, maintain, and insure a car.

More bike paths and bike trails

it's too late to add transportation sources. Texas is too much of a car/truck state. Coming from Philadelphia, which has buses, subways, trolleys, el's, and regional connections to the NE corridor, i could travel easily from suburbs to destinations hundreds of miles a way. It ain't gonna happen here. LOL

It would be great to see a rail line in low income areas such as southeast austin and northeast Austin. Having bike paths and walk ways makes a community safer and allows people to connect together

Many of the roads I use to commute to work do not have proper bike lanes, especially Rundberg. and the 183 area. I feel at risk of getting hit every time I bike to work.

Activity Centers should be defined both as things that currently exist (downtown, Arboretum/Domain, Oakhill, Westlake) and new expansion. More emphasis should be placed on what already exists, rather than just building new.

more multimodal (bike, ped, transit) options!

Do anything to stop sprawl, for the love of god, please.

I am tepid on supporting development along SH 130 because I am strongly opposed to SH 130 itself. It was an unfortunate farce that was forced upon us by corrupt politician who were paid off by private corporations. I normally would support Activity Centers, but I am opposed to anything that will make SH 130 look like it was a good idea.

Yes, these so-called activity centers should prioritize mixed-income development. Until that is made a priority, any attempts at making more livable cities is a joke.

None of your questions ask about encouraging lower income development, revealing a bias for the type of high-end, exclusionary development that is displacing people who can't afford it or don't buy into the urbanism trend. I'm a huge supporter of denser housing/commercial. I bike to work every day. But what is happening is only being developed for those who can afford it. I don't support public funds being used if it's to 'encourage' or 'assist' developers who have to be begged to build affordable housing.

Traffic congestion currently is a major problem and without action will only grow worse in the future.

Stop perpetuating low-density sprawl in western part of the county.

Public transportation servicing East Travis County has been brought up Many times... But still does not exist.

Lightrail from far southern Travis County through downtown is needed now.

Safer roadways, better public transit support, potentially a monorail or gondola system that can exist above street level, so that there is minimal impact on current infrastructure. One thing that I would particularly like to see is a public transit system along Lamar, something like the MetroRail. I believe that Lamar is probably the place that needs it most.

Watch the documentary, 'The End of Suburbia' and think about the future. Suburbs need mass transit as much as do inner cities. Like the body, mass transit must have free-flowing arteries - not enlarged ones, not blocked ones, but free-flowing. Rail has been shown internationally to be the superior form of artery. Money spent needs to feed into the future, and not to the ways it was done in the past. The auto age is not a permanent fixture; there will be cars but not like today. Cars waste time and destroy resources. The one-person car increases isolation of human from human. Not good!

Existing funds should be used to improve existing neighborhoods so that these areas have bike paths, sidewalks, public transport options. Seems like all funds are being pushed for areas like Activity Centers that already exist. Those are new neighborhoods. No such funds are being used in my already existing neighborhood that would benefit from these things. It feels these activity centers are catering to rich people. I am offended that my tax dollars are being used for these areas instead of sprucing up already existing neighborhoods like mine. We don't have street lights or sidewalks. I am tired of being discriminated against.

Please develop and enlarge the existing route to accommodate current traffic patterns. My commute time has doubled in the last 7 years. There has not been any adjustment to the road system other than changing the timing of the lights. All this does is change the traffic from one area to another. Drivers are becoming increasingly frustrated. The wait time to exit our subdivision if you happen to miss the light is 15 minutes. Sometimes it takes 2 light cycles to make it through the light. Our subdivision is built out so the outgoing traffic is relatively constant. 30 minutes to exit a subdivision is a long time and then add the traffic from 2222 or 620 to the commute...

I do not support providing bus or public transit to areas outside of city limits. Granted it does provide for good people to get from point A to B, but it also provides the criminal element a means of transport to reach areas outside of his or her local area. Crime rates in rural areas would increase with public transit systems.

My home is where I can easily use means other than cars but my workplace is not accessible by any means other than a car. (Adjoins only a highway access road and is not served by a sidewalk.) So even though theoretically I live in a community where I can take transit, walk or bike to work in reality I can't if I like my job (which I do). So for me a community where I can walk or bike to work would be one where you could walk and/or bike everywhere safely because employers don't always stay put. (Mine was downtown when I started 14 years ago.) If the county can't achieve both walking/biking is more important than transit access because if there is not safe walking or biking from the transit stop to the home or workplace people won't use it. (If I have to use a car for part of a trip I will use it for the whole trip, and I don't think I'm at all unusual in that.)

Bike and pedestrian paths should be physically separate from auto traffic wherever possible.

I live in the country atmosphere and would like to keep it that way.. Bicycles do not belong on country two lane roads. It is too dangerous for everyone.

Stop building roads for developers! If developers want to build in the county then they can PAY for their infrastructure. Stop using my tax dollars for developers interest!

Is there enough water to support the projected growth of this area? Current water levels are approaching a Drought Worse Than the Drought of Record. Would it be possible to provide enough water at current levels if there were forty to fifty percent more people living here? We invested a lot of money in our home and the water situation makes me extremely nervous. The water utility director predicted lake Travis would run dry by 2016. I'm all for development, however, it should be done responsibly and developed with our water supply being of the most utmost importance. Our home is our largest investment and it will be worthless without water. Water is the most important resource on earth. Money and development should not trump our right to water.

Today, I don't have much choice but to drive. I ride a bike occasionally, but I don't interact well with cars (they win). I have learned that multi-modal works. Transit improvements to dense activity centers works. We must do this to address our transportation woes.

Is it possible for Travis County to partner with Capitol Metro to provide bus/train service to unincorporated areas?

Please make every effort to protect our environment by creating bus, bike, and walking friendly transportation corridors!!

"Build it and they will come" - if you make it possible for people to walk and bike safely, a considerable number will. Transportation money should be spent not only on improving roads but also on providing and improving alternatives to auto transportation. One of the reasons I choose to live in the inner city is because of the options I have of walking and biking. In my opinion, the quality of life in suburbs and rural Travis County could be improved significantly by adding dedicated bike paths and trails.

We have an overabundance of single-family auto-oriented housing nationwide and in Travis and Williamson Counties. It's time to focus on different housing products, whether apartments, townhomes, or cottages, to meet the pent up demand for walkable urban housing in activity centers.

Developers should contribute to our infrastructure rather than merely creating more living spaces and commercial users without having to help accommodate for the increased traffic their developments will bring to the area. We are not keeping our infrastructure up with our population increase.

Improve the traffic situation at the intersection of 620 and 2222

Sometimes people move further away from cities and compact development on purpose.

Focus on the congestion on 620 and 2222. Please

The traffic congestion in the 620/2222 area has become unbearable. My evening commute is commonly one hour and I fear for my children's safety as they approach age 16. Simply getting to high school next year is something already causing us great concern given the increased traffic concerns near Vandergrift High School. I fear it will ultimately force us to leave this beautiful part of the city.

620 particularly the 2222 intersection needs to be a high priority

Improve road planning to remove or minimize traffic light delays on higher-speed roads such as 620 and 2222.

Prioritize the general good of the road users over individual business concerns.

In the four points area development is outpacing roadway improvements leading to severe congestion. 620/2222 should be highest priority for traffic improvements.

We need bus transit to 620 corridor and 2222. We need help with severe traffic congestion in 620/2222. All hourly workers coming here drive to get to work - many drive solo - buses would be better.

Unless a public transportation can connect any two points with less than 1/2 mile walking is a waste of resources that benefits very few at enormous cost. Fund and Build the roads.

Something must be done along 620 and 2222. Traffic becomes an issue at various times throughout the day and continues to get worse with the additional growth.

We need help out in northwest austin. Traffic is horrible. Safety is a major concern

Focus on congestion closer to center of town rather than out near 620 or 130

Please come to the 620/2222 intersection at 7:45am or 5:00pm and see how we desperately need some immediate improvement to the infrastructure in our area. It should not take high school students 45 minutes to drive to a high school that is located 5 miles away. I commute from Steiner Ranch to East Austin and the busiest part of my commute by far is around 620/2222. 2222 clears up past the high school and 360 and 183 are a breeze compared to 620/2222. Besides the traffic, these roads are so dangerous as well. We desperately need the bypass they talked about putting from 620 over to 2222 to avoid the Four Points intersection. I don't think we can wait 3 years (or whatever is the plan). We also desperately need a double turn lane into Vandegrift high school. We need some traffic engineers to sort out the traffic lights as well since some improvement could definitely be made there. Going northbound on 620 can also be a nightmare due to the light at Anderson Mill or El Salido.

Strongly support roadway assistance in the 2222/620 exchange.

Travis County should stop trying to control where developers want to build. Just make sure the regulations are followed and shut down the development if not. Fines and lost time in development is the way to control things. Stop throwing money at a problem. Having too many people in one area causes problems also. Diseases spread more rapidly in condensed communities. Air Quality and Water Quality are affected negatively by condensed communities. Activity Centers should be reserved for elderly people who have problems with mobility.

Appendix D: Community Meeting Notes

Organization/Group: Real Estate Council of Austin

Date/Time: August 11, 2014, 12:00 noon

Location: 98 San Jacinto, Austin, Texas 78701

Number of Attendees: 30

Travis County/Consultant Staff: Wendy Scaperotta, Charlie Watts, Melissa Zone, Arin Gray

Presentation Details: Wendy Scaperotta presented on conservation, Charlie Watts presented on transportation corridors and activity centers, and Arin shared public involvement details.

Questions/Comments

- What is the annual budget for conservation?
 - Approximately \$80 million for parks with \$8 million allocated for conservation easement projects were approved in 2011 bond election
- What does the County pay for waterfront land?
 - There is no general price and Greg Chico can share more details on prices/values
- If a road is not included in the Plan or does not connect an activity center, does it have to be added before it can become a project?
 - No, the roads identified in the Plan would be priorities if adopted and staff would imagine some percentage of funds going to road/infrastructure that supports activity centers, but there are several other plans (such as CAMPO and others) that include future projects
- If the LWTP becomes a policy, but the County has no zoning authority, how would this plan be used?
 - Plan would identify priorities
- How often would TNR update the LWTP as don't want to participate if it just sits on a shelf?
 - Would envision the LWTP being updated every 5 to 10 years
- How does the Court feel?
 - Commissioner Daugherty has spoken against activity centers, and others are looking forward to hearing what the public thinks of the draft plan
- What sort of incentives is Travis County considering for activity centers?
 - Still working on gathering input on the activity center concepts
- Asked what known developments were
 - Walked through identified developments
- Is the Colorado Activity Center in the CAMPO 2040 Plan?
 - Yes, though the CAMPO 2040 Plan is still being developed

Organization/Group: Sustainable Food Policy Board

Date/Time: August 11, 2014, 6:00 p.m.

Location: 1000 East 11th Street, Suite 400A, Austin, Texas 78702

Number of Attendees: 21

Travis County/Consultant Staff: Wendy Scaperotta, Melissa Zone, Arin Gray

Presentation Details: Wendy Scaperotta gave a condensed version of the presentation focusing on farmland and conservation, and shared the transportation corridor map, and Melissa Zone shared public involvement details.

Questions/Comments

- What constitutes prime farmland?
 - Prime farmland is defined by the US Agriculture Department
- Mentioned that the LWTP focus on larger properties worries them as they are working with a lot of smaller family size farms that would be interested in conservation
 - Noted that this is exactly the type of input we are seeking and the County will continue to work with all sizes of property for land conservation.

- Organization/Group:** Austin Independent School District – Back to School Bash
- Date/Time:** August 16, 2014, 9:00 a.m. – 12:00 noon
- Location:** Austin Convention Center, 500 E. Cesar Chavez, Austin, TX 78701
- Number of Attendees:** 9,000 total attendees, approximately 250 reached at the LWTP table
- Travis County/Consultant Staff:** Arin Gray, Julie Richey, Albert Castro
- Presentation Details:** No formal presentation, distributed LWTP information from table

Summary:

An LWTP table was set up where project information was distributed to event attendees. Flyers promoting the public meetings and survey were distributed in English and Spanish. Copies of the Draft LWTP and large format maps were also available for review. Children who visited the table received LWTP Volunteer Planner stickers and were able to draw with dry erase markers on large plotted Travis County maps to give them an idea of how the County plans for the future as they were given a chance to identify where parks, preservation areas, and roads should be. These activities gave team members an opportunity to visit with parents to explain the LWTP, promote attendance at public meetings and participation in the online survey, and collect email addresses from interested stakeholders. Team members visited with both English and several Spanish speaking attendees.

Organization/Group: Rotary Club of Bee Cave

Date/Time: August 19, 2014, 7:00 a.m.

Location: Mimi's Café, 12613 Galleria Cr., Bee Cave, TX 78738

Number of Attendees: 10

Travis County/Consultant Staff: Arin Gray, Albert Castro

Presentation Details: Arin Gray presented on the LWTP and the public engagement details.

Questions/Comments

- Is there a way we would be able to view the project maps electronically?
 - Maps and the draft plan are available on the LWTP website in PDF format
- Does this plan tie into Williamson County and other counties to work together?
 - Yes, Travis County is working with other counties and most significantly they are working very closely with Capital Area Metropolitan Planning Organization, (CAMPO), which is a collaborative effort of the 6 counties in the Central Texas Region.
- Is the Galleria Area an example of an 'Activity Center' and Onion Creek floodplains an example of areas covered by the LWTP.
 - Yes, both are good examples.
- How does this plan hope to fix traffic problems?
 - This plan focuses on RM 620 and SH 130 corridors. The plan would help to connect Activity Centers along the corridors which would help growth and congestion.
- How will this plan protect real estate values?
 - One of this plan's goals is to protect water supply and this will help to protect current real estate values.
- When would these projects start?
 - There is no start date for these projects, but if approved, there could be a bond in coordination with other agencies. This is a broad planning effort which will help guide where priorities could be moving forward in the future.
- Which CAMPO plan are we currently under?
 - Currently the CAMPO 2035 Plan is in effect. The 2040 Plan is expected to be approved in 2015.
- Noted that there are several developers that don't coordinate with long range plans.
- Noted that Loop 360 and Westlake Drive have huge congestion problems. Bee Cave Road also needs to be looked at as a traffic problem. SH 620 not going through Lakeway needs to be a priority. Steiner Ranch from SH 620 to RM 2222 has horrible traffic and congestion problems.

Organization/Group: Kiwanis Club—Northwest Austin

Date/Time: August 19, 2014, 7:00 a.m.

Location: Marie Calendars, 9503 Research Blvd. Austin, TX 78759

Number of Attendees: 15

Travis County/Consultant Staff: Melissa Zone, Julie Richey

Presentation Details: Melissa Zone presented on the LWTP and Julie Richey presented public engagement details.

Questions/Comments

- What authority does Travis County have regarding planning, relative to FEMA, CAMPO, etc.? Does the County supersede these agencies?
 - FEMA provides mandates that must be met and CAMPO is the funnel for federal dollars in the region. Travis County does not have the regulatory authority, but rather is providing guidelines and possible incentives for locating future development and infrastructure.
- How does the County work with the City of Austin?
 - The County’s jurisdiction lies outside of incorporated areas. When drafting the LWTP, the county used research and planning documents developed by the City of Austin. When there are opportunities for the county to cooperate with municipal jurisdictions on development issues such as permitting, the County does work with these entities to try to streamline the process.
- Is Mueller an example of an Activity Center?
 - Yes
- When someone wants to build do they have to go through every local agency?
 - If building or developing in an unincorporated area of the County, it’s a one stop shop. If in the ETJ or other jurisdiction, it can be several agencies.
- Does the County have any involvement in the development in Northwest Hills near Mopac?
 - No, that is within the City of Austin.
- It looks as though the County is encouraging development in the SH 130 area. Is there attention being given to east/west connections?
 - Much development is occurring in this area and many of the identified transportation corridors in the plan are east/west connections in this area. Much of the needed infrastructure lies within municipal jurisdictions and the County’s control is limited.
- Are there any plans for a full loop within the County? What is the process for making this happen?
 - No formal plans for a loop. There are roadways that can connect to form a loop, however there is no established consensus supporting this concept on the part of the public, responsible entities, and elected officials.
 - The process could start with local coordination, public expressing desire for this solution to elected officials and/or elected officials carry this to CAMPO.

- Organization/Group:** Manor Independent School District – School Resource Fair
- Date/Time:** August 22, 2014, 9:00 a.m. – 12:00 noon
- Location:** Manor New Tech High School, 10323 US Hwy 290 E, Manor, TX 78653
- Number of Attendees:** 300 Total attendees with approximately 60 reached at the LWTP table
- Travis County/Consultant Staff:** Arin Gray, Albert Castro
- Presentation Details:** No formal presentation, distributed LWTP information from table

Summary:

An LWTP table was set up where project information was distributed to event attendees. Flyers promoting the public meetings and survey were distributed in English and Spanish. Copies of the Draft LWTP and large format maps were also available for review. Children who visited the table received LWTP Volunteer Planner stickers and were able to draw with dry erase markers on large plotted Travis County maps to give them an idea of how the County plans for the future as they were given a chance to identify where parks, preservation areas, and roads should be. These activities gave team members an opportunity to visit with parents to explain the LWTP, promote attendance at public meetings and participation in the online survey, and collect email addresses from interested stakeholders. Team members visited with both English and several Spanish speaking attendees.

- Organization/Group:** Austin Neighborhoods Council
- Date/Time:** August 27, 2014, 6:00 p.m.
- Location:** Austin Energy Building, 721 Barton Springs Road, Austin, TX 78704
- Number of Attendees:** 40
- Travis County/Consultant Staff:** Melissa Zone, Arin Gray
- Presentation Details:** No formal presentation, distributed LWTP information from table

Summary:

An LWTP table was set up where project information was distributed as attendees entered the meeting. Flyers promoting the public meetings and survey were distributed in English and Spanish. Copies of the Draft LWTP were also available for review. The team explained the LWTP, promoted attendance at the public meetings and participation in the online survey, and collected email addresses from interested stakeholders.

- Organization/Group:** SFC Farmers Market – East Austin
- Date/Time:** September 2, 2014, 3:00 – 7:00 p.m.
- Location:** 2835 E. Martin Luther King Jr. Blvd, Austin, TX 78702
- Number of Attendees:** 50 Total attendees with approximately 10 reached at the LWTP table
- Travis County/Consultant Staff:** Julie Richey, Albert Castro
- Presentation Details:** No formal presentation, distributed LWTP information from table

Summary:

An LWTP table was set up where project information was distributed to event attendees. Flyers promoting the public meetings and survey were distributed in English and Spanish. Copies of the Draft LWTP and large format maps were also available for review. The team explained the LWTP, promoted attendance at the public meetings and participation in the online survey, and collected email addresses from interested stakeholders. Team members visited with both English and Spanish speaking attendees.

Organization/Group: Austin Chamber of Commerce, Transportation Committee

Date/Time: September 4, 2014, 4:00 p.m.

Location: Austin Chamber Board Room - 535 E. 5th St, Austin, TX 78701

Number of Attendees: 10

Travis County/Consultant Staff: Wendy Scaperotta, Charlie Watts, Arin Gray

Presentation Details: Wendy Scaperotta presented on conservation and public involvement details and Charlie Watts presented on transportation corridors and activity centers.

Questions/Comments

- Noted that projects within city limits were not included and hoped that Travis County would still participate in other projects as well

- Organization/Group:** Hope Farmers Market – East Austin
- Date/Time:** September 7, 2014, 11:00 a.m. – 3:00 p.m.
- Location:** Saltillo Street Metro Station - 412 Comal St, Austin, TX 78702
- Number of Attendees:** 60 total attendees, approximately 15 reached at the LWTP table
- Travis County/Consultant Staff:** Julie Richey, Albert Castro
- Presentation Details:** No formal presentation, distributed LWTP information from table

Summary:

An LWTP table was set up where project information was distributed to event attendees. Flyers promoting the public meetings and survey were distributed in English and Spanish. Copies of the Draft LWTP and large format maps were also available for review. The team explained the LWTP, promoted attendance at the public meetings and participation in the online survey, and collected email addresses from interested stakeholders.

Organization/Group: Lago Vista Planning and Zoning Commission

Date/Time: September 11, 2014, 7:00 – 8:00 p.m.

Location: Lago Vista City Hall, 5803 Thunderbird St., Lago Vista, TX 78645

Number of Attendees: 11

Travis County/Consultant Staff: Wendy Scaperotta, Charlie Watts

Presentation Details: Wendy Scaperotta and Charlie Watts presented on the LWTP and the public engagement details.

Questions/Comments:

- Why Activity Centers and can you make people live in them?
 - The County is looking to expand development options on where people live, work, and play. Staff expects these new options will help protect the County’s land and water resources.
- In reference to the 1431 Corridor, why not get ahead and not be like RM 620?
 - Access onto State roadways is reviewed by TxDOT. Applicants are required to get a driveway permit from TxDOT.
- What is the status of Lohman’s Ford Road in the CAMPO Plan?
 - Lohmans Ford Road is included in the CAMPO 2035 Illustrative Project list. It is proposed as a future four lane divided major arterial from FM 1431 to Sylvester Ford Rd. and a four lane minor arterial from Sylvester Ford Rd. to Point Venture.
- Who is funding LWTP?
 - Future projects will be identified and funded through a bond funded capital improvement program.
- What is the plan amendment process?
 - There is a process defined by CAMPO staff that allows jurisdictions to amend Activity Center locations in the CAMPO long range transportation plan.
- Can Lago Vista have an amendment?
 - If Lago Vista creates an Activity Center, the LWTP and CAMPO Plan can be amended to include the Center at the jurisdiction’s request.
- Noted the traffic load on Lohman’s Ford Road near the high school and that they are waiting to see the impact.
- City Manager noted necessity for Lago Vista to complete their comp plan.
- What standards designate certain areas as activity centers?
 - There are no adopted standards the County has to identify Centers. Discussions continue at CAMPO to establish a formal definition.
- How do we get funding for Lohman’s Ford Road improvements?
 - Discussed last 2011 bond election process and the removal of Lohmans Ford Road as a project. Discussed Bond Committee and project selection process.
- Noted Lago Vista working on comp plan and the status of Arkansas Bend Park.

Organization/Group: Lakeway City Council Meeting

Date/Time: September 15, 2014, 6:30 – 7:30 p.m.

Location: City Council Chamber, 1102 Lohmans Crossing, Lakeway, TX 78734

Number of Attendees: 50

Travis County/Consultant Staff: Steve Manilla, Wendy Scaperotta, Charlie Watts, Albert Castro

Presentation Details: Wendy Scaperotta and Charlie Watts presented on the LWTP and the public engagement details.

Questions/Comments:

- Why is there little detail to the Western side of the County?
 - This is due to the limited Activity Center Development in the Western side of the County
- Is there a solution for the Western part of the County?
 - This is not a Transportation Plan. This will be used to set up prioritization for Transportation Corridors and connecting Activity Centers. In the western part of the County, we will need to use existing infrastructure to support Transportation Corridors.
- What is the plan for RM 620?
 - While the CAMPO 2035 plan does not discuss RM 620, the CAMPO 2040 Plan proposes to add capacity to RM 620, although Right of Way would be an issue.
- It is 2014, and traffic congestion is a serious issue. In 20-30 years it will be a total gridlock. Eastern Travis County has SH 130, Western Travis County needs another option besides RM 620.
- Noted that we want Travis County to create their own Transportation Plan and not just use the CAMPO Plan
 - After the LWTP is passed by the Commissioner’s Court, the County would begin working on its own transportation plan.
- How does the LWTP pertain to water supply as part of development?
 - The LWTP would protect water supply through land conservation.

- Organization/Group:** Lake Travis Chamber of Commerce Luncheon
- Date/Time:** September 17, 2014, 11:00 a.m.
- Location:** Lakeway Resort and Spa, 101 Lakeway Drive, Austin 78734
- Number of Attendees:** 40
- Travis County/Consultant Staff:** Julie Richey
- Presentation Details:** No formal presentation, distributed LWTP information from table

Summary:

An LWTP table was set up where project information was distributed to event attendees. Flyers promoting the public meetings and survey were distributed in English and Spanish. Copies of the Draft LWTP and large format maps were also available for review. The team explained the LWTP, promoted attendance at the public meetings and participation in the online survey, and collected email addresses from interested stakeholders.

Organization/Group: Lakeway Men’s Breakfast Club

Date/Time: September 25, 2014, 7:30 – 9:00 a.m.

Location: Lakeway Activity Center, 105 Cross Creek, Lakeway, TX 78734

Number of Attendees: 55

Travis County/Consultant Staff: Melissa Zone, Albert Castro

Presentation Details: Melissa Zone presented on the LWTP and the public engagement details.

Questions/Comments:

- Noted that one member did not want his tax money going to develop the Eastern part of Travis County (prefer investments stay in the west)
 - The County has made significant investments in the past 25 years to develop the western side of Travis County, and now that the eastern side is growing, this is an area of focus. The Plan addresses both sides.
- Who is paying for the Onion Creek buyout?
 - The City of Austin and Travis County have been paying for the buyout with the Federal government matching funds.
- Are there plans for mass transit?
 - Capital Metro is responsible for transit, but we anticipate transit routes will be identified as more density in Activity Centers occurs.
- Can roads be built through the Balcones Canyonlands Preserve with Federal regulations?
 - Private land owners can go through the permitting and environmental process. Currently, land conserved by County and other agencies cannot accommodate roads or transit.
- A discussion was held on why County staff recommended removing the Lakeway Loop Proposal (extension of SH 45).

Organization/Group: City of Austin Staff representatives from Economic Development, Planning and Development Review, and Office of Sustainability

Date/Time: September 29, 2014, 2:00 p.m.

Location: Travis County Admin, 700 Lavaca St., Austin, TX 78701

Number of Attendees: 9

Travis County/Consultant Staff: Melissa Zone, Wendy Scaperotta, Charlie Watts, Arin Gray

Presentation Details: Wendy Scaperotta presented on conservation, Charlie Watts presented on transportation corridors and activity centers, and Arin shared public involvement details.

Questions/Comments:

An open dialogue was held after the presentation with several comments and discussions including:

- Will the County go to the legislature for limited land use control?
 - Yes, we plan to go back for land use authority
- At the City, how can we best promote a partnership involving Imagine Austin?
 - We can coordinate on several planning efforts. For example, the trail and bike plan.
- What kind of tool kit does County have to influence growth patterns?
 - We are limited, but can use partnerships, tax incentives to locate in Activity Centers, and use transportation dollars to encourage growth there
- What is success on SH 130?
 - Reduction in congestion, strong greener presence, and working towards less sprawl
- Discussed impact of growth along SH 130 on affordability because people will not be able to get on and off without paying toll. Discussed transit on SH 130.
 - Travis County does not have land use control or zoning powers; therefore, the LWTP provides means to incentivize developers toward areas that can accommodate growth. The area is attracting new development due to lower land costs, not because the county is directing growth along the SH 130 corridor.
- Will Activity Centers be job centers?
 - Staff explained that the County doesn't develop centers but activity centers should include job opportunities to meet the definition of mixed use
- Noted that in Imagine Austin they have identified trails and habitats in flood plains
 - Noted that the Draft LWTP has river and creek corridors which will include trails and natural areas
- Edwin asked for the CAMPO Center GIS File
 - File was sent after meeting

- Noted that from 2007-2012 there was a 70% increase in local sales of fruits and vegetables
- Had a discussion of Manor
- How does County preserve farmland?
 - Noted that in 2011 had an \$8 million bond for conservation easements
- Is Hill Country Conservancy involved?
 - Yes, they helped establish the Wilbarger Creek Conservation Alliance
- What is Hamilton Pool Road status?
 - Design included in 2005 bond, staff is currently working on safety alternatives to help guide the design of future road improvements
- Noted in the Community Impact story that western Travis County was having a hard time filling some jobs due to lack of affordable living
- Mentioned east and west connectivity
- Noted that COA is looking at updating subdivision regulations
 - County commented that they would like to work with City as they do this

Appendix E: Public Meeting Notes

During the question and answer session of the Public Meetings, the following topics were discussed:

Paredes Middle School (Precinct 4)

September 17, 2014

Attendance: 8

- Desire to keep development low in the Manchaca area
- Asked about the South Austin Regional Center
 - Staff indicated that this center encompasses what is anticipated in the I-35/SH 45 area
- Concern for lack of attendance at the meeting
 - Consultant noted that the team has provided many other ways to participate besides attendance at the public meeting

Manor Tech High School (Precinct 1)

September 18, 2014

Attendance: 17

- Asked about impacts of the Draft LWTP on eastern Travis County
 - Staff indicated that the Manor area may see more PUDs which can lead to different types of roadway options
- Staff explained that they work with cities regarding the ETJ and future annexation areas; that there is the opportunity for collaboration during the review process
- Gilliland Creek is an example of a conservation priority in eastern Travis County
- Impact of population growth on sewage infrastructure
- Hike and bike plan along Wilbarger Creek
- The speed limit decrease to 55 on 290E access roads
- Development restrictions near the earthen dam at Lake Walter E Long
- Plans for transportation options from east Austin to Manor
- Development caused erosion and flooding
- Bridge on Gregg Lane at Wilbarger Creek needed

McCallum High School (Precinct 2)

September 22, 2014

Attendance: 11

- Will the pattern to annex development continue?
 - Travis County makes it appealing for cities to annex developments when the developer is required to provide the infrastructure

- Have there been many requests for approval of activity center type development
 - Staff indicated that some have been requested
- Is the type of compact development described for activity centers occurring in the places identified as activity centers
 - Staff indicated yes, they are starting to see it occurring
- Does the County consider existing developments that have evolved and grown into similar types of developments activity centers? For example, Wells Branch, Milwood
 - Staff indicated not at this time, may need to examine this further
- Does the County expedite this kind of development
- Concern that too many resources will be allocated to this type of development
- What tools does the County have to regulate water resources
 - Developers have to prove that water is available
- Concern that existing water infrastructure and supply won't support more dense development

Vandegrift High School (Precinct 3)

September 24, 2014

Attendance: 12

- Would like to see more bicycle facilities on roadways to get across larger areas and to work to connect existing bicycle and pedestrian facilities (specifically within developments)
 - Staff noted that all proposed roadways would include bicycle/pedestrian facilities
 - Also noted that the next steps would be for County to develop their own transportation plan and would incorporate bicycle/pedestrian facilities
- Asked if County had availability to provide water
 - Not currently, but developers do have to prove they will have access to water prior to building
- Discussion of negotiations with developers to provide infrastructure and areas for public services (like fire stations) and noted some feel County needs to do more while others feel County does too much
- Asked if County works with other counties and cities to plan
 - Yes County will partner with other entities
- Noted that County needs to update future growth map
- Western Travis County residents value land and spring conservation but feel transportation needs to be the priority; seems like more focus is given to the east side of the County in the LWTP
- Noted that the CAMPO 2040 Plan does include improvements to 620
- Who decides if a developer gets access to state highways

- TxDOT
- Didn't feel Plan should focus on Activity Centers if the market is not there; don't want to see infrastructure built before centers exist

Bee Cave City Council Chambers (Precinct 3)

September 25, 2014

Attendance: 16

- Asked why Little Barton Creek and Barton Creek are not listed even though they are in the unincorporated areas
 - Staff noted that focus in the Plan was on drinking water supply, and noted that there is already established preserve area on Barton Creek
- How do you protect Little Barton Creek and Barton Creek
 - Through conservation easements, and normal State regulations also apply to these areas
- Noted that Barton Creek feeds into Edwards Aquifer so it should also be preserved
- Asked how Pedernales River is a water source considering its state in the current drought
 - Staff noted that it is still considered a water source because of its relationship with the reservoir
- How is the County going to balance conservation and development
 - County will continue to work with developers and at the same time make efforts to conserve land
- Are the corridors, specifically 620 toll roads
 - Based on the CAMPO Plan, 620 elevated road is going to be tolled
- Felt that because only 5% of population lives in unincorporated they don't have a say even though they contribute money
- Concern that conservation could impede development and that water availability needs to be the first priority
 - Staff noted ground water is not covered in presentation but is a growing issue; also noted it is hard to control ground water with the tools the County has
- Asked if County was coordinating with the PUA and their growth projections as growth will continue in west part of county
- Noted that Plan should focus on infrastructure, water, and utilities; This seems to be about what happens in 2040 and environmental conservation

Travis County Administration Building

12 Noon Meeting, September 29, 2014

Attendance: 18

- Need to focus on straightening many roads with S curves out
- Want to work together for legal changes on County's authority in the future
- Asked about encouraging growth on 620 and what plans have been done for this
- Asked about the water plan for growth
 - Staff noted that there are many state and regional planning efforts and Travis County is planning for conservation; LWTP does focus on water but the County is not a supplier, so will continue to work with partners
- Asked if could make all developers include reclaimed water
- What happens if Plan not adopted
- Staff indicated that the County would rely on CAMPO plans and could change when CAMPO changes
- How can County work with employment and development centers
 - The County can use this tool for incentives
- Why is Barton Springs watershed not included
 - The project team will look into this
- Are there any definitions for size or focus of Activity Centers?
 - Yes, the County is following CAMPO definitions
- Staff noted that the County is not creating new activity centers, but plan is summarizing existing centers and will work in the future to use all tools available for development

Evening Meeting, September 29, 2014

Attendance: 4

No presentation was given during the evening meeting as there were only a few attendees and all visited with staff throughout the open house

Appendix F: Website Analytics

The graph and tables below share information on the number and timing of visitors to the LWTP page on the Travis County website from August 15, 2014 to October 1, 2014.



http://www.co.travis.tx.us/default.asp - ... [Go to this report](#)
www.co.travis.tx.us

Content Drilldown

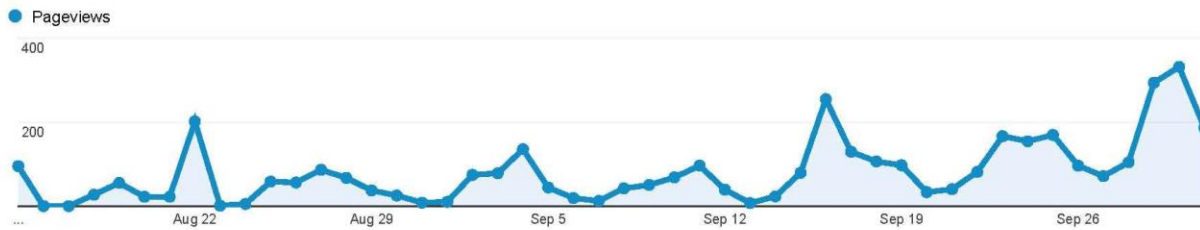
Aug 15, 2014 - Oct 1, 2014

ALL » PAGE PATH LEVEL 1: /trn/ » PAGE PATH LEVEL 2: /lwtp/

All Sessions
0.38%

+ Add Segment

Explorer



Page path level 3	Pageviews	Unique Pageviews	Avg. Time on Page	Bounce Rate	% Exit
	3,851 % of Total: 0.38% (1,017,108)	2,831 % of Total: 0.35% (802,096)	00:01:49 Site Avg: 00:02:05 (-12.47%)	63.48% Site Avg: 60.35% (5.18%)	46.53% Site Avg: 47.09% (-1.18%)
1. /default.asp	2,320 (60.24%)	1,772 (62.59%)	00:01:30	61.17%	48.36%
2. /draft.asp	520 (13.50%)	374 (13.21%)	00:03:48	71.21%	57.69%
3. /project_materials.asp	427 (11.09%)	347 (12.26%)	00:01:47	86.23%	51.05%
4. /schedule.asp	419 (10.88%)	261 (9.22%)	00:01:50	55.56%	28.40%
5. /espanol/	112 (2.91%)	58 (2.05%)	00:01:11	50.00%	19.64%
6. /draft_z.asp	24 (0.62%)	9 (0.32%)	00:03:57	75.00%	25.00%
7. /pdfs/	22 (0.57%)	3 (0.11%)	00:00:05	100.00%	9.09%
8. /loading2.gif	6 (0.16%)	6 (0.21%)	00:01:14	100.00%	50.00%
9. /schedule.asp\	1 (0.03%)	1 (0.04%)	00:00:02	0.00%	0.00%

Rows 1 - 9 of 9

Appendix G: Comments Received after October 1, 2014

A total of 5 written comments were received after October 1, 2014 via email.

Hi Wendy,

I'm writing to you to submit a comment on the proposed Land, Water, and Transportation Plan. I would like to encourage LWTP and Travis County to support existing and future farms in our county by conserving prime farmland, as well as existing and future farms, through a variety of means. Purchasing conservation easements and putting this land aside for agricultural use would be one way to do so. Leasing county owned land to new, beginning farmers for little to nothing would go a long way to increasing our regional food security and spurring local economic activity. LWTP might also consider requiring new developers to include ways in which they will incorporate local foods and farms into their plans. Also, ample consideration as to how we conserve our current water supply - and how we are going to address this issue into the future - is of paramount importance for farmers in Travis County.

Thank you for your time and consideration.

Wonderful. Thank you for this connection, and for your speedy reply.

The Hill Country Alliance is interested in promoting more robust land and water planning by the area's counties especially where there is little authority in the unincorporated areas.

I wonder if you can give me a sense of how robust Travis County's development efforts are in relation to other Hill Country counties, especially to those (if any) that are taking a similarly pro-active position?

AND, who are your contemporaries in the neighboring counties that I should contact to establish a dialog?

Thank you Mr. Watts,

Wendy and Charlie,

Over the weekend I came across an article on the proposed LWTP. I currently manage a commercial office development at the corner of 360 and Bee Cave, Dimensional Place, and would like to know more about the Transportation Corridor concept. A Google search produced a presentation from September but details are slim. Would either or both of you have time to meet to present this plan?

Good afternoon Mr. Watts,

I just read a very nice article in the Community Impact Newspaper that featured information about Travis County's draft Land, Water and Transportation Plan, and wonder if I could get a copy.

Thank you,

SUSTAINABLE FOOD POLICY BOARD RECOMMENDATION

WHEREAS, the Land Water and Transportation Plan (LWTP) will provide a framework for formulating policies and developing capital improvement programs to guide growth and protect land and water resources in unincorporated Travis County (areas outside of city limits) as it faces a tremendous amount of population growth; and

WHEREAS, Travis County will be incorporating public input into the draft LWTP over the next two months for final approval by the Travis County Commissioner's court in late 2014, which will guide resource allocation and policy development that will impact land availability for food production; and

WHEREAS, the market value of Travis county's agricultural products was an approximate \$41.7 million in 2012; and

WHEREAS, Travis County voters in 2011 passed Bond Proposition 2, which earmarked \$8.3 million to preserve open space, and agricultural lands through the purchase of conservation easements; and

WHEREAS, the Natural Resources Conservation Service (NRCS) provides millions of dollars in funding annually to assist with the purchase of conservation easements in Texas in order to help conserve agricultural lands and wetlands and their related benefits, whereby Travis County could effectively leverage local funding; and

WHEREAS, the method and incentives to preserve farmland as contained in the Travis County Conservation Easement Program provides an example of how Central Texas can take immediate and effective action;

NOW, THEREFORE, BE IT RESOLVED that the FARMLAND PRESERVATION AND ACCESS WORKING GROUP of the Sustainable Food Policy Board recommends that the Travis County Commissioners' Court ensure that the final Land, Water, and Transportation Plan includes strong support for conserving land for food production and that prime agricultural soils, wherever they occur, should be a priority in selecting land parcels while, when possible, also preserving other important conservation values such as water quality, wildlife habitat, scenic views and cultural resources.

BE IT FURTHER RESOLVED that funding adequate staff and resources to develop and implement related policies, programs, and collaborations also be a priority in the final version of the LWTP.

Date of Approval: October 13th, 2014

Record of the vote: (Unanimous on a 7-0 vote)



EXHIBIT B: STAFF RECOMMENDATIONS

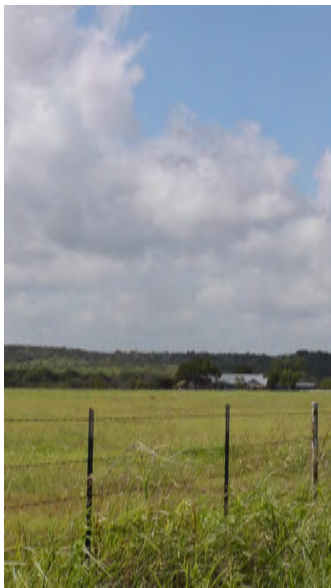


Photo Credits for Cover Page from Top left moving clockwise:

Wildflowers photographed by Jason Spangler; Colorado River photograph courtesy of Bosse & Associates (Colorado River Plan); Development photograph courtesy of Bosse & Associates (Colorado River Plan); SH 130 photograph courtesy of Bosse & Associates (Colorado River Plan); Sign photograph courtesy of Dwyer Realty; East Travis County farmland photograph courtesy of Travis County; Hamilton Pool photograph courtesy of Travis County

The seal of Travis County, Texas, is a circular emblem. It features a central five-pointed star with a smaller star on its upper point. Below the star is a scale of justice. The star and scales are set against a background of a city skyline. The entire central design is enclosed within a wreath of olive and oak branches. The outer ring of the seal contains the text "COUNTY OF TRAVIS" at the top and "STATE OF TEXAS" at the bottom, separated by small decorative symbols.

Travis County Commissioners Court

Judge Samuel T. Biscoe, Travis County Judge

Commissioner Ron Davis, Precinct 1

Commissioner Bruce Todd, Precinct 2

Commissioner Gerald Daugherty, Precinct 3

Commissioner Margaret Gómez, Precinct 4

Prepared by Transportation and Natural Resources

Steve M. Manilla, P.E., County Executive

Land Conservation

Wendy Scaperotta, Planning Project Manager

Development and Transportation

Charlie Watts, Planning Project Manager

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Introduction

Staff's analysis of input received from the public and associated recommendations are provided herein. The comments addressed in this report were received through two venues. Respondents could complete the online Land, Water, and Transportation Plan (LWTP) Survey and they could submit comments via email, mail, or Comment Cards completed at public meetings.

Survey results include answers to both specific and open-ended questions about conservation, development, and transportation. Although questions were based on proposed LWTP policies, answering them did not require knowledge of the LWTP. Responses to open-ended questions also were not specific to the LWTP. This input, however, indirectly indicates the level of support for LWTP proposed policies and will help guide future growth-related planning, policy development, and capital improvement programs. Conversely, Written Comments address the LWTP specifically.

Survey results and written comments are provided in the Public Engagement Report.

Conservation

SURVEY FINDINGS

Conservation Priorities

Conservation priorities are probed in Question 4 in which respondents were asked to indicate their level of agreement with statements about conservation and resource protection in Travis County. Overall, respondents indicate strong support for protecting all listed resources. The relative strength of support, however, is shown in *Table 1: Question 4 Responses* which lists resources by highest to lowest level of support (as based on cumulative “Agree Strongly” and “Agree” percentages).

	Agree Strongly	Agree	Neutral	Disagree	Disagree Strongly
It is important to conserve land to protect water quality and supply.	71%	22%	5%	1%	1%
It is important to protect natural springs.	69%	24%	5%	1%	1%
It is important to protect woodlands, prairies, wetlands, and other natural areas.	54%	32%	10%	3%	1%
It is important to conserve land for public recreational use.	49%	37%	10%	2%	2%
It is important to conserve land to protect wildlife.	55%	27%	12%	4%	2%
It is important to conserve land with the best soils for producing crops.	41%	34%	18%	5%	3%
It is important to support “dark skies” by limiting light pollution.	42%	31%	18%	5%	3%
It is important to conserve working farms and ranches.	39%	34%	17%	7%	3%
It is important to preserve the rural character of the county.	33%	28%	23%	10%	5%

Note: Percentage total may not equal 100% because of rounding

Table 1: Question 4 Responses

Water resource protection has strongest support

There is near unanimous support for protecting water resources through land conservation. When asked about the importance of protecting water quality and supply, an overwhelming majority (93%) feels that it is important to conserve land for this purpose. An equal number (93%) also think it is important to protect natural springs.

Written survey responses support these values as well. More respondents commented on water resource protection than any other single conservation issue. They cite land management techniques

(such as cedar removal and xeriscaping), water conservation, and regulation of water use (through a Groundwater Conservation District in western Travis County, for example) as required tools for protecting the quality and supply of surface and groundwater.

Protecting natural areas and wildlife are top motivators for land conservation

An overwhelming majority of the respondents (86%) agree that it is important to protect woodlands, prairies, wetlands, and other natural areas. And an almost equal number (82%) agree that it is important to conserve land to protect wildlife. Their support also is particularly strong: for each query, more than one-half indicate that conserving land for these purposes is very important.

The importance of protecting natural areas and wildlife habitat were frequently mentioned in open-ended responses as well.

Conserving land for recreational use is equally important

An equal number of the respondents (86%) agree that it is important to conserve land for recreational use as agree that it is important to protect natural areas, making recreational use an equally strong motivator for conserving land. Comments provided in open-ended questions also indicated strong support for recreational access to conservation lands, particularly by way of an interconnected bike and pedestrian trail system.

There is strong support for conserving agricultural resources

Three-quarters of the respondents (75%) indicate that it is important to conserve land with the best soils for growing crops. And an almost equal number (73%) indicate that it's important to conserve working farms and ranches. The importance of maintaining local sustainable, food production is frequently mentioned in written survey comments.

Protecting dark skies is a top priority

Approximately three-quarters of the respondents (73%) indicate that it is important to limit light pollution. The importance of maintaining dark skies in Travis County was frequently mentioned in open-ended question comments as well.

Protecting rural character has the least amount of support

Nearly two-thirds of the respondents (61%) indicate that it is important to preserve the rural character of the county, which is robust support but nevertheless, the least amount of support indicated for resource protection or conservation.

Conservation Strategies

Respondents' support for conservation strategies is probed in Question 5 in which they are asked to indicate their level of agreement with different types of strategies. The strength of their support for the different strategies is shown in *Table 2: Question 5 Responses* which lists strategies by decreasing level of support (as based on cumulative "Agree" and "Strongly Agree" percentages).

	Agree Strongly	Agree	Neutral	Disagree	Disagree Strongly
Travis County should use agreements with willing landowners to conserve land.	55%	33%	8%	2%	2%
Travis County should purchase parkland to conserve land.	45%	31%	15%	6%	3%
Travis County should use voter-approved portions of tax revenues to support land conservation.	40%	34%	13%	8%	5%
Travis County should use voter-approved bonds to support land conservation.	39%	31%	15%	9%	5%
Travis County should conserve land by buying flood-prone properties.	26%	27%	27%	11%	9%
Travis County cannot afford to conserve land and should use public dollars for other purposes	8%	9%	16%	31%	36%

Note: Percentage total may not equal 100% because of rounding

Table 5: Question 5 Responses

Conserving land through agreements with willing landowners has the greatest support

An overwhelming majority (88%) of respondents agree with the statement that county should purchase parkland as a means to conserve land.

Parkland acquisition is a popular strategy as well

Approximately three-quarters of the respondents (76%) agree with purchasing parkland as a means to conserve land.

Strong support for County investments using voter-approved funding

Respondents support county investments in land conservation: less than one-fifth (17%) of the respondents agree that “The County cannot afford to conserve land and should use public dollars for other purposes.” With respect to funding land conservation, approximately three-quarters (74%) agree that portions of tax revenues be dedicated – with voter approval – to funding land conservation and an almost equal number (70%) agree that voter-approved bond funds be used for this purpose.

Acquisition of flood-prone properties has the least support

Although supported by a clear majority (53%), conserving land by buying flood-prone properties has the least amount of support of all the conservation strategies.

Conclusions

Conservation Priorities

Past Travis County practices and proposed LWTP conservation priorities and policies are consistent with survey findings about conservation priorities (Question 4).

- Water quality and supply have been and will continue to be directly protected through conservation of floodplains and development of river and creek corridors. Natural springs also will be protected through the newly proposed conservation of Post Oak Savanna, a region where they are concentrated.
- Natural areas and wildlife habitat have been and will continue to be protected on privately-owned properties through conservation easements and in undeveloped areas of parks.
- Recreational use has been and will continue to be accommodated in county parks and, where appropriate, on non-park conservation lands.
- Agricultural resources have been and will continue to be protected through the county conservation easement program as well as the incidental purchase of prime farmland for park greenways.
- Rural character will be protected by way of protecting natural areas, wildlife habitat, and working farms and ranches.
- The county currently does not have policies or procedures in place supporting “dark skies” but the LWTP include the action item to consider the role the County might assume in protecting this resource.

Conservation Strategies

Past Travis County practices and proposed LWTP conservation policies and practices are consistent with survey findings about conservation strategies (Question 5).

- Travis County initiated a program in 2011 to establish agreements with willing land owners to conserve land.
- Travis County purchases parkland with the intent of conserving land.
- Travis County uses voter-approved funding for acquiring parkland and establishing land conservation easements. The county, however, has not used voter-approved portions of tax revenues to support land conservation.
- Travis County conserves land by purchasing flood-prone properties.

WRITTEN COMMENTS AND RESPONSES

Land Conservation Priorities

Barton Creek and Little Barton Creek Watersheds

Numerous respondents requested prioritizing conservation of the Barton Creek and Little Barton Creek watersheds in southwest Travis County. They maintain that this land is regionally significant because it is within the contributing zone of the Edwards Aquifer and recharges iconic Barton Springs, helping to protect it as intended by the City of Austin through its Barton Creek Watershed Ordinance.

Staff concurs and recommends that the Barton Creek and Little Barton Creek watersheds be identified as LWTP conservation priorities.

Colorado River and Tributaries in western Travis County

A request was made to prioritize conservation of the Colorado River and its tributaries as a specific initiative in western Travis County so as to protect the county's drinking water supply.

Staff recommends maintaining the current prioritization of corridor conservation in western Travis County on the Pedernales River and currently designated creeks. A more broadly stated conservation initiative may result in more fragmented and less connected corridors. There are also programs and regulations in place to protect Lake Travis water quality including the LCRA's Highland Watershed Ordinance and TCEQ's prohibition of wastewater discharge into Lake Travis.

Prime Farmland in western Travis County

A request was made to prioritize conservation of prime farmland as a specific initiative in western Travis County.

Although conservation of prime farmland is a priority throughout the county, staff does not recommend prioritizing conservation of prime farmland as an initiative in western Travis County: there are no large expanses of prime farmland in this region and therefore difficult to assemble "conservation areas" (i.e., large, contiguous tracts of land which provide greater natural and cultural benefits than smaller, isolated tracts) in accordance with LWTP conservation concept.

Geographic Distribution of Proposed Land Conservation Initiatives

A respondent questioned the geographic distribution of land targeted for conservation, stating that the "...LWTP is weighted towards the eastern side of the county and pays little attention to the southwestern corner where I live."

Staff maintains that the LWTP balances conservation throughout the county for several reasons:

- The number of conservation projects does not correlate to the amount of land actually conserved: since 2001, Travis County has acquired approximately 3,100 acres in southwest Travis County for one project (i.e., the Pedernales River corridor) and 2,100 for three corridor projects in eastern Travis County.
- Staff is recommending that Barton Creek and Little Barton Creek watersheds be added as conservation priorities in the LWTP.

Map Changes

Leander Parks

A request was made to add new City of Leander parks to the maps.

City of Leander parks that are not shown on maps are either within Leander's city limits or have not yet been officially dedicated as parks.

Land Use Information

An individual referenced both the large tract of Austin Energy property in the Webberville area and the proposed PGA golf course(s) adjacent to Walter Long Lake as information that needs to be factored into the LWTP.

Staff will include this information into future conservation plans that require this level of detail.

Water-Related Public Opinion Information

An individual questioned the completeness of the public opinion section on water resources because it only discusses Lick Creek and the aggregate mining controversies that the Commissioners Court dealt with.

Section D: Public Opinion of the Background Report includes information taken from either statistically valid surveys or "petitions" to the Travis County Commissioners Court (i.e., ongoing citizen communications about a specific issued by a significant number of constituents). To the best of staff's knowledge, there are no statistically valid surveys pertaining to public opinion about water resources in Travis County.

Farmland Conservation (received after October 1 deadline)

Comments regarding the importance of supporting sustainable food production and conserving prime farmland were submitted after the October 1 deadline. A specific request was made of the County to provide adequate staff and resources to develop and implement policies and programs prioritizing conservation of prime agricultural soils.

There are two potential actions in the LWTP that pertain to protecting agricultural resources. First is the action to update the Conservation Easement program and second is preparing a parks and land conservation package for a tentative bond referendum.

RECOMMENDED PLAN REVISIONS

Executive Summary (EXHIBIT C)

Page viii: Add Barton Creek and Little Barton Creek watersheds to Land Conservation Concept map

Page ix: Add Barton Creek and Little Barton Creek Watershed conservation initiative

Guiding Growth Plan (EXHIBIT D)

Revise Opportunities and Challenges Section

Page 19: Edit Figure 6 notes to include reference to land that is conserved by Travis County and land trust partners

Page 25: Add description of Barton Creek and Little Barton Creek watersheds to Land Resources section

Page 28: Add “Watershed” map showing location of Barton Creek and Little Barton Creek watersheds

Page 34: Add Barton Creek and Little Barton Creek watersheds to Opportunities and Challenges in Unincorporated Travis County map

Page 41: Describe Barton Creek and Little Barton Creek watersheds in “Rural Southwest Travis County” section

Revise Growth Guidance Plan Section

Page 57: Add Barton Creek and Little Barton Creek watersheds to Land Conservation Concept map

Page 58: Add Barton Creek and Little Barton Creek watersheds to “Conservation Areas” priorities

Page 60: Revise description of the Colorado River and Pedernales River to note them as sources of drinking water

Page 60: Revise description of the western creeks to note them as contributors to drinking water supply

Page 62: Add initiative to conserve land in the Barton Creek and Little Barton Creek watersheds

Page 64: Add Barton Creek and Little Barton Creek watersheds to LWTP Growth Guidance Concept map

Page 65: Revise Policy L-3 to include Barton Creek and Little Barton Creek watersheds

Background Report (EXHIBIT E)

Page 77: Delete reference to water forum

Summary of Select Plans, Ordinances, and Rules (EXHIBIT F)

Revise as required to update land and water-related Plans, Ordinances, and Rules

Development

SURVEY FINDINGS

Overall Support for Activity Center and Transportation Corridor Concept

On-line Survey Results

The use of the Activity Center concept to provide for new opportunities and choices in how land can be developed in the unincorporated area of Travis County is strongly supported. This support is shown through a general question (Question 7) asking whether “Travis County should create policies to encourage new growth to locate in Activity Centers, supported by investments in Transportation Corridors”, it received a 71.5% approval. In comparison, the statement that current growth patterns should continue with little focus on Activity Centers received 14.7% of the responses.

Question 10 and Question 11 look at a respondent’s level of agreement and willingness to live in developments that support the Activity Center development concept. Question 10, shows that over 82% of respondents agree that the length of their commute is an important factor in where they live. Respondents also show strong support for multi-modal connectivity in areas where they live and work, agreeing at nearly 79%. Agreement that it is important to live where bus, bicycle or pedestrian facilities are available to commute to work is approximately 50%, with 28% disagreeing.

Question 11 indicates that driving remains an important mode in determining where people live. For non-work related travel 61% agree that the ability to drive to make these trips is important in their community. The agreement that other transportation modes are available in a community for non-work trips is at 52%.

Survey Written Comments

Of the written comments from the survey, regarding Activity Centers, over 75% are favorable. Many respondents identified support for compact development and walkable neighborhoods without calling this type of development an Activity Center. Many written comments indicate support for alternative transportation modes (bicycle/pedestrian, bus transit and rail transit) to improve mobility within Travis County. These comments ran 86% in support of to 14 % against. Again, support for the Activity Center and Transportation Corridor concept can be associated to these type comments since respondents are requesting improvements that will be provided through the development of Transportation Corridors.

Staff’s response and recommendations:

Staff recommends no changes to the proposed concept of providing for an alternative way to develop land that encourages new growth to locate into “Activity Centers”. Strong support is shown in on-line survey results and to a lesser degree in written comments in support of the concept. Staff also

recommends emphasizing in the LWTP that traditional single family residential development transportation needs will continue to be supported through traditional planning and capital improvement funding.

Supporting Activity Center Development along SH 130 and RM 620

On-line Survey Results

The LWTP identifies two areas of emphasis to support Activity Center development through investing in Transportation Corridors, the SH 130 corridor and the RM 620 corridor. Question 8 asks for the level of agreement in the prioritization of these two corridors. More respondents support funding improvements in the RM 620 corridor (51%) than in the SH 130 corridor (38%). Disagreement with prioritizing these corridors for funding is at 32% for the SH 130 corridor and 25% for the RM 620 corridor.

Survey Written Comments

Many respondents through the on-line survey's written comments pointed to needed transportation infrastructure improvements for western Travis County to relieve growth related impacts especially along the RM 620 and RM 2222 corridors. Of those comments citing congestion and growth as a major concern, two thirds specifically mention the RM 620/RM2222 corridor. Very few survey written comments show preferences on support of prioritizing transportation corridors or supporting Activity Center development in the SH 130 corridor and the RM 620 corridors.

Staff's response and recommendations:

As mentioned, more respondents support prioritizing roadway funding for the RM 620 corridor in support of Activity Centers than the SH 130 corridor; however, emerging developments that are market driven are occurring along the SH 130 corridor. With eastern Travis County experiencing rapid growth and many natural and cultural resources in need of protection, staff recommends balancing development with conservation in both eastern and western Travis County by implementing the Growth Guidance Concept. Staff recommends no changes to the draft recommendations that emphasize supporting Activity Center development through investing in Transportation Corridors along SH 130 and in the RM 620 corridor.

Incentives to Support Activity Centers

On-line Survey Results

Question 9 looked at the level of agreement to use incentives to support Activity Center development. Responses to all incentives listed have over a 50% approval rating for use except for the use of tax abatements to employers locating in Activity Centers. That approval rating is just over 45%.

Three of the seven incentives listed have over a 60% agreement for use. These are:

- Reconstructing roadways within and supporting Activity Centers to be more bicycle, bus and pedestrian friendly (67%)
- Locating public facilities in Activity Centers (67%)

- Prioritizing funding transportation improvements that support Activity Centers (63%)

It is important to note that there is strong support from the survey showing agreement to prioritize transportation funding that support Activity Centers which supports the LWTP concept to develop “Transportation Corridors” to support Activity Centers.

Survey Written Comments

Written comments received through the on-line survey reveal some reservations on using incentives to support Activity Centers and Transportation Corridors. Sixty-two comments of the 559 comments identified were grouped in the following areas:

- Funding should occur on current roadways,
- Fund improvements in existing neighborhoods, and
- Fund roads before providing incentives to support Activity Centers.

Of responses against incentivizing Centers, most respond that funding should occur on current roadways, followed by incentives are not needed to support Activity Centers.

Another grouping of comments found that the County should be looking at other ways to plan for growth. Of the 559 comments identified, 29 cited the following ways the County should respond:

- Limit growth,
- Let market determine growth, and
- Development should pay for growth

Staff’s response and recommendations:

There are no changes required. Future policy decisions will be brought back to the Court for discussion that will identify mechanisms to support the development Activity Centers. These questions were developed to gauge the public’s level of support for these implementation tools.

County Needs to Limit Growth

Survey Written Comments

As mentioned, written comments from the survey against the use of Activity Centers requested that the County take measures to limit growth and specifically along the RM 620 corridor until adequate infrastructure is funded to support new growth.

Staff’s response and recommendations:

Staff does not recommend providing measures in the LWTP to limit growth.

Activity Center/Transportation Corridor Confusion

Written comments from the survey reveal some confusion of what an Activity Center represents. Also, discussions with meeting attendees sometimes required visual aides to describe Activity Centers and Transportation Corridors.

Staff's response and recommendations:

Staff is aware that the Activity Center definition needs to have a better understanding especially with the public. Staff will work to make the Activity Center and Transportation Corridor concept more understandable and clear in the LWTP and will work with CAMPO staff in that regard.

WRITTEN COMMENTS AND RESPONSES

Limit Growth

A few written comments requested that the County take measures to limit growth and specifically along the RM 620 corridor until adequate infrastructure is funded to support new growth.

Staff's response and recommendations:

Staff does not recommend providing measures in the LWTP to limit growth.

Request for Adding New Activity Center

Staff received a written request from Qualico Communities to include the Sun Chase development off of Pearce Lane as an Activity Center. Staff met with the developer and reviewed the development's proposed land uses and density and found them to be closer to traditional single family development than those of the proposed Activity Center concept. Staff recognizes changes in proposed developments do occur. TNR staff monitors emerging and proposed developments and if it is determined changes are needed in Activity Center locations; the LWTP amendments will be brought back to the Commissioners Court for approval and submitted to CAMPO for its plan amendment process.

Staff's responses and recommendations:

No changes are required. Staff does not recommend identifying the Sun Chase development as an Activity Center.

Request for Jurisdictional Plan Coordination

The City of Pflugerville has concerns that the LWTP has policies that may conflict with the City's current comprehensive plan especially in the ETJ of the City. City staff also suggested that maps should show the ETJ's of municipal jurisdictions to allow for better coordination between agencies. It requests that County staff coordinate its future conservation and development plans identified through the LWTP with the staff from the City of Pflugerville.

Staff's response and recommendations:

Staff recognizes the planning overlap of municipal extraterritorial jurisdictions in the unincorporated area of Travis County. TNR staff will work to identify where additional planning coordination is needed with all jurisdictions and agencies as new polices and plans evolve from the LWTP Action Plan.

Request for Revision to Emerging Growth Map

The City of Leander requested that TNR staff add new developments occurring in the western portions of the City along FM 1431 to the LWTP Emerging Growth Map.

Staff's response and recommendations:

The City of Leander has annexed these areas and the emerging development currently lies within its limits. Staff is aware of the rapid growth throughout the County and will keep reviewing its Emerging Growth Map in relation to policies developed through the LWTP.

RECOMMENDED PLAN REVISIONS

EXECUTIVE SUMMARY (EXHIBIT C)

Page i: Insert comment regarding traditional single family residential development continuing to be supported through planning and funding of transportation capital improvements.

Page v: Map 2: Development Concept Map revised. Add labels to Activity Centers at periphery of Travis County boundary.

GUIDING GROWTH PLAN (EXHIBIT D)

Page 7: Revise outdated Centers information.

Page 8: Replace Figure 3: CAMPO Centers with updated 2040 Activity Center location map for Travis County.

Page 52: Map 14: Development Concept Map revised. Add labels to Activity Centers at periphery of Travis County boundary.

BACKGROUND REPORT (EXHIBIT E)

No revisions.

SUMMARY OF SELECT PLANS, ORDINANCES, AND RULES (EXHIBIT F)

Revisions were made as required to update select Plans, Ordinances and Rules related to development and transportation issues.

Transportation

SURVEY FINDINGS

Requests for Alternative Modes of Transportation

Survey Written Comments

The predominant comment received requests or supports providing for alternative transportation modes to improve mobility within Travis County. Specifically, most, 161 comments of the 559 identified, respond requesting bicycle facilities and pedestrian facilities to relieve congestion and provide for an option or alternative to driving.

Staff's response and recommendations:

The LWTP proposes to expand options and choice on how people live, work, play and how they travel. With respect to transportation, staff recommends providing for a transportation system that accommodates multiple modes of transportation – motor vehicles, walking, bicycling and transit. The Transportation Corridor Concept as well as Travis County's arterial policy to provide residents a full range of travel options is consistent with the request of the respondents.

Requests for Transit Service and Facilities

Survey Written Comments

Bus transit facilities and service are the next requested mode followed by the need for rail facilities at about half of the response for bus transit facilities.

Staff's response and recommendations:

Staff recommends no changes. The expansion of transit service in unincorporated Travis County is not part of the LWTP. However, the County can do more in helping transit providers expand their service areas and enhance the quality of those services by partnering on infrastructure improvements. Additionally, transportation corridors are to be developed with transit facilities when transit services are available.

Traffic Congestion

Survey Written Comments

Solutions to relieve traffic congestion are the next major concerns of survey participants. Frustration with existing traffic congestion, transportation infrastructure not keeping up with growth and current needs and increased travel times are the most identifiable comments from respondents.

Of those that cite traffic congestion and growth as a major concern, over two thirds specifically mention the RM 620, RM 2222 area in western Travis County as needing transportation improvements.

No other areas in Travis County are identifiable in the survey comments as the RM 620, RM222 corridors. Most concerns cite needed improvements along the existing State system roadways.

Staff's response and recommendations are as follows:

Much of the LWTP planning effort has been in response to the effects of a tremendous amount of growth that has occurred and continues within Travis County. Congestion is major result of the effects of growth and the inability to provide needed infrastructure to support that growth. While many of the respondents point to State system's roadways such as RM 620, RM 2222, Loop 360 as congested corridors and the need for relief, this may signal potential public support of providing for new options and alternatives such as the Activity Center and Transportation Corridor Concept proposed in the draft LWTP.

Prioritizing Transportation Corridors to Support Activity Centers

On-line Survey Results

Part of Question 9 asked for respondents' level of agreement to incentivize Activity Centers by prioritizing funding of transportation improvements that support Activity Centers. Sixty-three percent of the responses were in agreement to prioritize transportation funding that support Activity Centers.

The LWTP identifies two areas of emphasis, the SH 130 corridor and the RM 620 corridor. As mentioned, many respondents pointed to needed improvements for western Travis County to relieve traffic. Limited response was received supporting or not supporting the SH 130 corridor.

Staff's response and recommendations:

Staff recommends no changes to the draft LWTP recommendations that emphasize funding Transportation Corridors along SH 130 and RM 620 to support existing and future Activity Centers. The LWTP does not establish the level of priority associated with funding improvements to the Transportation Corridors that serve the SH 130 and RM 620 corridors. Future discussions will be brought before the Court for consideration to determine level of priority.

Traffic Safety

Survey Written Comments

Safety was mentioned numerous times with specific requests to improve access to Vandegrift High School.

Staff's response and recommendations:

TNR traffic engineering staff is working with TXDoT on providing additional access to Vandegrift High School. Safety improvement funding is outside the scope of the LWTP. Safety improvements are identified and developed by traffic engineering staff and are funded as needed and through the capital improvement bond funding process.

WRITTEN COMMENTS AND RESPONSES

Lakeway Letter

A written response from Lakeway and a few comments from the survey do not support adding additional lane capacity to existing RM 620 and ask for the County to seek additional traffic relief through developing additional new capacity. Lakeway comments also state that providing options that can change travel behavior is not a well-conceived transportation plan. They also state that the plan should focus on planning a regional system of freeways that accommodate the mode of travel that county residents prefer and will use.

Staff's response and recommendations:

The survey responses and Lakeway's concerns show that solutions to congestion especially along the RM 620 corridor are an important issue for this region. Staff is in agreement that a regional system of roadways that are well connected is a part of the mobility solution for the region. However, it is a part of the solution, not all of the solution. County staff believes that the LWTP sets forth the ability to expand beyond just planning for and funding only added lane capacity to one that expands transportation options and development choices. Options related to where people can live, work, play and how they commute and options that support new ways to develop. The LWTP recommends building a transportation system that accommodates multiple modes of transportation, and recognizes that automobiles are the predominant mode of transportation and will continue to be in the future. Staff recognizes that the choice of traditional, low density development will continue and the County will continue supporting the transportation improvements needed for those type developments. Transportation staff will continue to seek solutions to the region's congestion problems through "traditional" transportation planning; however, staff recommends through the LWTP that we look further and provide for new options that will lead to improvements to the region's mobility.

LWTP vs. County Transportation Plan

Discussions with the public during public and community meetings revealed confusion with the LWTP transportation component and the County's transportation plan – the *CAMPO 2035 Regional Transportation Plan*. Many residents misunderstood the Development Concept Map and thought that the only transportation improvements being planned and implemented were those shown as "Transportation Corridors". Staff explained that the County uses the CAMPO 2035 Plan as its transportation plan, used in development review and capital improvement planning. The LWTP, through the Development Concept, provides for an alternative to accommodate new growth, "Activity Centers", and support those new growth areas through "Transportation Corridors". Transportation Corridors are arterials that have expanded travel choices that connect to and serve "Activity Centers". The LWTP identifies the locations of these existing and future "Transportation Corridors".

Staff's response and recommendations:

Staff will clarify the term "Transportation Corridor" in Development Concept section of LWTP to help alleviate the confusion of the LWTP and the County's transportation plan and clarify the uses of the two Plans.

Highlight Planning in SH 130 Corridor

A comment was received to expand discussion on the existing and future development and transportation investment occurring in the SH 130 corridor. Also, show the benefits of these new Activity Center type developments related to limiting sprawl and providing for economic development.

Staff's response and recommendations:

Staff provided a discussion of emerging developments in the C. Opportunities and Challenges section of the LWTP. Within that section, existing and future development is described by quadrants within the County. Benefits of providing for this type development are also provided in the D. Growth Guidance Plan section of the LWTP.

RECOMMENDED PLAN REVISIONS

EXECUTIVE SUMMARY (EXHIBIT C)

Page vi: Add note after Transportation Corridor bullets that clarifies "Transportation Corridor" term and role of LWTP and CAMPO 2035 Regional Transportation Plan.

GUIDING GROWTH PLAN (EXHIBIT D)

No revisions.

BACKGROUND REPORT (EXHIBIT E)

No Revisions.

SUMMARY OF SELECT PLANS, ORDINANCES, AND RULES (EXHIBIT F)

Revisions were made as required to update select Plans, Ordinances and Rules related to development and transportation issues.

Exhibit C: Revised Executive Summary

DRAFT

November 25, 2014

Travis County

Executive Summary

LAND, WATER, AND TRANSPORTATION PLAN

The seal of Travis County, Texas, is a circular emblem. It features a central five-pointed star with a smaller star on its upper point. Below the star is a silhouette of a city skyline. The entire central design is framed by a wreath of olive and oak branches. The outer ring of the seal contains the text "COUNTY OF TRAVIS" at the top and "STATE OF TEXAS" at the bottom, with the year "1839" at the very bottom center. The seal is rendered in a light gray, semi-transparent style.

Travis County Commissioners Court

Judge Samuel T. Biscoe, Travis County Judge

Commissioner Ron Davis, Precinct 1

Commissioner Bruce Todd, Precinct 2

Commissioner Gerald Daugherty, Precinct 3

Commissioner Margaret Gómez, Precinct 4

PREPARED BY TRANSPORTATION AND NATURAL RESOURCES
STEVEN M. MANILLA, P.E., COUNTY EXECUTIVE

PROJECT MANAGEMENT

Randy Nicholson, Comprehensive Planning Manager
Wendy Scaperotta, Planning Project Manager

PLANNING AND GIS TEAM

Charlie Watts, Planning Project Manager
Wendy Scaperotta, Planning Project Manager
Sara Dilbert, GIS Specialist Intern

POLICY AND TECHNICAL ADVISORS

Transportation and Natural Resources

Robert Armistead, Division Manager Parks
Anna Bowlin, Division Director Development Services
Charles Bergh, Division Director Parks
Wendy Connally, Program Manager Resource Management Program
Rose Farmer, Program Manager Resource Management Program
Stacey Scheffel, Floodplain Manager
Thomas Weber, Program Manager Environmental Quality
Jon White, Division Director Natural Resources and Environmental Quality
Melissa Zone, Senior Planner

County Attorney's Office

Thomas Nuckols, County Attorney

Commissioner Aides

Deone Wilhite, Precinct 1
Peter Einhorn, Precinct 2
Bob Moore, Precinct 3
Edith Moreida, Precinct 4

Executive Summary

A plan for Travis County

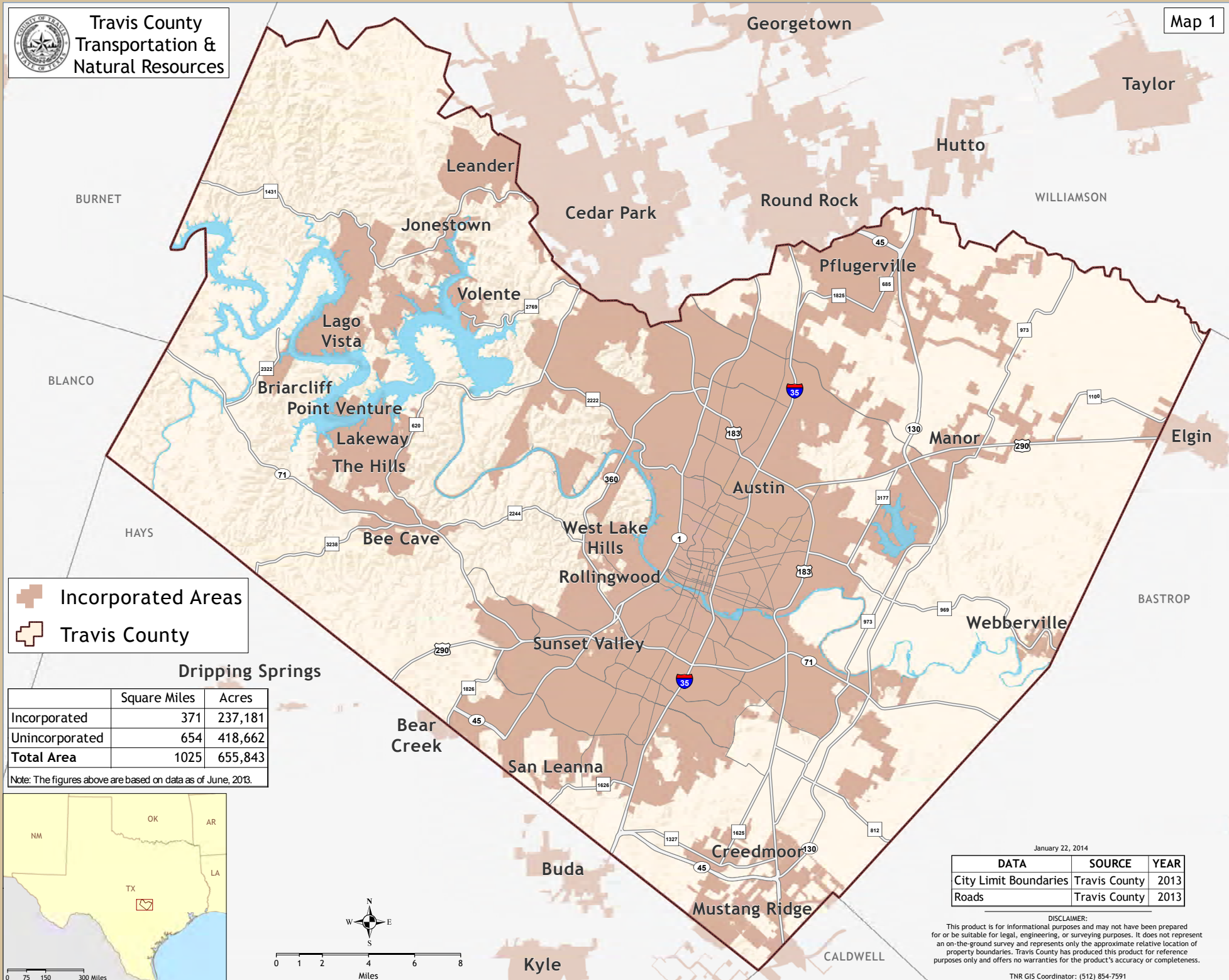
The *Land, Water, and Transportation Plan (LWTP)* is the framework for formulating and enacting policies and developing capital improvement programs to guide growth and protect land and water resources in unincorporated Travis County (map 1). The planning area covers nearly two-thirds of the county, is outside the limits of the county's 22 municipalities, and is governed by the Travis County Commissioners Court. The plan specifically addresses County services, provided through its Transportation and Natural Resources (TNR) department, for planning, building, and maintaining roads, parks and drainage systems, regulating development, mitigating hazards, and protecting land and water resources under its jurisdiction.

Population growing in unincorporated areas

The Commissioners Court approved TNR's recommendation to undertake this planning effort because of the population growth occurring in their jurisdiction and corresponding impact on demand for County services. If current trends continue, many of the estimated 1.5 million people residing in the county in 2035 will have settled on the fringe of existing urban areas, and many of these people will be residing in unincorporated areas (one-quarter of the approximately 212,000 people added to county-wide population between 2000 and 2010 located outside municipalities). Taking the lead from the six county Capital Area Metropolitan Planning Organization (CAMPO) policy board, this plan strives to minimize conventional urban sprawl and encourage an alternative pattern of development.

It's about choice

The *LWTP* is about choice, about expanding the options people have when choosing where they live, work, and play and how they travel on a daily basis. It's about providing options that enhance Travis County residents' quality of life, protect land and water resources for future generations, and use County resources wisely. With respect to transportation, the *LWTP* recommends building a transportation system that accommodates multiple modes of transportation – motor vehicles, walking, bicycling, and transit. Automobiles will continue to be the predominant mode of transportation for the foreseeable future, and building new roadways or adding lanes to existing roadways will continue to be a strategy for reducing congestion. Also, the County will continue to see traditional, low density, single family developments occurring in the unincorporated area of the County. The County will continue to support mobility through the planning and funding of transportation infrastructure improvements to these areas. But people are

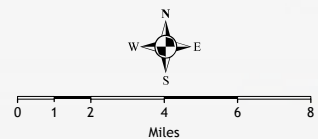


Incorporated Areas
 Travis County

Dripping Springs

	Square Miles	Acres
Incorporated	371	237,181
Unincorporated	654	418,662
Total Area	1025	655,843

Note: The figures above are based on data as of June, 2013.



January 22, 2014

DATA	SOURCE	YEAR
City Limit Boundaries	Travis County	2013
Roads	Travis County	2013

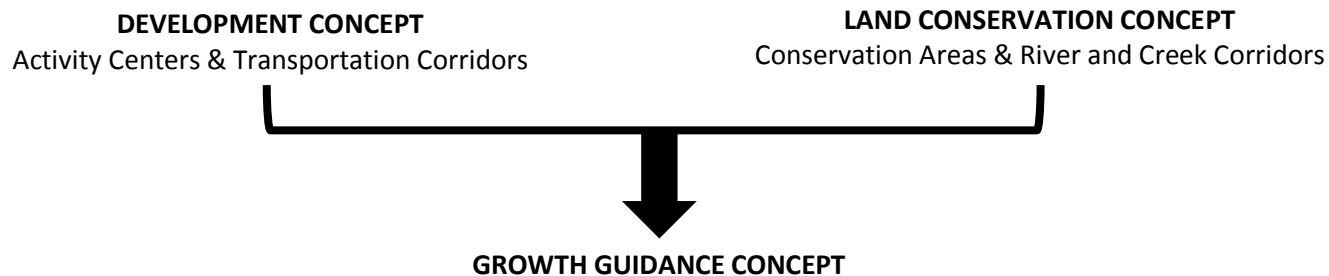
DISCLAIMER:
This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property boundaries. Travis County has produced this product for reference purposes only and offers no warranties for the product's accuracy or completeness.

TNR GIS Coordinator: (512) 854-7591

more receptive to using other modes of transportation for personal travel¹ as traffic congestion worsens, and with this in mind, the *LWTP* seeks to provide residents with a full range of travel options to supplement motor vehicle travel. Similarly, the *LWTP* supports the new housing options that a segment of the population is seeking and the market is providing. It is expected that the choice of low density, single family housing will continue to be available but so will the mixed-use, compact, walkable developments that are being planned and built by developers in the SH 130 growth corridor.

Balancing Development and Conservation

The *LWTP* seeks to balance development with conservation and subsequently has two main components: the Development Concept and the Land Conservation Concept, which feed into the Growth Guidance Concept.



Activity Centers and Transportation Corridors

The *LWTP* encourages growth that follows CAMPO’s “Activity Centers and Transportation Corridors”² land use patterns. “Activity Centers” are mixed-use developments that have the density and design attributes that accommodate vehicular traffic, support walking and bicycling, and are conducive to transit. “Transportation Corridors” accommodate multiple modes of transportation -- automobiles, pedestrians, bicyclists, and transit -- and connect Activity Centers. Travis County encourages this type of development pattern because it provides housing and transportation options consistent with community values and market trends and, due to its compactness, reduces vehicle-miles-traveled, service area requiring roadway infrastructure, and size of footprint impacting land and water resources.

¹ CAMPO 2035 Regional Transportation Plan, Public Involvement Surveys, 2010; City of Austin Strategic Mobility Plan, Community Objectives, April 2010.

² “Activity Centers are planned and built mixed use developments that have the density and diversity of land use and design attributes that produce lower vehicle miles traveled and support transit, bicycling and walking.” CAMPO definition created for draft CAMPO 2040 Plan, Dec. 2013.

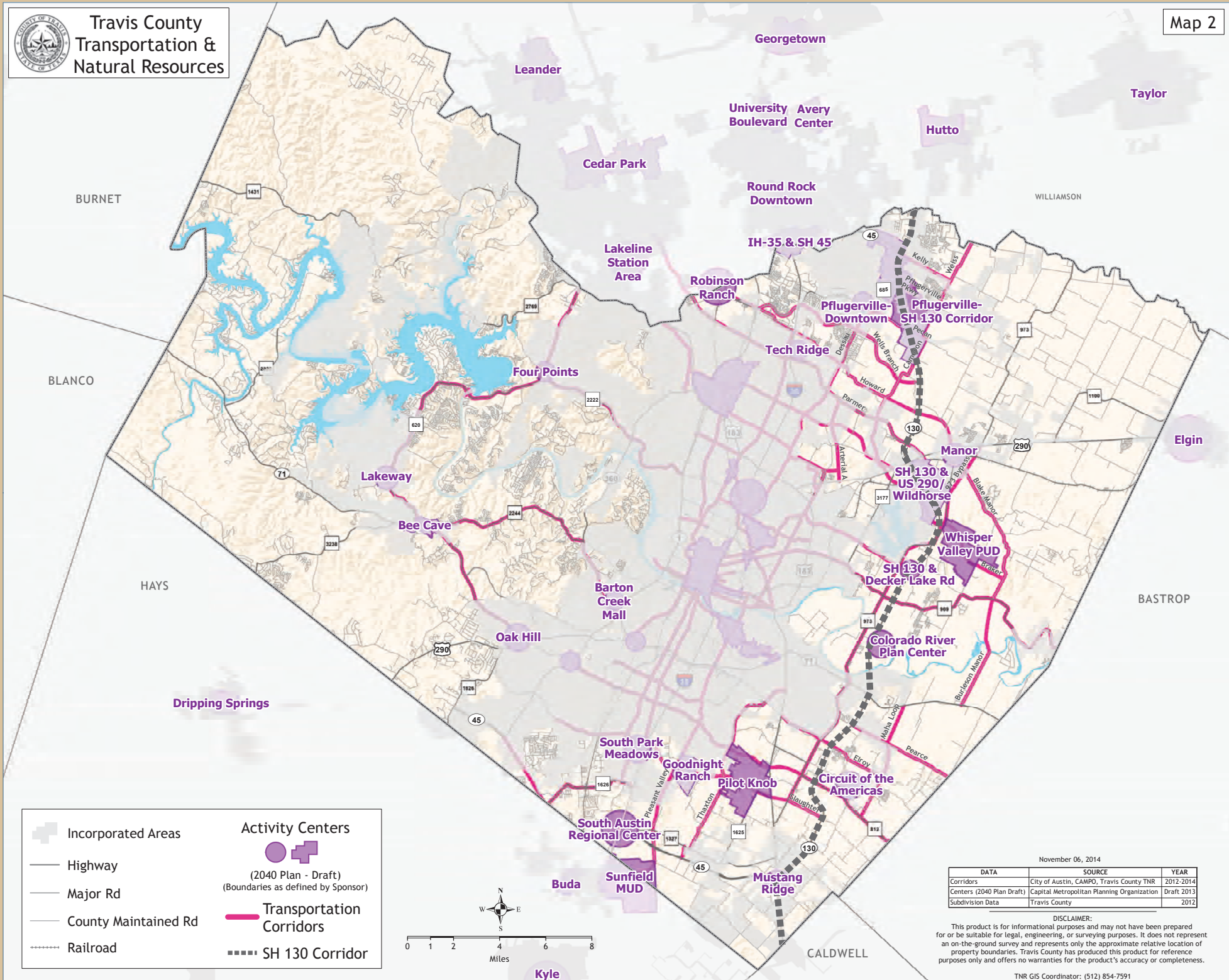
NOTE: CAMPO's policy and TNR's recommendation to support activity centers and transportation growth management strategies are not intended to preclude the use of any mode of travel. However high-cost modes, such as rail, require careful consideration of cost-effectiveness and the support of market forces. TNR's plan is not intended to get the County into the transit business but it is suggested that the County can do more to help existing service providers expand their service areas and enhance the quality of those services by partnering on infrastructure improvements such as those that were funded by Capital Metro (Cap Metro) through its Build Greater Austin Program (BGAP)/Build Central Texas (BCT) and sharing facilities such as the County's Interlocal Agreement with Capital Area Rural Transportation Services (CARTS) to utilize part of the Southeast Metropolitan Park (SE Metro Park) as a transfer station.

Conservation Areas and River and Creek Corridors

The LWTP encourages conservation that follows “Conservation Areas and River and Creek Corridors” land use patterns. “Conservation Areas” are large, contiguous tracts of land that has been prioritized for conservation – such as prime farmland – and are preferred because they protect land and water resources better and provide richer nature-related recreational and educational experiences than smaller, isolated tracts. “River and Creek Corridors” are minimally developed, often used for passive recreation or agriculture, and ideally connect conservation areas. In eastern Travis County, they typically include floodplains and riparian zones. They are a preferred configuration because they lessen stormwater impacts, facilitate filtering of runoff and groundwater recharge, provide wildlife and multi-purpose trail corridors, and provide recreational and educational access to rivers and creeks. Strategically locating conservation areas and corridors near or within population centers mitigates impacts of increased impervious cover on land and water resources, brings nature close to where people live, and positively affects real estate values.

Development Concept (map 2)

The Development Concept provides an alternative to how new growth will be accommodated and supported in the unincorporated areas of Travis County. The Concept allows for expanded choices for residents living in these areas through the encouragement of new alternatives for land development (Activity Centers) and through choices in the ways residents commute (Transportation Corridors).



Incorporated Areas

Highway

Major Rd

County Maintained Rd

Railroad

Activity Centers
(2040 Plan - Draft)
(Boundaries as defined by Sponsor)

Transportation Corridors

SH 130 Corridor



November 06, 2014

DATA	SOURCE	YEAR
Corridors	City of Austin, CAMPO, Travis County TNR	2012-2014
Centers (2040 Plan Draft)	Capital Metropolitan Planning Organization	Draft 2013
Subdivision Data	Travis County	2012

DISCLAIMER:
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Activity Centers are:

- *Compact, multi-use, developments that are well connected by all transportation modes (autos, pedestrians, bikes and transit),*
- *Designed to allow for an alternative land development pattern and increased housing options,*
- *Locations identified through the local Metropolitan Planning Organization (MPO) transportation planning process in the preparation for the CAMPO 2040 long range transportation plan.*

Transportation Corridors provide:

- *Connectivity within and between Activity Centers and other transportation corridors,*
- *Opportunities to add automobile lane capacity and multi-modal options that allow commuters' transportation choices and encourage and support locations of new growth.*

Benefits of the Development Concept

Benefits of encouraging this type of growth pattern can lead to reductions in traffic congestion and travel times, increased natural resource opportunities, reduced impact of surrounding sensitive natural resources, cost savings related to transportation travel, and public infrastructure cost savings.

Development Concept Map

As mentioned, all Activity Centers were identified and supported by area jurisdictions and other implementing planning agencies, see Map 2. The cities of Austin, Pflugerville and Bee Cave provided locations derived from approved comprehensive plans and Travis County used its Colorado River Corridor Plan as a guide in locating an Activity Center in eastern Travis County. Other locations, such as Whisper Valley, Pilot Knob MUD, South Austin Regional Center and SH 130 & US 290/Wildhorse MUD have development agreements and in many cases roadway public/private partnerships that provide and enhance connectivity within and to Activity Centers. Finally, adjacency to existing utilities along municipal boundaries where growth has been accommodated through traditional development provide opportunities for new Activity Centers. Goodnight Ranch and the Decker Lake Road Centers are examples of these locations supported by roadway public/private partnerships.

Map 2 also identifies the location of Transportation Corridors that support Activity Centers within the unincorporated areas of the County. Identified are two areas of emphasis, the SH 130 corridor and the RM 620 corridor. In many areas, the market has already begun to plan and develop using this land and transportation development concept especially in eastern Travis County along the SH 130 corridor. Travis County will continue to use the Capital Area Metropolitan Planning Organization (CAMPO) long range transportation plan as its transportation plan to plan for future transportation infrastructure improvements. The current plan,

CAMPO 2035 Regional Transportation Plan, is used by the County to assess transportation needs during development review, develop capital improvement projects, direct regional transportation policy, and identify needs and connectivity between other jurisdictions and agencies. Part of the CAMPO 2035 Plan identifies future arterial improvements for the region and in the unincorporated area of the County. In the LWTP, the Development Concept map identifies which arterials in the CAMPO 2035 Plan are Transportation Corridors. In the future, the Commissioners Court may look to prioritize these Corridors to help support the Activity Center concept.

Development concentrated in SH 130 corridor

In the unincorporated area, most new development is emerging along the SH 130 corridor where numerous single-family and multi-family subdivisions are under construction and large mixed-use centers have been planned or are underway. Development is particularly concentrated in the northern part of the corridor, near the SH 130 and SH 45 intersection, but extends linearly along SH 130 and SH 45 SE. Growth in this area will require additional roadway capacity provided through new and improved Transportation Corridors, including a proposed new crossing of the Colorado River in eastern Travis County.

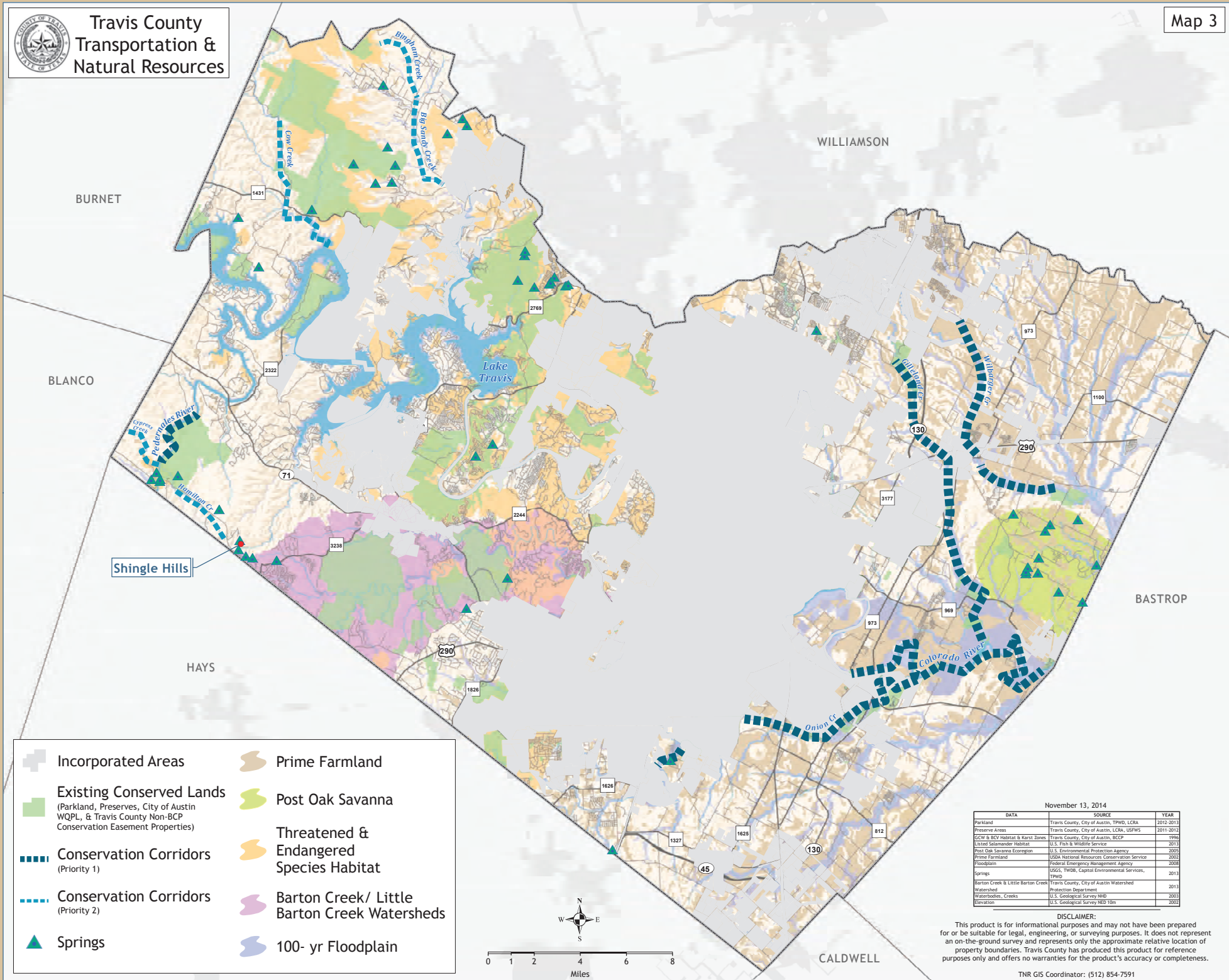
RM 620 Transportation corridor

Although projects are emerging in western Travis County, development constraints create smaller and less intensely developed locations than those in the eastern part of the county. The jurisdictions of Bee Cave, Lakeway and Cedar Park have identified portions of their communities as Activity Centers; however, limited improvements to existing western Transportation Corridors have impacted the quality of life for residents living within the area. These Centers will require improvements to all transportation modes (automobile, pedestrian, bicycle and transit) within the Transportation Corridor along RM 620 and connecting to RM 620 (RM 2244, RM 2222, and SH 71 West).

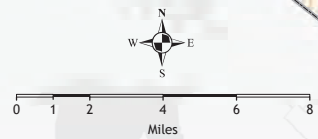
Conservation Concept (map 3)

A Conservation Tradition

The conservation component of the *LWTP* is built upon twenty years of conserving land in unincorporated Travis County. Through previous plans and programs, *all of which were vetted by the public and adopted by the Commissioners Court*, the County developed and subsequently implemented two major initiatives: to develop a preserve for endangered species habitat protection (*Balcones Canyonland Conservation Plan, 1995*) and to acquire parkland (*Travis County Parks and Natural Areas Master Plan, 2006 and Colorado River Corridor Plan, 2012*). In 2012 it also initiated its *Conservation Easement Program* to establish conservation



- Incorporated Areas
- Existing Conserved Lands (Parkland, Preserves, City of Austin WQPL, & Travis County Non-BCP Conservation Easement Properties)
- Conservation Corridors (Priority 1)
- Conservation Corridors (Priority 2)
- Springs
- Prime Farmland
- Post Oak Savanna
- Threatened & Endangered Species Habitat
- Barton Creek/ Little Barton Creek Watersheds
- 100- yr Floodplain



November 13, 2014

DATA	SOURCE	YEAR
Parkland	Travis County, City of Austin, TPWD, LCRA	2012-2013
Preserve Areas	Travis County, City of Austin, LCRA, USFWS	2011-2012
GCW & BCW Habitat & Karst Zones	Travis County, City of Austin, BCCP	1990
Little Salamander Habitat	U.S. Fish & Wildlife Service	2013
Post Oak Savanna Ecoregion	U.S. Environmental Protection Agency	2005
Prime Farmland	USDA National Resources Conservation Service	2002
Floodplain	Federal Emergency Management Agency	2008
Springs	USGS, TWDB, Capitol Environmental Services, TPWD	2013
Barton Creek & Little Barton Creek Watershed	Travis County, City of Austin Watershed Protection Department	2013
Watersheds, Creeks	U.S. Geological Survey NED	2003
Elevation	U.S. Geological Survey NED 10m	2002

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easements on private properties, most of which are working farms, in partnership with willing landowners. The purpose of this plan is to chart a course for conserving land in over the next twenty years.

Conservation Opportunities and Challenges

- *Travis County is ecologically diverse and differs dramatically east from west*
- *Far more land has been conserved in the western part of the county than the eastern part: approximately one-quarter of unincorporated western Travis County is conserved while only approximately 2% of eastern Travis County is conserved (because protecting endangered species habitat, all of which is in western Travis County, has been a major driver of conservation)*
- *Virtually all 100-year floodplain is in eastern Travis County and provides a template for the Colorado River and eastern creeks*
- *Virtually all Prime Farmland is in eastern Travis and can be conserved ahead of development*
- *The Post Oak Savanna and adjacent Blackland Prairies and Colorado River Floodplain region is the most ecologically diverse area in the county*
- *Many springs are co-located with high priority resources -- endangered species habitat in western Travis County and Post Oak Savanna in eastern Travis County*
- *Careful consideration needs to be given to future acquisitions to ensure they do not conflict with access needed in areas susceptible to wildfires or floods or areas having severe safety or congestion issues.*

Conservation Initiatives West

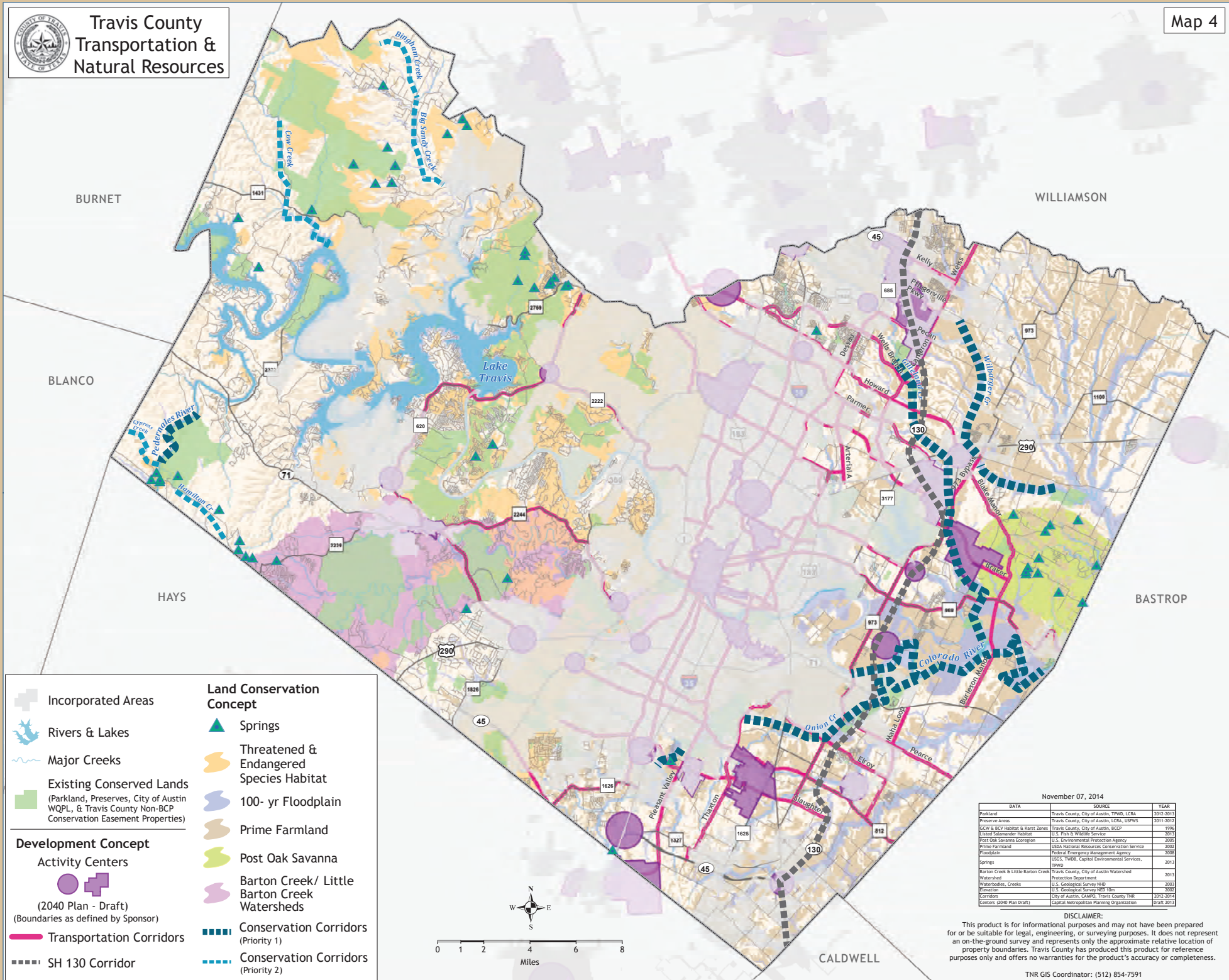
- *Complete land acquisition for the Balcones Canyonland Preserve (BCP)*
- *Continue land conservation for the Pedernales River Corridor*
- *Initiate land conservation in Barton Creek and Little Barton Creek watersheds*
- *Maintain Hamilton Creek and Cypress Creek corridors as secondary priorities*
- *Maintain Cow Creek and Bingham/Big Sandy Creek corridors as secondary priorities*

Conservation Initiatives East

- *Complete Onion Creek Greenway (Bluff Springs, McKinney Falls Parkway to Colorado River)*
- *Complete Gilleland Creek Greenway (Northeast Metro Park to Colorado River)*
- *Continue land conservation for the Colorado River Corridor*
- *Initiate land conservation for the Wilbarger Creek corridor*
- *Initiate farmland conservation program*
- *Initiate Post Oak Savanna conservation program (including adjacent Blackland Prairie and Colorado River Floodplain and Terraces eco-regions)*

Growth Guidance Concept (map 4)

- *The Growth Guidance Concept identifies areas where both development and conservation interests need to be considered.*
- *Development pressure on land and water resources is greater in the eastern part of the county than the western part but compact development along the SH 130 corridor allows conservation to occur ahead of development*
- *Development associated with Elgin Activity Center in Bastrop County is pressing northeast Travis County where prime farmland and potential conservation corridors are located.*
- *The Manor Activity Center is notable because it is a bridge between the Wilbarger Creek corridor on its northeast side and the Gilleland Creek Corridor on its southwest side*
- *A comprehensive bike and pedestrian trail system – interconnecting transportation and conservation corridors – can be developed in the SH 130 corridor*
- *The Colorado River and eastern creek corridors connect to Activity Centers and help mitigate the environmental impacts of development and bring nature and recreational opportunities close to where people live*
- *Transportation Corridors cross numerous flood plains, including the Colorado River’s broad floodplain, and are areas of potential conflicts*
- *Conservation of the Post Oak Savanna and adjacent Blackland Prairie and Colorado River Floodplain is time sensitive because development is encroaching from the west*
- *Location of BCP limits Transportation Corridor development in western Travis County.*



Incorporated Areas

Rivers & Lakes

Major Creeks

Existing Conserved Lands
(Parkland, Preserves, City of Austin WQPL, & Travis County Non-BCP Conservation Easement Properties)

Development Concept

Activity Centers
(2040 Plan - Draft)
(Boundaries as defined by Sponsor)

Transportation Corridors

SH 130 Corridor

Land Conservation Concept

Springs

Threatened & Endangered Species Habitat

100- yr Floodplain

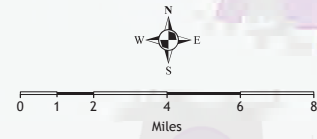
Prime Farmland

Post Oak Savanna

Barton Creek/ Little Barton Creek Watersheds

Conservation Corridors (Priority 1)

Conservation Corridors (Priority 2)



November 07, 2014

DATA	SOURCE	YEAR
Parkland	Travis County, City of Austin, TPWD, LCRA	2012-2013
Preserve Areas	Travis County, City of Austin, LCRA, USFWS	2011-2012
CCW & BCW Habitat & Riparian Zones	Travis County, City of Austin, BCCP	1996
United States National Wetlands Inventory	U.S. Fish & Wildlife Service	2013
Post Oak Savanna Ecoregion	U.S. Environmental Protection Agency	2005
Prime Farmland	USDA National Resources Conservation Service	2002
Floodplain	Federal Emergency Management Agency	2008
Springs	USGS, TWDB, Capitol Environmental Services, TPWD	2013
Barton Creek & Little Barton Creek Watershed	Travis County, City of Austin Watershed Protection Department	2013
Watersheds, Creeks	U.S. Geological Survey NHD	2003
Elevation	U.S. Geological Survey 10m DEM	2002
Corridors	City of Austin, CAPWA, Travis County (TR)	2012-2014
Centers (2040 Plan Draft)	Capital Metropolitan Planning Organization	2040-2013

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Funding Capital Improvements

Travis County's traditional revenue sources for capital improvements have been General Funds, Certificates of Obligations, and General Obligation Bonds, of which only General Obligation Bonds require voter approval. Less commonly-used sources are Participation Agreements (public/private partnerships), Tax Abatements, and Tax Increment Financing (TIF) Bonds. Transportation Infrastructure Reinvestments Zones (TIRZ) and 380/381 Agreements have not been used but are potential funding sources.

State and federal funding distributed through CAMPO is more and more difficult to obtain due to increased competition and CAMPO allocation policies. All demands will force us to seek new or unconventional funds such as federal transit monies that could be used to improve infrastructure such as sidewalks that support transit, walking, and biking.

Unprecedented growth has also demanded collaboration among city, county, TXDoT, the Central Texas Regional Mobility Authority (CTRMA) and developers. Of particular concern is the State's continuing funding shortage leading to the County's increasing funding of improvement to the state highway system, improvements demanded by frustrated county residents who do not care about jurisdictional boundaries but care greatly about the safety and congestion on the roads they rely upon for work, school, shopping, etc.

LWTP Use

- *Sets priorities for transportation and conservation-related Capital Improvement Programs (CIPs)*
- *Guides formulation of growth-related policies and practices*
- *Guides long range, collaborative planning efforts such as the Colorado River Corridor Plan (CRCP)*
- *Guides transportation and conservation-related public/private partnership*
- *Sets Travis County's growth-related agenda for Texas State legislative action*
- *Guides Travis County Annual Work Plans and Annual Budgets*

An Umbrella Plan

The *LWTP* is an umbrella plan for growth-related capital improvement plans, regulations, permits, programs, and services. Many are already in place and only need to be monitored and updated as required. Other actions, however, need to be undertaken to accomplish the plan's goals to improve the quality of life of Travis County residents, optimize the benefits of land and water resources, and use Travis County resources wisely.

Exhibit D: Revised Growth Guidance Plan

DRAFT

November 25, 2014

Travis County

Guiding Growth

LAND, WATER, AND TRANSPORTATION PLAN

The seal of Travis County, Texas, is a circular emblem. It features a central five-pointed star with a smaller star on its upper point. Below the star is a silhouette of a city skyline. The entire central design is encircled by a wreath. The outer ring of the seal contains the text "COUNTY OF TRAVIS" at the top and "STATE OF TEXAS" at the bottom, with the year "1839" at the very bottom center. Two small decorative symbols are positioned on the left and right sides of the inner circle.

Travis County Commissioners Court

Judge Samuel T. Biscoe, Travis County Judge

Commissioner Ron Davis, Precinct 1

Commissioner Bruce Todd, Precinct 2

Commissioner Gerald Daugherty, Precinct 3

Commissioner Margaret Gómez, Precinct 4

PREPARED BY TRANSPORTATION AND NATURAL RESOURCES
STEVEN M. MANILLA, P.E., COUNTY EXECUTIVE

PROJECT MANAGEMENT

Growth Guidance Plan

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Wendy Scaperotta, Planning Project Manager

Public Engagement Plan

Melissa Zone, Senior Planner

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Thomas Nuckols, County Attorney

Commissioner Aides

Deone Wilhite, Precinct 1
Peter Einhorn, Precinct 2
Bob Moore, Precinct 3
Edith Moreida, Precinct 4

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A: INTRODUCTION

Travis County Plans for the Future

The population of Travis County is forecasted to grow to approximately 1.5 million people by 2035, and demand for county services will grow accordingly. The *Land, Water, and Transportation Plan (LWTP)* provides Travis County a framework for protecting land and water resources, building transportation and park systems, and efficiently delivering related services while maintaining a balanced budget. It is a set of long-term goals and policies that the Commissioners Court will use to guide orderly development and the appropriate conservation of land and water resources within the unincorporated areas of Travis County.

- Identify where the county will incent development
- Identify where the county will incent conservation
- Provide guidance to minimize incompatible land uses
- Guide consistent collaboration with other governments and agencies at the regional and local level
- Help coordinate private and public investment

As with all Texas counties, Travis County must accomplish these objectives within the context of the legislative authority granted to counties by the state legislature. While cities need to determine whether a proposed ordinance violates state law, counties need to determine whether a proposed ordinance is allowed by state law. Travis County and other urban counties are seeking additional authority so they can effectively manage growth within their jurisdiction.

Vision, Guiding Values, and Mission

VISION FOR TRAVIS COUNTY

Travis County's vision for the county is one of an open, diverse community where all people are safe and healthy and can fulfill their hopes and dreams; where people enjoy a good quality of life and natural and cultural resources are protected for us and future generations.

VALUES THAT GUIDE TRAVIS COUNTY GOVERNMENT

Taking responsibility and being accountable, fostering public trust, providing good customer service and excellence in performance, practicing sound fiscal policy, respecting and caring for the individual, acting with transparency, honesty and openness, and working in collaboration and cooperation with others.

TRAVIS COUNTY MISSION

Our mission is to preserve health, provide a safety net for the needy, ensure the public safety, facilitate the resolution of disputes, foster an efficient transportation system, promote recreational opportunities, and manage county resources in order to meet the changing needs of the community in an effective manner.

Transportation and Natural Resources Department

Transportation and Natural Resources (TNR) is the department completing the *LWTP*. Its mission is to provide citizens living in unincorporated areas of the county with transportation, natural and cultural resource protection, park, and land development services to promote public safety, health, and welfare in compliance with Texas laws and mandates of the Travis County Commissioners Court. TNR is completing the *LWTP* to facilitate more comprehensive decision-making across its different programs and leverage program resources so departmental services are delivered in the most cost-effective way. The specific TNR functions addressed in the *LWTP* are as follows:

- Planning and implementing park, land conservation, drainage, and transportation capital improvement programs
- Managing parks, land conservation, endangered species habitat, water resource protection, and hazard mitigation programs
- Regulating the subdivision of property, construction of streets and drainage in subdivisions, and development in floodplains

Public Engagement

The *LWTP* is built on existing transportation, resource protection, park, hazard mitigation, and land development plans, ordinances, and rules. The public input process for the *LWTP* began, then, with information received from the public when these plans and ordinances were originally developed and adopted. Additional information about public opinions was also obtained from surveys completed by other agencies in recent years (see the *LWTP Background Report*). THE COMPLETE REVIEW PROCESS WILL BE DESCRIBED WHEN COMPLETED.

Planning Horizon and Geographic Study Area

The planning horizon is 25 years and uses the Capital Area Metropolitan Planning Organization (CAMPO) population and growth projections for planning purposes. This is aligned with the Travis County Central Campus Master Plan 2010 timeframe as well. The geographic study area is the Extra-Territorial Jurisdictions (ETJs) of the 22 municipalities in Travis County and the unincorporated area outside these limits. It is approximately 419,000 acres, or 654 square miles (see *Map 1*).

Horizon Issues

WILDLAND FIRE MITIGATION

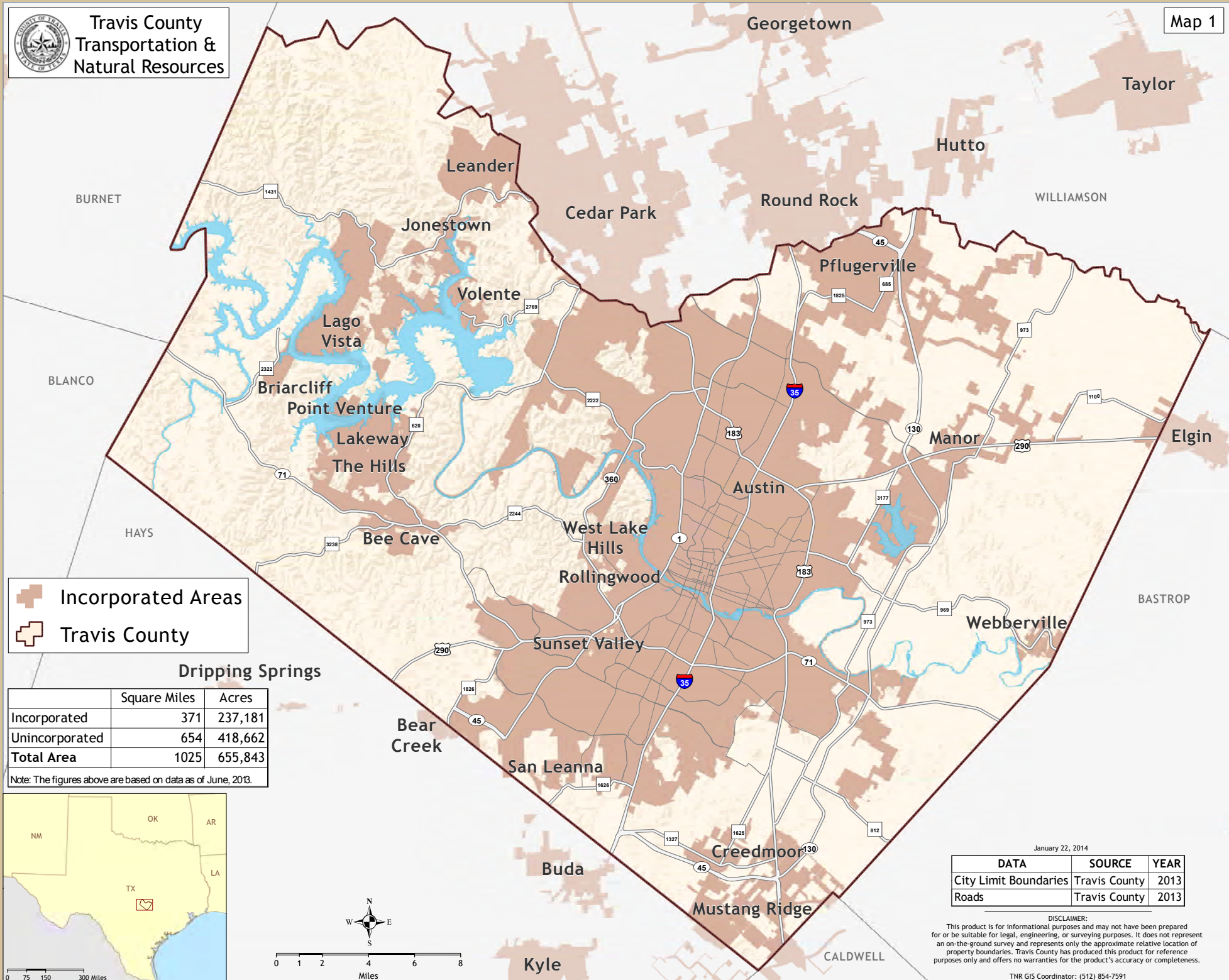
The recent occurrences of severe wildfires in central Texas at the urban interface with undeveloped land has increased public concern about loss of life and property damage from these events. This problem is currently being addressed by the *Joint City-County Wildland Fire Task Force* and *Community Wildfire Protection Plan* template but will need to be addressed in greater detail in the County's *Hazard Mitigation Plan*.

PUBLIC TRANSIT

The County has historically opted to leave transit services to other providers including Capital Metro (CMTA) and Capital Area Rural Transportation System [CARTS]. However, it is apparent that the County will be sought as a partner in the development and funding of the system as the region moves forward in its effort to provide for a regional high capacity transit system. For example, in June 2012, the County was approached by Lone Star Rail (Austin-San Antonio passenger rail) to enter into an inter-local agreement with other jurisdictions to develop a tax increment finance zone to help finance the system (County Commissioners directed representatives from Lone Star Rail to return to report on how their discussions with other partners have proceeded).

TRANSPORTATION FUNDING

The current federal transportation funding system has not been able to keep pace with transportation infrastructure needs especially in rapidly growing areas such as the Central Texas region. Construction costs are rising, federal and state gas taxes remain unchanged, leading to reduced spending power. In the hopes of finding more sustainable revenue sources, Travis County has sought new ways to increase local revenues to help offset property tax based funding, shifting the financing burden of larger, regional, more costly projects from public taxpayers to the users and private development that generate additional traffic.

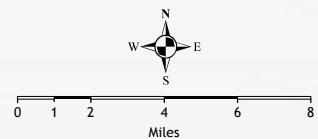


Incorporated Areas
 Travis County

Dripping Springs

	Square Miles	Acres
Incorporated	371	237,181
Unincorporated	654	418,662
Total Area	1025	655,843

Note: The figures above are based on data as of June, 2013.



January 22, 2014

DATA	SOURCE	YEAR
City Limit Boundaries	Travis County	2013
Roads	Travis County	2013

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B: FORECASTED DISTRIBUTION OF POPULATION

Historical and Forecasted Population Growth

TRAVIS COUNTY VS METROPOLITAN PLANNING AREA GROWTH

From 1980 to 2010, the population of Travis County grew at an average rate of 3.02% per year, from 419,573 residents in 1980 to 1,024,266 in 2010. In comparison, population of the five counties (Travis, Williamson, Hays, Bastrop and Caldwell) that make-up the region’s Metropolitan Planning Organization (MPO) grew at a combined average rate of 3.65% per year. This trend is expected to continue: in 2010, nearly two-thirds (60%) of the 5-county population resided in Travis County; by 2035, Travis County’s share of the 5-county population is forecasted to decline to approximately one-half (48%) of the total 5-county population (see *Figure 1*). See *Map 2* for projected population within the unincorporated area of the County.

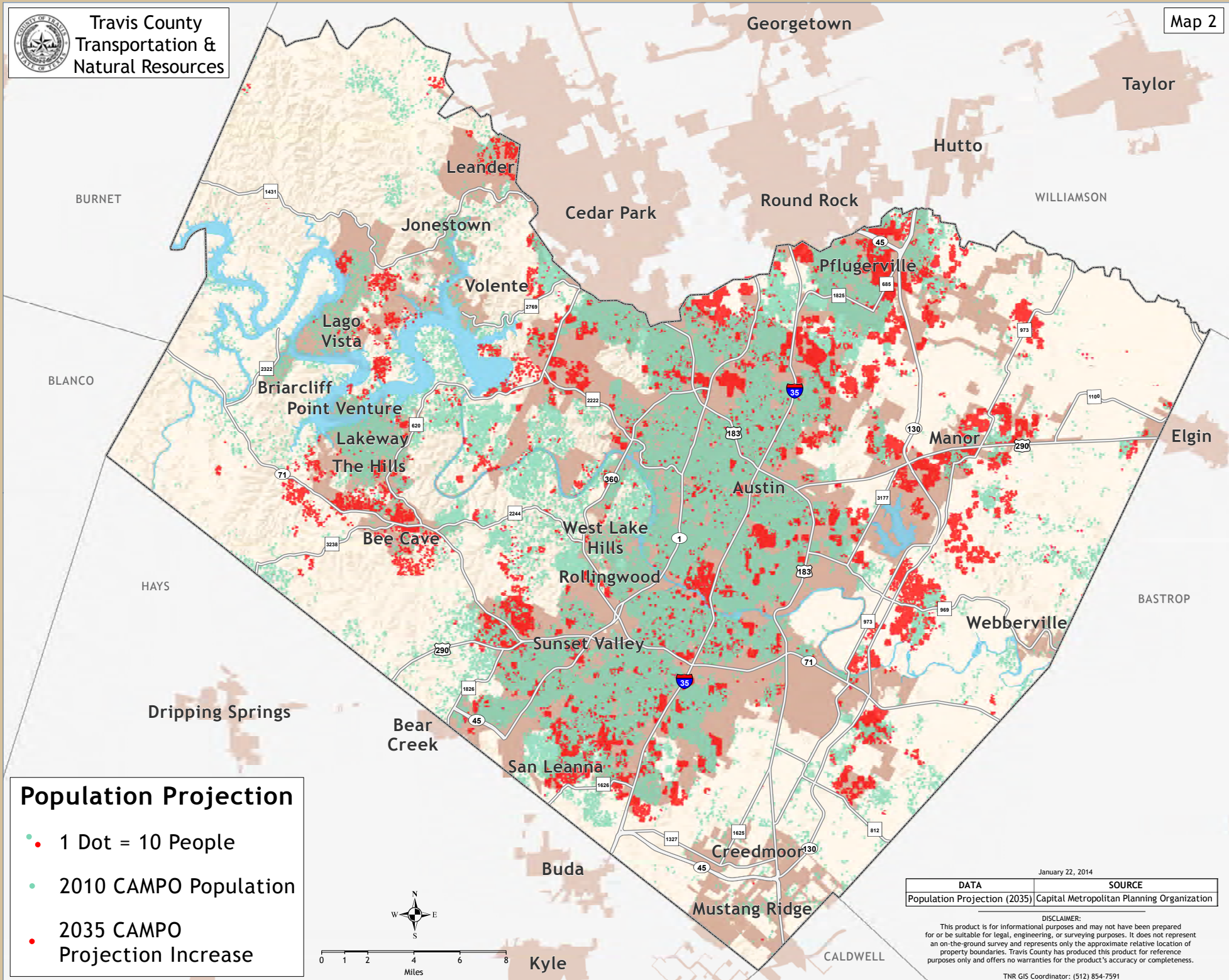
Figure 1: Historical Population and Forecast by County

County	1980 Census	1990 Census	2000 Census	2010 Census	2025 Forecast	2035 Forecast
Travis	419,573	576,407	812,280	1,024,266	1,318,000	1,555,300
Williamson	76,521	139,551	249,967	422,679	702,700	1,026,500
Hays	40,594	65,614	97,589	157,107	271,600	371,200
Bastrop	24,726	38,263	57,733	74,171	149,200	215,500
Caldwell	23,637	26,392	32,194	38,066	65,300	82,100
5-County Total	585,501	846,227	1,249,763	1,716,289	2,506,800	3,250,600

Source: CAMPO 2035 Regional Transportation Plan, June 2010.

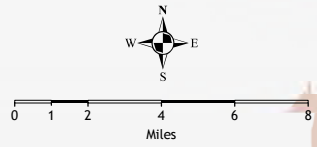
INCORPORATED VS UNINCORPORATED GROWTH

Between 1980 and 2010, much of the new population in the region located in low density single family housing on the fringe of existing urban areas, and much of it occurred outside municipal boundaries. An additional 53,677 persons are living in unincorporated Travis County (see *Figure 2*) since 2000. The percentage of the total county population living in unincorporated Travis County has increased as well, growing from 15.4% in 2000 to 17.5% in 2010.



Population Projection

- 1 Dot = 10 People
- 2010 CAMPO Population
- 2035 CAMPO Projection Increase



DATA	SOURCE
Population Projection (2035)	Capital Metropolitan Planning Organization

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Figure 2: Travis County Incorporated vs. Unincorporated Population (2000 and 2010)

Travis County	2000 Census	% of County Total	2010 Census	% of County Total
Incorporated	687,062	84.6%	845,371	82.5%
Unincorporated	125,218	15.4%	178,895	17.5%
Total	812,280		1,024,266	

Source: 2000 and 2010 US Census.

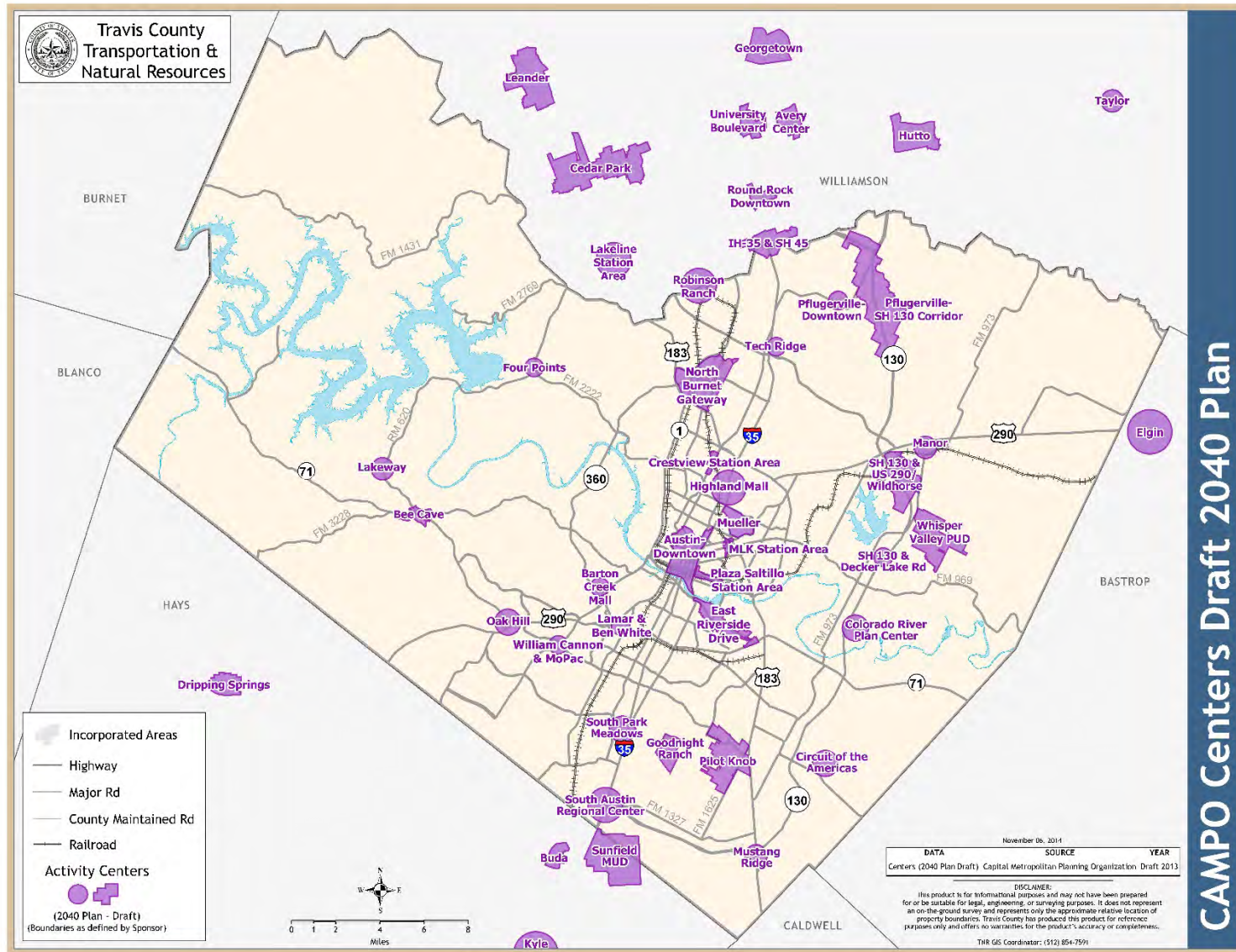
Forecasted Distribution of Population

ALLOCATION OF FORECASTED POPULATION

CAMPO Centers Concept- As part of the demographic forecast prepared by the Capital Area Metropolitan Planning Organization (CAMPO), a Centers Growth Concept scenario was developed to guide where future population would be allocated. The Centers Growth Concept is the implementation of a network of high density mixed use centers oriented around transportation investments included in the CAMPO long range transportation plan. In Travis County, there are currently ~~18~~ 32 centers located mainly at the intersections of existing and/or future planned transportation systems which include rail, transit and roadway improvements. [See Figure 3 for the draft CAMPO 2040 Centers locations.](#) ~~Currently, CAMPO staff and local jurisdictional planning staff are working to refine the Center’s map geography in preparation for development of the CAMPO 2040 transportation plan. Refinement to the plan will allow for a better alignment with local land use plans and approved development plans within the region. While current forecast data is representative of Center’s geography in the CAMPO 2035 Regional Transportation Plan, this data will be updated as the region refines that geography (see Figure 3).~~

By implementing the Center’s concept, Travis County expects to direct its transportation investments and other incentives to target new growth and encourage development of a connected regional network of dense, mixed use centers that provide the ability to improve the region’s quality of life. ~~Currently, Webberville is the only center located completely within the unincorporated area of Travis County. Six centers, (Pflugerville, SH 130 and US 290, Manor, Webberville, SH 130 and SH 71, and Mustang Ridge) are located along the SH 130 corridor. Another six centers are located in the I 35 corridor (Ben White, Central Austin, Mueller, Highland Mall, Tech Ridge and I 35 and SH 45 N. The population target ranges for medium centers range from 9,000 – 75,000 persons; the range for small centers is 1,000 – 10,000 persons.~~

Figure 3: CAMPO Centers



C. OPPORTUNITIES AND CHALLENGES

Opportunities and challenges arise from the interaction of development with the foundational land and water resources of unincorporated Travis County. Because understanding these relationships provides insight into how the County can best guide growth and conservation in its jurisdiction, analyses were completed to answer the following questions:

- How much land is needed to accommodate development over the next 25 years and is there enough?
- What are the existing and emerging development patterns in unincorporated Travis County?
- What are the county’s land and water resources and where are they located?
- Where do development trends and conservation values clash or complement one another?
- What opportunities and challenges can be “exploited” to balance development and conservation needs?

Land Conversion Analysis

The region continues to see high growth rates and long-term forecasts of continued growth in residential housing and employment that will require areas within unincorporated Travis County to be developed. Some areas of the County will develop at faster rates and will be looked at to accommodate the region’s new growth. An analysis of how much developable land in the unincorporated area is available is provided below. Population forecasts for the next 25 years and the associated land development requirements to support that growth and current land supply data suggest that the unincorporated area will have more than enough developable land to accommodate expected growth.

Two different Scenarios were examined to see if there were limitations to the amount of developable land required to accommodate growth in the unincorporated areas of Travis County. Scenario 1 examined the developable acreage remaining if all prioritized land identified in the GreenPrint for Growth was preserved. Scenario 2 looked further and examined the amount of developable land remaining if prime farmland was also conserved in addition to the prioritized lands identified in the GreenPrint for Growth. A third Scenario that included water conservation priority lands was not evaluated and will be finalized in the next draft.

Land requirements to support the population increase from 2012 were calculated for a forecasted 2035 population. To determine the amount of land needed, first an analysis of the land requirements to support the existing 2012 population was performed (see

Figure 4). The analysis uses Travis County Appraisal District (TCAD) data to identify current land use acreage in the unincorporated areas of the County. From this data, five land use categories (residential, commercial, industrial, civic, and unclassified) were selected that provide a representation of which parcels are considered developed land. For 2012, it is estimated that 104,846 acres are developed within the unincorporated areas. This equates to approximately .59 acres per person. With an additional 111,706 persons forecasted to reside within the unincorporated area and the acreage requirement for that growth at .59 acres per person, an additional 65,468 acres will be required to accommodate this population growth.

Figure 4: Land Requirement to Accommodate Population Growth to 2035

Land Use 2012 (Unincorporated Area)	Unincorporated Acreage 2012	Acreage/ Person 2012	Additional Acreage Required for Pop Increase to 2035	
Residential	73,883	0.41	46,134	
Commercial	16,155	0.09	10,088	
Industrial	478	0.003	298	
Civic	10,196	0.06	6,367	
Unclassified	<u>4,134</u>	<u>0.02</u>	<u>2,581</u>	
Total Developed Area	104,846	0.59	65,468	
2010 Unincorporated Population:				178,895
2035 Forecasted Unincorporated Population:				290,601
Additional Unincorporated Population (2010 – 2035):				111,706

Translating the growth forecasts into demand for land requires assumptions regarding the future density of new developments. Using this type analysis produced a worst case scenario since it would extrapolate a trends based Scenario that is characterized by densities developed from an auto dependent population. It is hoped that the density at which future land is developed will be influenced by policies within this plan which allow more dense development that protects the region’s natural resources.

An analysis of available land for development was completed for the two Scenarios. In Scenario 1, GreenPrint lands that were identified as high priority to be preserved were identified as not to be developed. Within the unincorporated area, 179,840 acres were identified as being developable, meaning land that had no priority for preservation. After removing the amount of acreage required for new growth, approximately 114,000 acres remain or 64% of the estimated 2012 unincorporated developable (unprioritized) acreage (see Figure 5).

Scenario 2 provides a more aggressive preservation scenario that includes the GreenPrint high priority lands as well as the Prime Agriculture lands. Within the unincorporated area, 118,400 acres were identified as being developable. After removing the amount of acreage required for the new growth, approximately 53,000 acres remain or 45% of the estimated 2012 unincorporated developable (unprioritized) acreage.

Figure 5: Unincorporated Developable Land (Unprioritized) Acreage

	Unincorporated Developable (Unprioritized) Acres 2012	Acreage Required to Accommodate Population Growth to 2035	Unincorporated Developable (Unprioritized) Acreage Remaining 2035	% of Developable (Unprioritized) Acres Remaining after 2035
Scenario 1 - GreenPrint	179,840	65,468	114,372	64%
Scenario 2 – GreenPrint with Prime Agricultural Lands	118,400	65,468	52,932	45%

During the next 25 years, population forecasts and current land supply data suggest that the unincorporated area will have more than enough developable land to accommodate expected growth. It was estimated that new development will require approximately 66,000 acres, which will vary depending on how densely developers build and the implementation of the Centers Growth concept. Developable (unprioritized) land in the unincorporated area totaled between 118,000 to 180,000 acres, depending on the Scenario. The development requirements for the next 25 years result in a surplus of developable land that can adequately accommodate the expected growth to 2035.

Existing and Future Development

Identifying opportunities and constraints in existing and future development will help determine where growth is occurring and is expected to occur in the future. Within Travis County, development identifiers help focus where lands are susceptible to being developed or may become developed within the planning horizon. Development Activity (see *Map 3*) and Activity Centers and Emerging Development (see *Map 4*) comprise the following development identifiers:

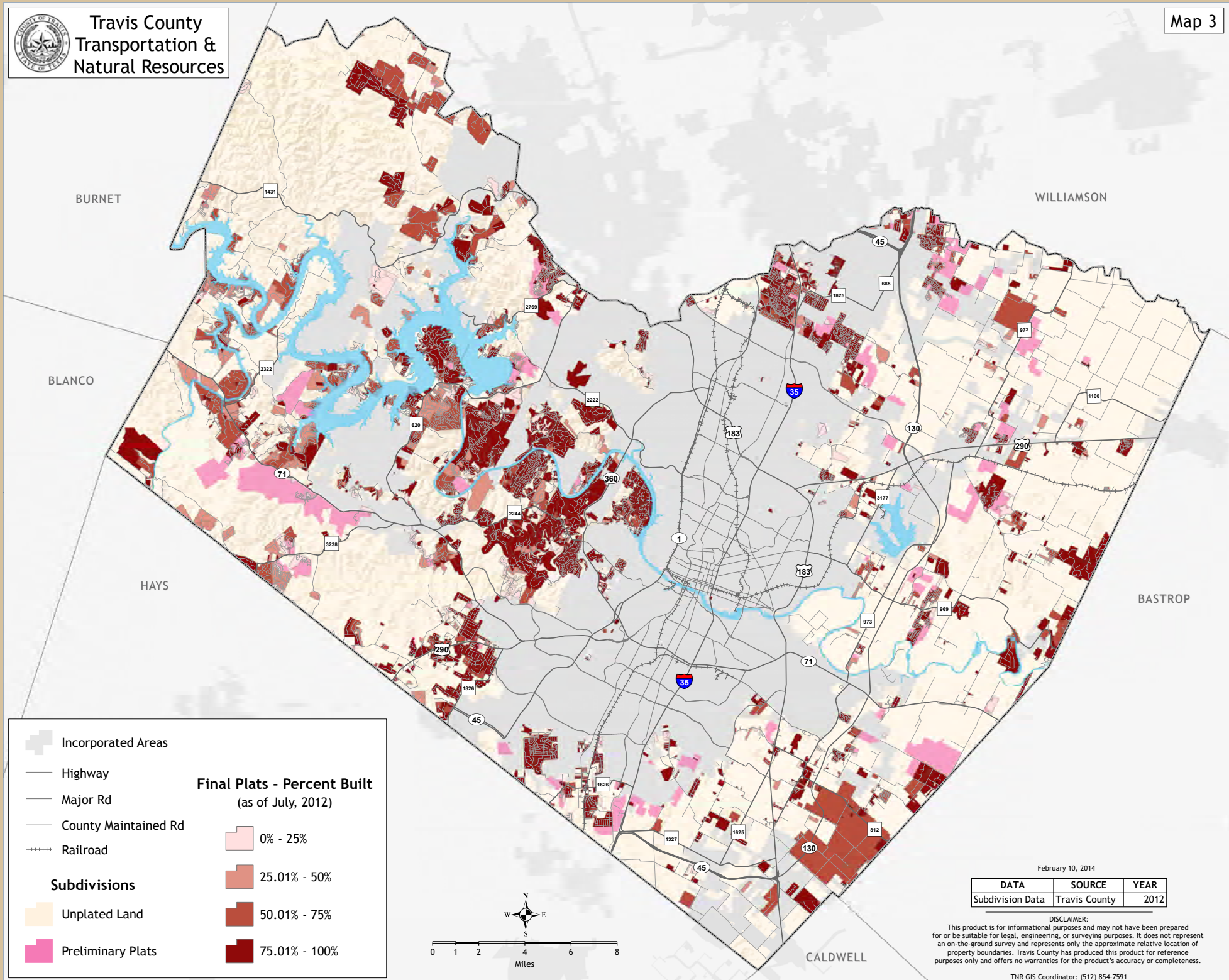
- Final and Preliminary Plat Subdivisions
- Vacant Platted Lot Inventory
- Emerging Projects
- CAMPO Centers
- Growth Along County Boundaries

Final and Preliminary Plat Subdivisions (Map 3): An indicator of where growth will occur is provided through land parcel status in the land development process. Locations of preliminary platted subdivisions, undeveloped platted subdivisions and existing platted subdivisions with vacant lots reveal areas that could more easily receive growth than areas that would need to begin the land development process.

- Directing growth to areas that have existing infrastructure requires less infrastructure investment.
- Northeastern Travis County, much of the preliminary platting is found east of SH 130 abutting the incorporated limits of the City of Pflugerville.
- Southeastern Travis County, large subdivisions that were platted before the 1900's that have large lots that could be re-subdivided.
- Southwestern Travis County, large preliminary plans exist along SH 71 W.
- Western Travis County has more vacant lots in final platted subdivisions than in eastern Travis County. While housing costs may be a large factor in this result, these areas may be more available to new housing starts as the economy rebounds.
- Far Northwestern Travis County shows little subdivision activity. Most activity in the unincorporated area has occurred along FM 1431 in Jonestown.

Emerging Development (Map 4)

Emerging projects reveal the beginnings of plans and agreements between developers and local jurisdictions on proposed developments. These type projects usually are more long term, potentially mixed use and are larger scale than normal single family developments.



Final Plats - Percent Built
(as of July, 2012)

- 0% - 25%
- 25.01% - 50%
- 50.01% - 75%
- 75.01% - 100%

Subdivisions

- Unplated Land
- Preliminary Plats

Infrastructure

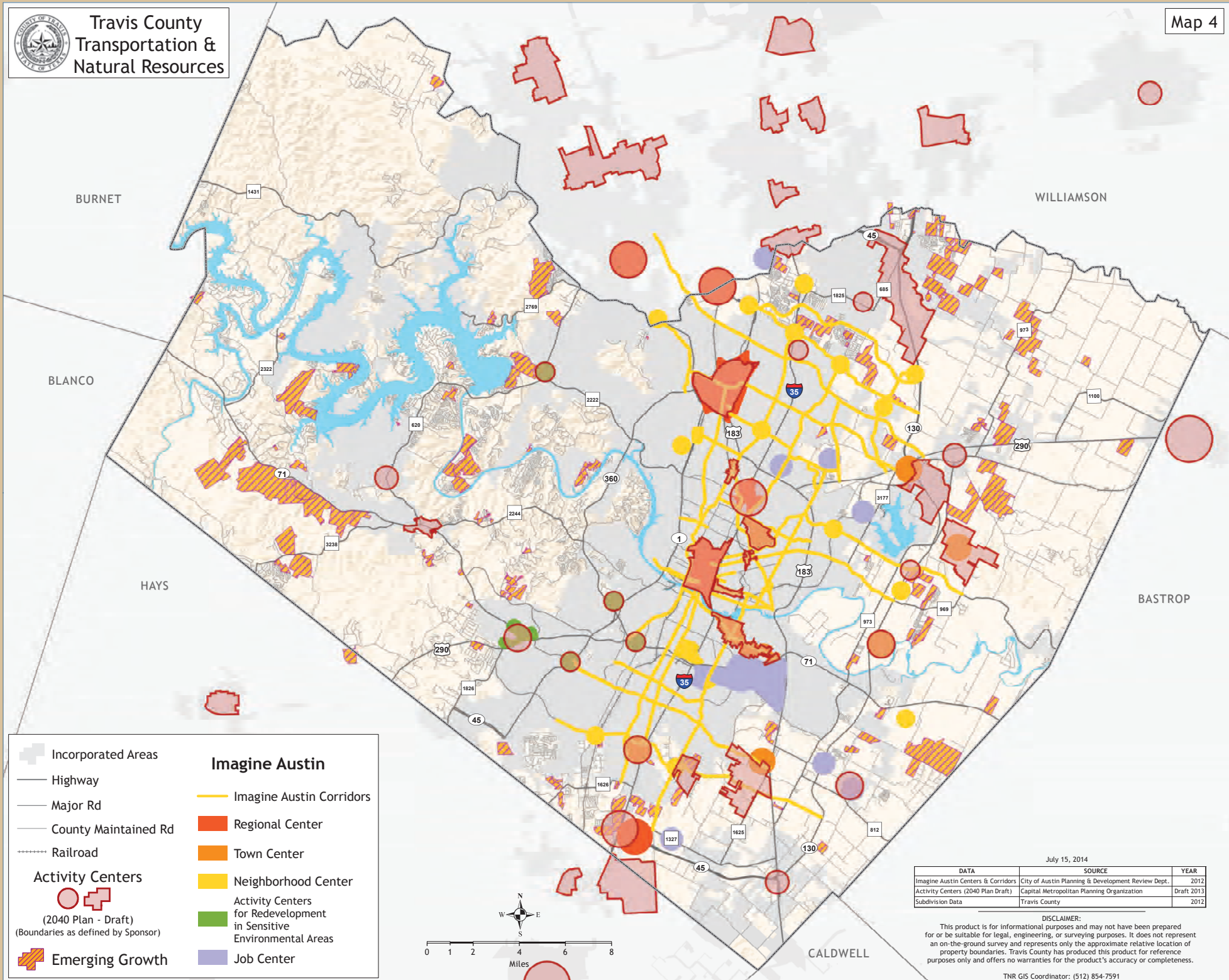
- Incorporated Areas
- Highway
- Major Rd
- County Maintained Rd
- Railroad

February 10, 2014

DATA	SOURCE	YEAR
Subdivision Data	Travis County	2012

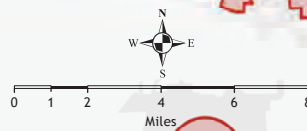
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- Incorporated Areas
- Highway
- Major Rd
- County Maintained Rd
- Railroad
- Activity Centers**
- (2040 Plan - Draft)
(Boundaries as defined by Sponsor)
- Emerging Growth

- Imagine Austin**
- Imagine Austin Corridors
 - Regional Center
 - Town Center
 - Neighborhood Center
 - Activity Centers for Redevelopment in Sensitive Environmental Areas
 - Job Center



DATA	SOURCE	YEAR
Imagine Austin Centers & Corridors	City of Austin Planning & Development Review Dept.	2012
Activity Centers (2040 Plan Draft)	Capital Metropolitan Planning Organization	Draft: 2013
Subdivision Data	Travis County	2012

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- Most emerging projects are occurring along the SH 130 corridor and along planned corridors that have proposed public private partnerships.
- Large area of emerging projects identified along SH 130 between US 290 East and FM 969.
- Emerging Projects in southeastern Travis County are adjacent to City of Austin limits except for Southeast Travis County MUDs along Pearce Lane.
- Emerging projects in western Travis County are smaller in size and development intensity.

NORTHEAST QUADRANT

Pflugerville to US 290 E: New growth will be occurring in the City of Pflugerville and its ETJ. This area is expected to see continued growth especially to the east of its incorporated area. Much of this future growth is characterized by single family preliminary plats adjacent to existing residential development in eastern Pflugerville. Current preliminary plats show approximately 3,000 residential units slated for development. Further east, there are large areas of mainly agricultural land that do not show potential for new development to occur and have no emerging projects. These are located mainly northeast of the City of Pflugerville and to some extent east of the SH 130 corridor. South of Pflugerville and west of SH 130, existing large residential developments (Pioneer Crossing and Harris Branch) continue to be developed. Newer residential developments (Cantarra, Entrada and Fossil Creek) have begun and will provide approximately 3,000 residential units at build-out. Just to the east and north of US 290 E, Shadow Glen, a mixed use development will provide another 3,000 units at build-out.

SH 130: Large, mixed use tracts that include single and multi-family residential uses are being planned that access this new transportation corridor that runs mostly in the unincorporated area of the County. South of US 290 East to the Colorado River along the SH 130 corridor is identified as a major future growth area in the next 25 years. The 2,047 acre Whisper Valley PUD is expected to include 4,737 single family homes; 1,451 multi-family units; 231,070 sq. ft. of office space and 429,130 sq. ft. of retail space. Wild Horse PUD, bisected by SH 130 expects to develop over 5,800 residential units and non-residential development that will occupy 6.3 million sq. ft. Additionally, single family residential developments (Eastwood and Wolf Subdivisions) will create just over 3,000 new single family residential units. Another area along Decker Lake Road will see 1,700 single family units and over 1,500 multifamily units developed at the Indian Hills, Lariat B Ranch and Gilbert Lane Subdivisions. In total, approximately 15,200 new single family residential units will be provided in this area.

South of FM 969, the proposed Rio de Vida MUD is shown as a future town center in the City of Austin's comprehensive plan, Imagine Austin. The development currently has no MUD agreement with the City of Austin; however, plans to develop over 8,000 single and multi-family units with commercial and retail uses continue.

SOUTHEAST QUADRANT

Another area of high growth is planned to occur in southeastern Travis County just west of SH 130 along the extensions of Slaughter Lane and William Cannon Drive. Two large mixed-use developments, Goodnight Ranch (Slaughter Lane and Thaxton Road) and Pilot Knob MUD (along future Slaughter Lane and William Cannon Drive west of US 183 S) have just over 19,500 residential units planned.

Additionally, further to the east of SH 130 is the new Formula One (F1) site. While, the project was not included in the current population forecast, the impact on the surrounding area will be dramatic especially in the potential for new job growth. Northeast of the F1 site is another MUD development. Southeast Travis County MUDs propose nearly 4,000 units of single and multifamily residential and additional retail space. Another proposed high growth area lies at the intersection of IH 35 S and SH 45 SE. Sunfield development along the Hays County line is proposing the development of a master planned community of single and multi-family, commercial and light industrial land uses. Also, the City of Austin has identified the area surrounding the intersection as a Regional Center in its Imagine Austin Plan.

A large area of southeast Travis County is shown as final platted and with a majority of those lots developed. However, this was an early plat of large lots. While these lots are shown to be developed, it is possible that new development could occur in his area with the acquisition of lots and a re-subdivision of the properties.

SOUTHWEST QUADRANT

In southwest Travis County, large amounts of land are held as preserve lands and water quality protection lands. These acquisitions have lessened the potential acreage for future development. Areas that are forecasted to see growth in the next 25 years include, the Village of Bee Cave located at RM 620 and SH 71 W along the SH 71 West highway corridor. Just west of Bee Cave, nearly 3,600 residential units are planned at Sweetwater Ranch, Lazy Nine MUD and West Cypress Hills; all take access off of SH 71W. While not a defined center, the City of Lakeway will grow along its southern boundary, west of the new medical center, and along Bee Creek Road. Additionally, at Lake Travis along Bee Creek Road, Vizcaya subdivision is planned for 275 residential lots.

NORTHWEST QUADRANT

A large portion of northwest Travis County is part of the Balcones Canyonlands National Wildlife refuge. As with southwest Travis County, a large amount of acreage is in preserve and water quality protection lands. Limits to infrastructure and opportunities to develop outside endangered species habitat reduce this quadrant as a high growth area for the future. The cities of Jonestown and Lago Vista show continued growth north of Lake Travis.

CAMPO Centers (Draft 2040) (Map 4)

The CAMPO Center concept is designed to direct future growth to areas with adequate public facilities including new development alternatives and compact mixed use centers that provide alternative transportation modes making it easier to live work and play. By directing the growth trend from traditional subdivision development to a “centers” type concept, more opportunities become available to provide for parkland, greenways, conservation of prime farmland and allow for sustainable water sources. Locations of existing and proposed centers provide opportunities to evaluate connections between centers and needs for supporting infrastructure.

- Many of existing CAMPO Centers have proposed emerging projects.
- Predominant center locations are in and along SH 130 and proposed transportation corridors.
- City of Austin identified neighborhood centers along northern city limits along proposed corridors.
- Opportunities exist to expand and connect centers in the unincorporated area along transportation corridors.
- Western Travis County has limited center development, connectivity will be problematic.

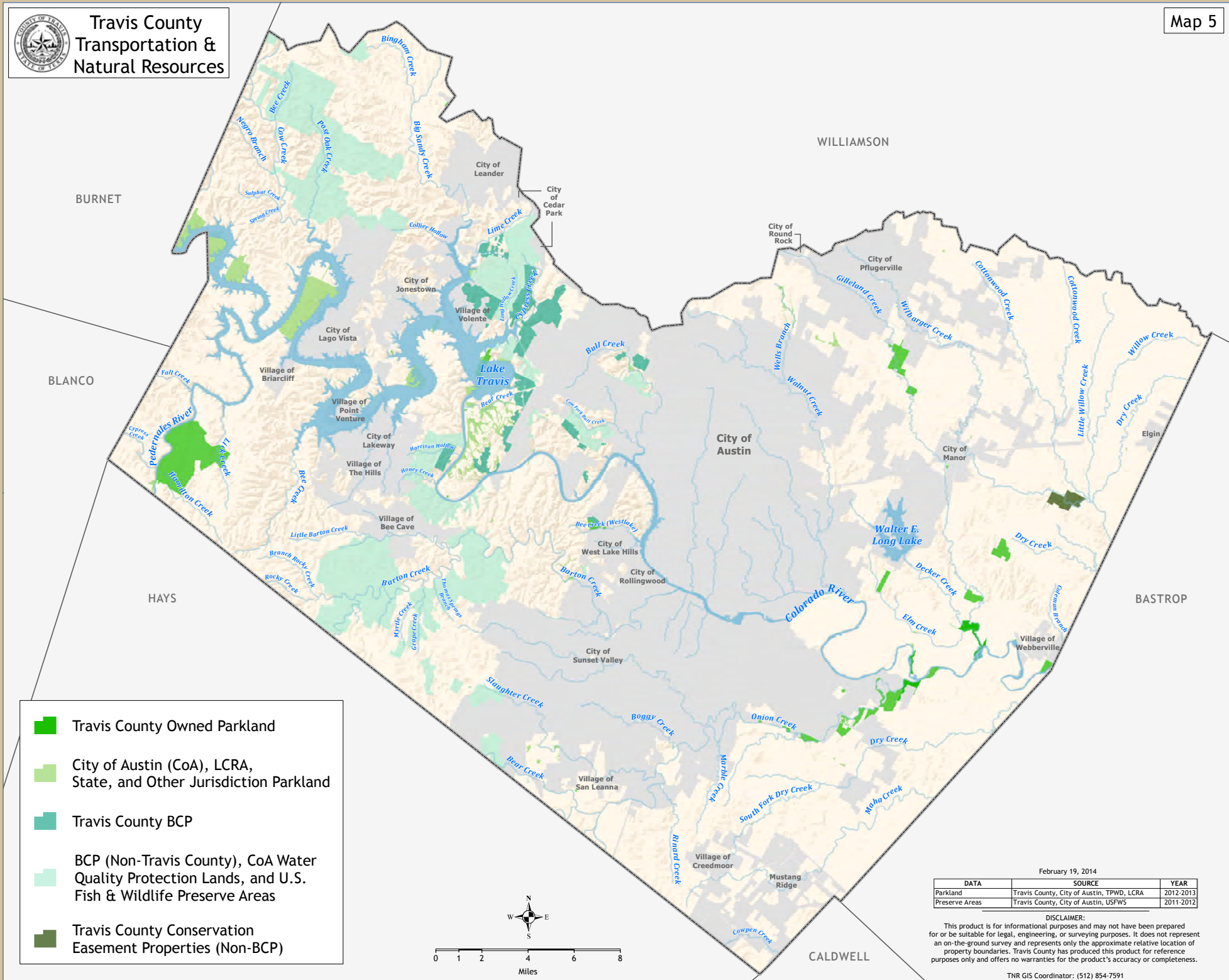
Growth on County Boundaries

Significant growth will also occur just outside the County’s boundary. In northern Travis County, a medium center (Robinson Ranch) is located west of Burnet Road along SH 45 and will include 10,000 new residential units. In southern Travis County, growth will continue in the Buda and Kyle areas and new development is planned along I-35 at Estancia and the old Heap Ranch.

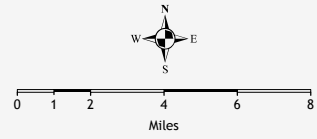
Land Resources

LAND CONSERVED IN UNINCORPORATED TRAVIS COUNTY

Approximately 60,000 acres, or 14% of unincorporated Travis County, has been conserved as parks, preserves, or conservation easements by Travis County, the State of Texas, Lower Colorado River Authority (LCRA), and the City of Austin (see *Map 5*). Most of this land has been conserved to protect endangered species habitat, and because this type of habitat is found exclusively west of the Balcones Escarpment, more land has been conserved in western Travis County than eastern: approximately one-quarter of western Travis County is conserved while approximately 2% of eastern Travis County is conserved (see *Figure 6*).



- Travis County Owned Parkland
- City of Austin (CoA), LCRA, State, and Other Jurisdiction Parkland
- Travis County BCP
- BCP (Non-Travis County), CoA Water Quality Protection Lands, and U.S. Fish & Wildlife Preserve Areas
- Travis County Conservation Easement Properties (Non-BCP)



February 19, 2014

DATA	SOURCE	YEAR
Parkland	Travis County, City of Austin, TPWD, LCRA	2012-2013
Preserve Areas	Travis County, City of Austin, USFWS	2011-2012

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Figure 6: Land Conserved in Unincorporated Travis County

UNINCORPORATED TRAVIS COUNTY		LAND CONSERVED BY TRAVIS COUNTY					LAND CONSERVED BY OTHERS (USFW, State, LCRA, Municipalities)					TOTAL CONSERVED LAND	
Area	Acres	Park Acres	Preserve Acres	CE Acres	Total Acres	Land Area Conserved	Park Acres	Preserve Acres	CE Acres	Total Acres	Land Area Conserved	Acres	Land Area Conserved
NE	122,333	1,607	0	531	2,139	1.7%	132	0	0	132	0.1%	2,271	1.9%
SE	62,970	1,107	0	0	1,107	1.8%	16	0	0	16	0.0%	1,123	1.8%
SW	127,912	3,532	403	0	3,935	3.1%	2,663	18,875	0	21,538	16.8%	25,473	19.9%
NW	105,446	203	5,346	0	5,549	5.3%	3,789	20,430	0	24,219	23.0%	29,767	28.2%
TOTAL	418,662	6,450	5,749	531	12,729	3.0%	6,600	39,305	0	45,905	11.0%	58,635	14.0%

Note 1: "LAND CONSERVED BY TRAVIS COUNTY" includes Travis County-owned land [and land conserved in partnership with land trusts](#) that either a) is in unincorporated Travis County, b) has at least 15% of its area in unincorporated Travis County, or c) is adjacent to county-owned land in unincorporated Travis County.

Note 2: Northeast (NE), southeast (SE), southwest (SW), and northwest (NW) geographic areas are defined east-west by IH 35 and north-south by the centerline of the Colorado River.

Note 3: Balcones Canyonland Preserve or City of Austin water quality protection conservation easements are included in the "Preserve Acres" category. Other types of conservation easements are included in the "CE Acres" category.

TRAVIS COUNTY'S ROLE

The County plays a significant role in conserving land in unincorporated Travis County: it has conserved approximately one-half of all parkland in the area; and contributes to the preserve inventory as a holder of Balcones Canyonland Preserve (BCP) land. More recently, the county has taken on the role – and is the only governmental entity doing so – of executing conservation easements not specifically intended to protect endangered species habitat or water quality (see *Figure 7*).

Figure 7: Travis County’s Role in Conserving Land in Unincorporated Travis County

PROVIDER	PARKS		PRESERVES		CONSERVATION EASEMENTS		TOTAL	
	Acres	Percent	Acres	Percent	Acres	Percent	Acres	Percent
Travis County	6,450	49%	6,600	14%	531	100%	13,581	23%
Other	6,600	51%	39,305	86%	0	0%	45,905	77%
Total	13,050	100%	45,905	100%	531	100%	59,486	100%

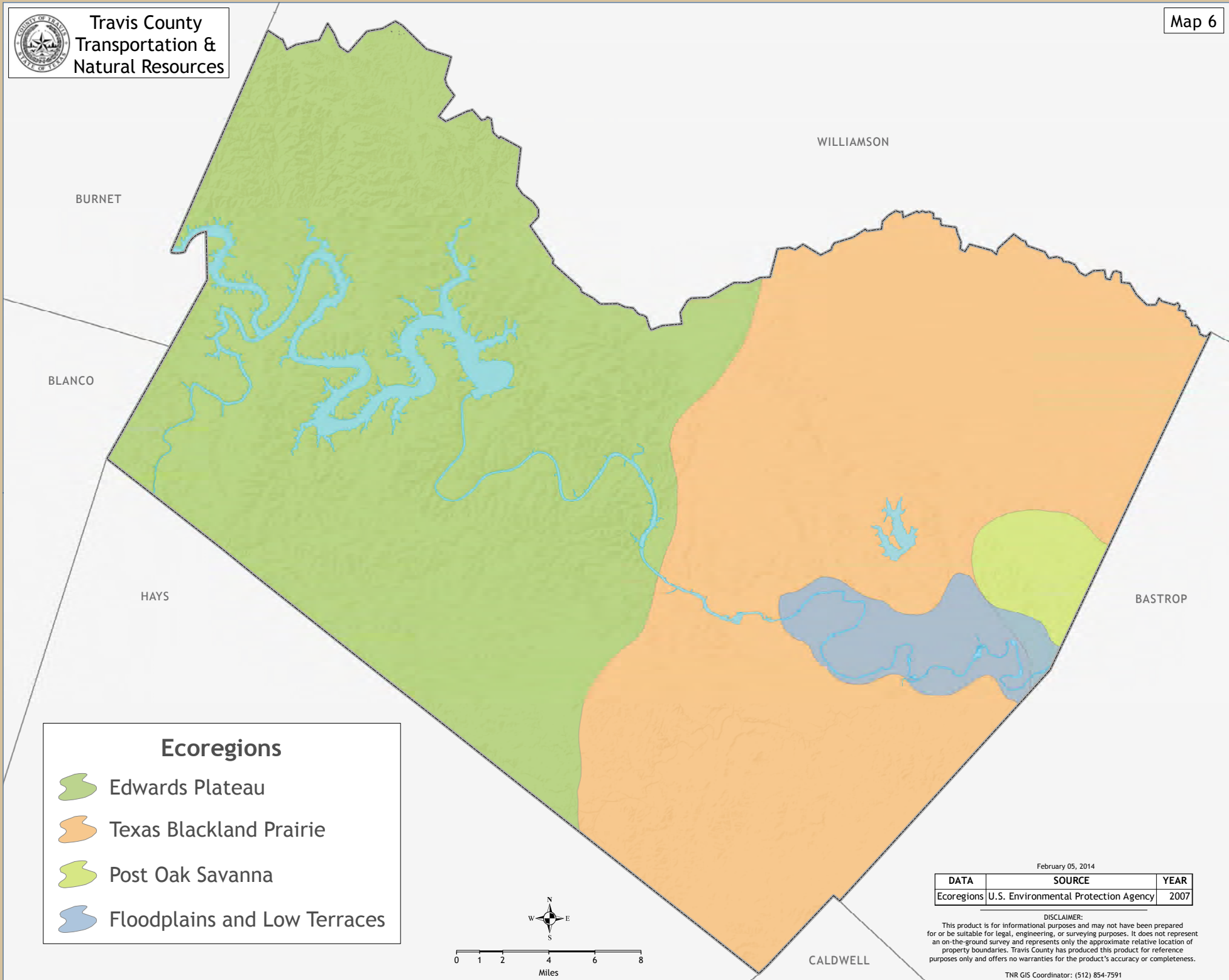
CONSERVATION OPPORTUNITIES

Travis County has opportunities to conserve resources that have critical natural functions and that are integral to the rural character of the county. It has diverse ecoregions, prime farmland, threatened and endangered species habitat, ~~and~~ floodplains, and critical watersheds.





ECOREGIONS

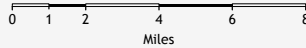
An ecoregion is an area of similar ecosystems identified through the analysis of the patterns and composition of biological communities and physical characteristics such as geology, climate, soils, land use, and hydrology. Travis County is an unusual Texas county because it has four ecoregions and rich ecological diversity that is not found in most other Texas counties. The four ecoregions are the Edwards Plateau, Texas Blackland Prairie, East Central Plains (hereafter referred to as Post Oak Savanna), and Floodplains and Low Terraces (see *Map 6*). Ecoregions, per se, have not been identified for conservation in previous County plans.

Edwards Plateau: The Edwards Plateau ecoregion is found in western Travis County. It is highly dissected by erosion and solution of porous limestone by springs, streams, and rivers both above and below ground. Its limestone geology also supports formation of crevices, cracks, sinkholes, caverns and grottos known as “karst” that provide vulnerable habitats for solitary and colonial bats, unique isolated invertebrates, and colonial birds like swifts and swallows. Karst also provides conduit for surface waters to reach the Edwards and Edwards–Trinity aquifers and for artesian groundwater to surface as springs. This portion of the Plateau in Travis County, i.e., the Balcones Canyonlands, has a higher representation of deciduous woodland than elsewhere on the Plateau, with plateau live oak, escarpment black cherry, Texas mountain-laurel, madrone, and Lacey oak.



Ecoregions

-  Edwards Plateau
-  Texas Blackland Prairie
-  Post Oak Savanna
-  Floodplains and Low Terraces



February 05, 2014

DATA	SOURCE	YEAR
Ecoregions	U.S. Environmental Protection Agency	2007

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Mature, large Ashe juniper – known locally as “cedar” – within mixed hardwood woodlands are also found in deep canyons. Some remnants of eastern swamp communities, including bald cypress, American sycamore, and black willow, occur along major stream courses. It is likely that these trees have persisted as relics of moister, cooler climates following the Pleistocene glacial epoch. Elevations in Travis County drop sharply from the top of the Plateau off the eastern edge of the Escarpment to the Blackland Prairies.

Texas Blackland Prairie: The Texas Blackland Prairie ecoregion is found in eastern Travis County. It is underlain by Upper Cretaceous marine chinks, marls, limestones, and shales which give rise to the characteristic black, calcareous, alkaline, heavy clay soils. Early settlers were drawn to this region by these productive soils, gentle topography, and luxuriant native grasslands. Although historically a region of tall-grass prairies, today much of the land is devoted to cropland, non-native pasture, and expanding urban uses. Few remnant native prairie sites remain. Historical vegetation was dominated by little bluestem, big bluestem, yellow Indiangrass, needlegrass, and tall dropseed. Woody vegetation including mesquite, sugar hackberry, cedar elm, Osage orange, and other woody species grow along fence lines and field borders. On steep or sloping terrains not subject to cultivation, it is common to find eastern red cedar, Ashe juniper, Texas persimmon, elbowbush, possumhaw holly, and live oak¹. Stream bottoms may be wooded with bur oak, Shumard oak, elm, ash, eastern cottonwood, and pecan.

Post Oak Savanna: The Post Oak Savanna ecoregion is found in far eastern Travis County, starting a transition zone between the Texas Blackland Prairie and east Texas pine forests, changing in small ways in soils, vegetation, plant communities, fish and wildlife. It is gently rolling to hilly, supporting a mosaic of woodlands mixed with prairie pockets, and cross-cutting streams. The dominant vegetation is an open deciduous forest or woodland of post oak, blackjack oak, and other drought-tolerant southeastern species. The Post Oak Savanna represents the southernmost extension of the transitional oak forests that separate the eastern United States and the Great Plains.

Floodplains and Low Terraces: The Floodplains and Low Terraces ecoregion is found along the Colorado River corridor in eastern Travis County. While there are many finer-scale floodplains (e.g. Onion Creek, Pedernales River) in our county, the Floodplains and Low Terraces is a larger category floodplain following the mainstem Colorado River. This ecoregion maps primarily the recent alluvial deposits and not the older, high terraces. These bottomland forests contain bur oak, Shumard oak, sugar hackberry, elm, ash, eastern cottonwood, and pecan; however, most of these forests have been converted to cropland and pasture.

¹ http://www.tpwd.state.tx.us/landwater/land/habitats/cross_timbers/ecoregions/blackland.phtml

PRIME FARMLAND

The US Department of Agriculture (USDA) defines prime farmland as having the combination of soil properties, growing season, and moisture supply to produce sustained, high yields of food, forage, and fiber crops if managed according to acceptable farming methods. In Travis County, almost all prime farmland is found in eastern Travis County (Map 6). It is valued for its agricultural productivity and rural character. Its conservation has been previously identified as a priority in Travis County’s Parks Master Plan, Conservation Subdivision Ordinance, and the Colorado River Corridor Plan (CRCP). More recently, Travis County partnered with the USDA to conserve prime farmland through the federal Farms and Ranchland Protection Program (FRPP).

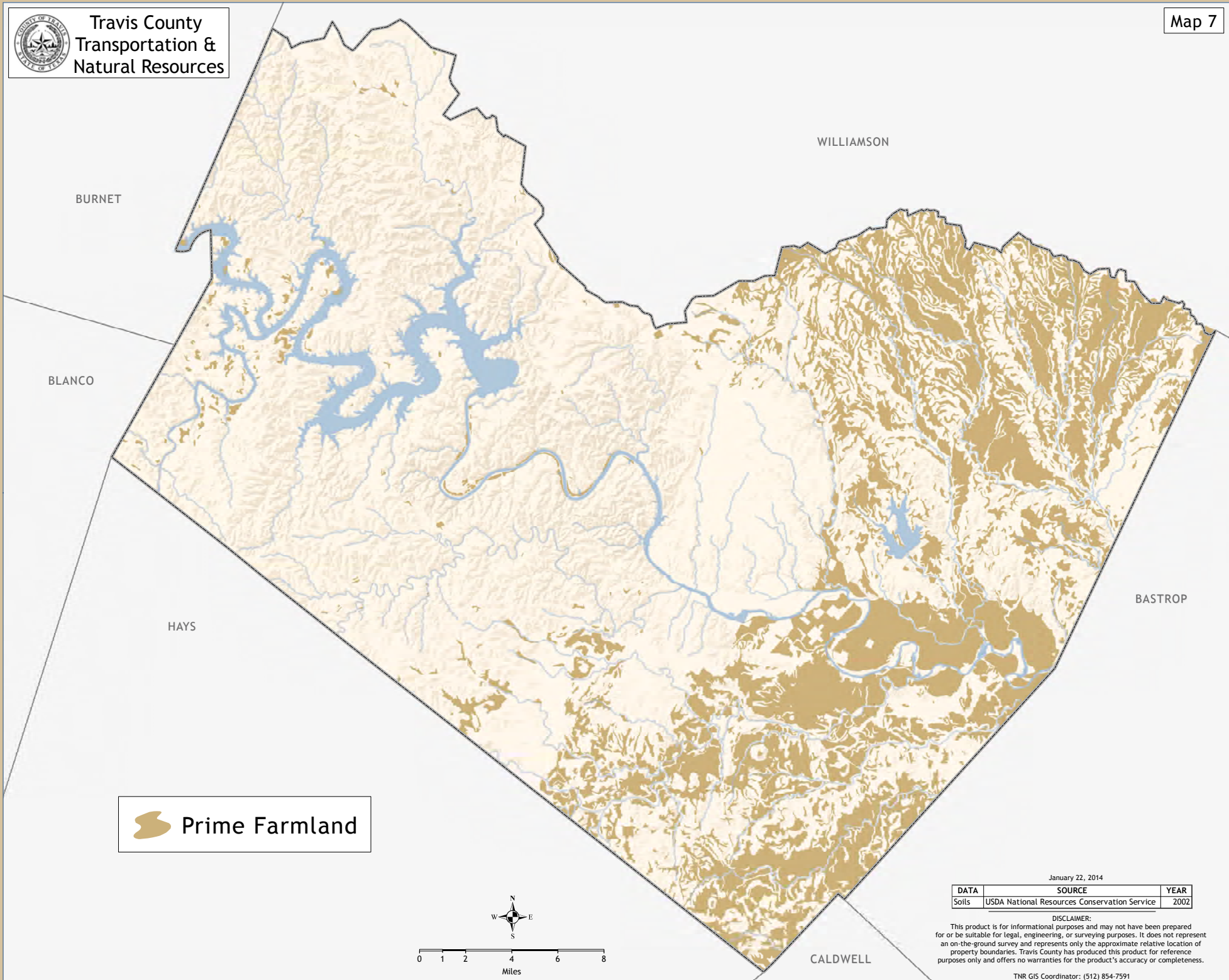
THREATENED AND ENDANGERED SPECIES HABITAT

An endangered species is a population of organisms which is at risk of becoming extinct because it is very limited in range, few in numbers, and/or threatened by environmental conditions such as habitat loss, predation, or disease. In Travis County, several bird, aquatic, and cave-dwelling species are federally listed as threatened or endangered (see *Figure 8*). Of these, two endangered song birds and six endangered karst invertebrates are protected under the Balcones Canyonland Conservation Plan (BCCP)². Although not protected under the BCCP, several rare salamander species that inhabit Travis County were recently federally listed as threatened or endangered species: the Barton–Springs salamander (*Eurycea sosorum*) and Austin Blind salamander (*Eurycea waterlooensis*) are listed as endangered and the Jollyville Plateau salamander (*Eurycea tonkawae*) is listed as threatened.

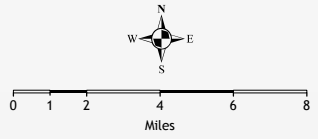
Figure 8: Threatened and Endangered Species in Travis County

Scientific Name	Common Name
<i>Vireo atricapillus</i>	Black-Capped vireo
<i>Setophaga chrysoparia</i>	Golden-Cheeked warbler
<i>Neoleptoneta myopica</i>	Tooth Cave spider
<i>Texella reddelli</i>	Bee Creek Cave harvestman
<i>Texella reyesi</i>	Bone Cave harvestman
<i>Tartarocreagris texana</i>	Tooth Cave pseudoscorpion
<i>Rhadine persephone</i>	Tooth Cave ground beetle
<i>Texamaurops reddelli</i>	Kretschmarr Cave mold beetle
<i>Eurycea sosorum</i>	Barton Springs salamander
<i>Eurycea waterlooensis</i>	Austin Blind salamander
<i>Eurycea tonkawae</i>	Jollyville Plateau salamander

² In 1996, the USFWS issued a 10 (a) “incidental take” permit to Travis County and the City of Austin authorizing the implementation of the Balcones Canyonlands Conservation Plan (BCCP) thereby providing a method for landowners to develop their property by mitigating impact of their land use activities on protected endangered species.



 Prime Farmland



January 22, 2014

DATA	SOURCE	YEAR
Soils	USDA National Resources Conservation Service	2002

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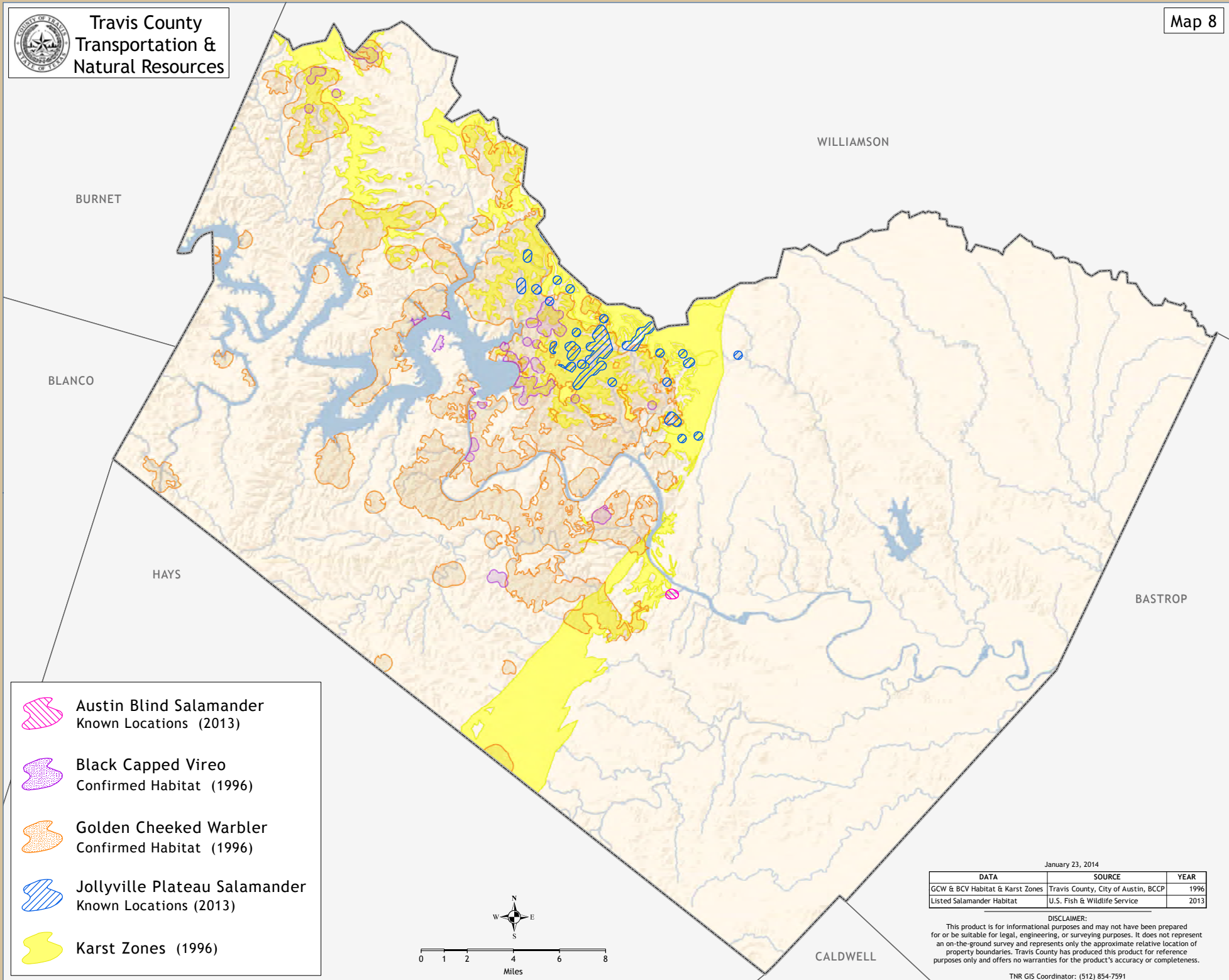
As shown on *Map 8*, known habitat for threatened and endangered species is found in the western half of Travis County. The Barton Springs and Austin Blind salamanders are confined to the outlets at Barton Springs near central Austin; the Jollyville Plateau salamander lives primarily in the springs and streams of northwest Travis County; habitat for cave-dwelling species is found in the areas of outcrop of the Edwards Limestone running north-south through the county and northwest along the Williamson County boundary; and areas where, as of 1996, there have been confirmed sightings of Golden-Cheeked warblers and Black-Capped vireos are concentrated in north-central part of the county but scattered throughout western Travis County. The Balcones Canyonland Conservation Plan (BCCP) obligates Travis County to conserve endangered species habitat covered by the plan and protect other non-BCCP protected species as required by the Endangered Species Act passed by Congress in 1973.

FLOODPLAINS

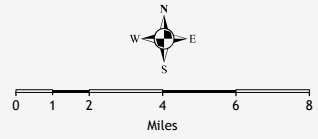
The largest expanses of floodplain are found in eastern Travis County, along the Colorado River and its tributaries (see *Map 9*). As transitional zones between waterways and uplands, these areas play an important role in attenuating polluted runoff, maximizing groundwater recharge and storage, and mitigating storm water damage. In their proper functioning condition, that is, vegetated with bottomland forest, grassland, riparian, and upland species, their natural benefits are most pronounced. In Travis County, these benefits have been compromised through the historic clearing of land for timber and farming, the damming of the Colorado River, and, most recently, land use changes associated with development, road construction, and aggregate mining of alluvial deposits. Conserving floodplains along the Colorado River and its tributaries are high priorities in the *Parks Master Plan*, the *Trust for Public Lands Travis County Greenprint for Growth*, and *Colorado River Corridor Plan (CRCP)*.

BARTON CREEK AND LITTLE BARTON CREEK WATERSHEDS

Barton Creek and Little Barton Creek watersheds are regionally significant areas in unincorporated southwest Travis County (see *Map 10*). They contribute to the recharge of the remarkable, iconic Barton Springs in Austin. Their protection through land conservation and minimization of pervious cover is consistent with community values as embodied in the City of Austin Barton Creek Watershed Ordinance. conservation of these lands also is consistent with the Southwest Travis County Growth Dialogue goal to conserve 6,000 acres in this part of the county.



-  Austin Blind Salamander Known Locations (2013)
-  Black Capped Vireo Confirmed Habitat (1996)
-  Golden Cheeked Warbler Confirmed Habitat (1996)
-  Jollyville Plateau Salamander Known Locations (2013)
-  Karst Zones (1996)

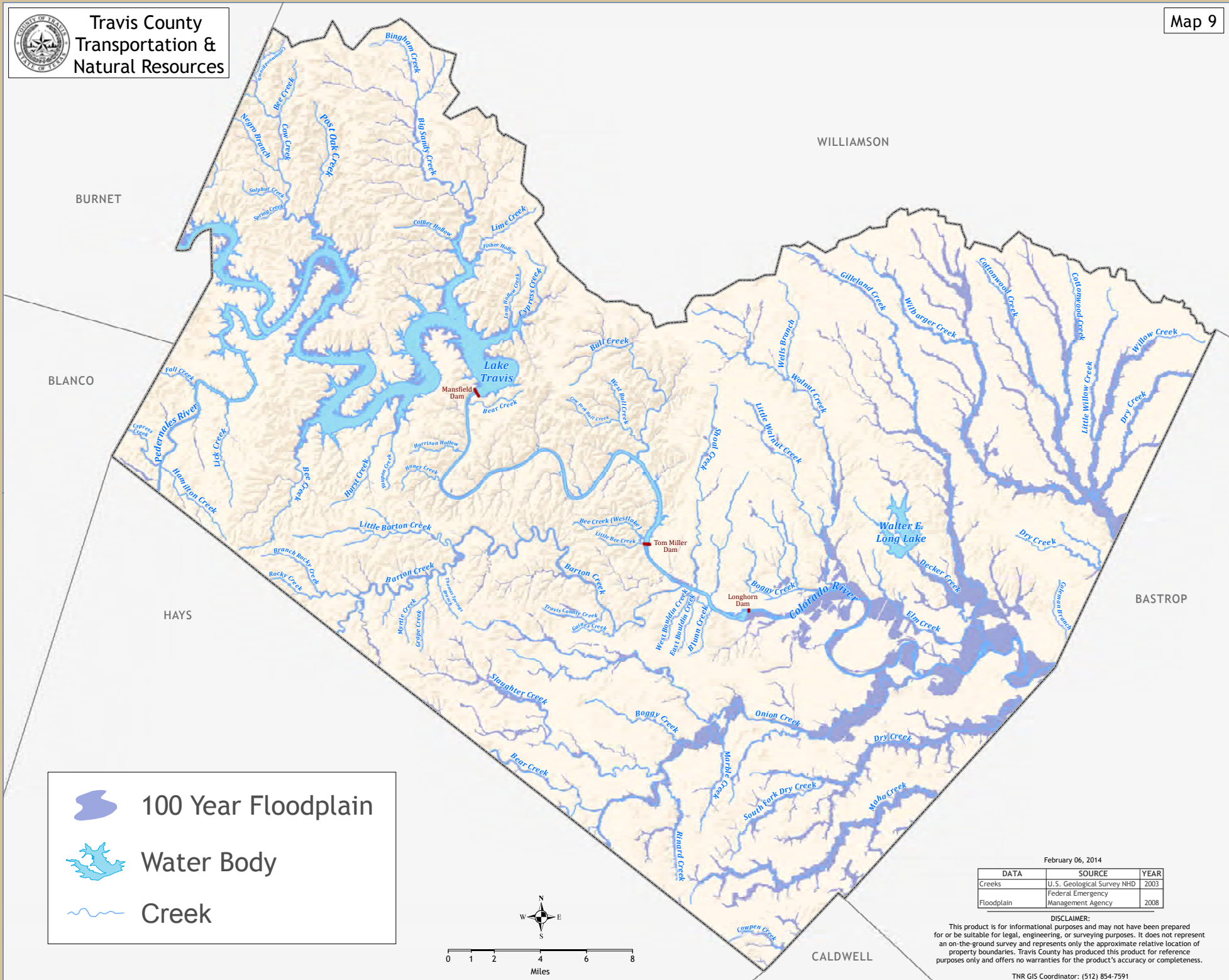





January 23, 2014

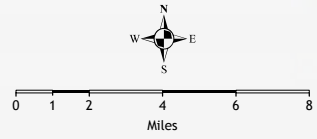
DATA	SOURCE	YEAR
GCW & BCV Habitat & Karst Zones	Travis County, City of Austin, BCCP	1996
Listed Salamander Habitat	U.S. Fish & Wildlife Service	2013

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Threatened & Endangered Species Habitat



-  100 Year Floodplain
-  Water Body
-  Creek



February 06, 2014

DATA	SOURCE	YEAR
Creeks	U.S. Geological Survey NHD	2003
Floodplain	Federal Emergency Management Agency	2008

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Travis County Transportation & Natural Resources

City of Austin Watershed

- Barton Watershed (BAR)
- Bear West Watershed (BRW)
- Bee Watershed (Westlake) (BWL)
- Blunn Watershed (BLU)
- Buggy Watershed (BOG)
- Bohls Hollow Watershed (BOH)
- Bull Watershed (BUL)
- Buttermilk Watershed (BMK)
- Cedar Hollow Watershed (CED)
- Coldwater Watershed (CWR)
- Commons Ford Watershed (CMF)
- Connors Watershed (CNR)
- Country Club E Watershed (CCE)
- Country Club W Watershed (CCW)
- Cuernavaca Watershed (CRN)
- Dry Watershed (North) (DRN)
- Eanes Watershed (EAN)
- East Bouldin Watershed (EBO)
- Fort Watershed (FOR)
- Harper's Branch (HRP)

- Harrison Hollow (HRN)
- Hog Pen Watershed (HOG)
- Honey Watershed (HNY)
- Huck's Slough (HUK)
- Johnson Watershed (JOH)
- Lady Bird Lake Watershed (LBL)
- Lake Austin (LKA)
- Little Barton Watershed (LBA)
- Little Bee Watershed (LBE)
- Little Walnut Watershed (LWA)
- Panther Hollow Watershed (PAN)
- Running Deer Watershed (RDR)
- Shgal Watershed (SHL)
- St. Stephens Watershed (STP)
- Steiner Watershed (STN)
- Tannehill Watershed (TAN)
- Taylor Slough North (TYN)
- Taylor Slough South (TYS)
- Turkey Watershed (TRK)
- West Bouldin Watershed (WBO)
- West Bull Watershed (WBL)
- Waller Watershed (WLR)
- Walnut Watershed (WLN)

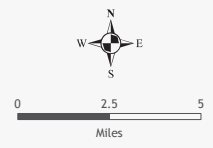
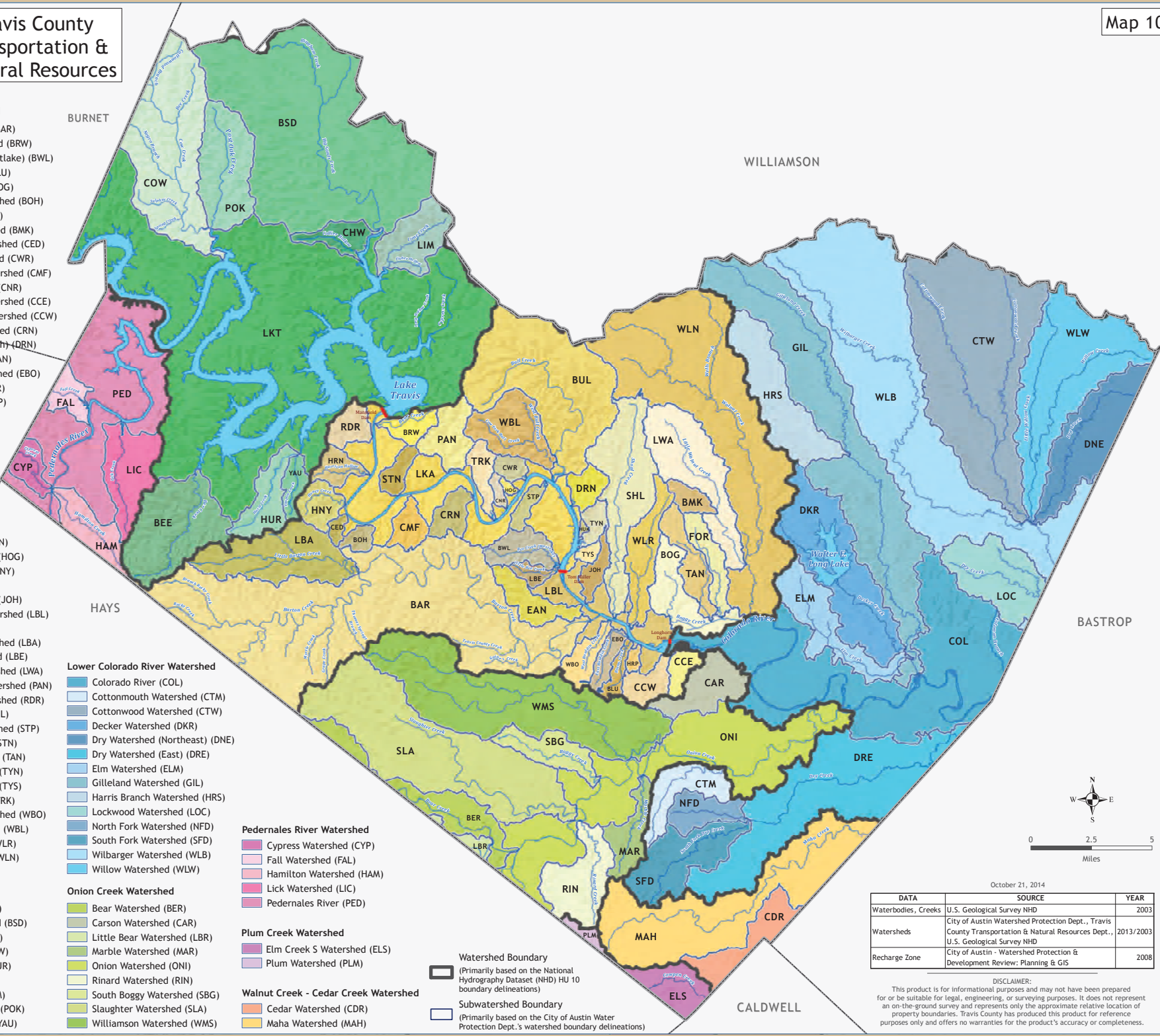
- ### Lower Colorado River Watershed
- Colorado River (COL)
 - Cottonmouth Watershed (CTM)
 - Cottonwood Watershed (CTW)
 - Decker Watershed (DKR)
 - Dry Watershed (Northeast) (DNE)
 - Dry Watershed (East) (DRE)
 - Elm Watershed (ELM)
 - Gilleland Watershed (GIL)
 - Harris Branch Watershed (HRS)
 - Lockwood Watershed (LOC)
 - North Fork Watershed (NFD)
 - Wilbarger Watershed (WLB)
 - Willow Watershed (WLW)

- ### Cow Creek Watershed
- Bee Watershed (BEE)
 - Big Sandy Watershed (BSD)
 - Collier Hollow (CHW)
 - Cow Watershed (COW)
 - Hurst Watershed (HUR)
 - Lake Travis (LKT)
 - Lime Watershed (LIM)
 - Post Oak Watershed (POK)
 - Yaupon Watershed (YAU)
- ### Onion Creek Watershed
- Bear Watershed (BER)
 - Carson Watershed (CAR)
 - Little Bear Watershed (LBR)
 - Marble Watershed (MAR)
 - Onion Watershed (ONI)
 - Rinard Watershed (RIN)
 - South Boggy Watershed (SBG)
 - Slaughter Watershed (SLA)
 - Williamson Watershed (WMS)

- ### Pedernales River Watershed
- Cypress Watershed (CYP)
 - Fall Watershed (FAL)
 - Hamilton Watershed (HAM)
 - Lick Watershed (LIC)
 - Pedernales River (PED)
- ### Plum Creek Watershed
- Elm Creek S Watershed (ELS)
 - Plum Watershed (PLM)
- ### Walnut Creek - Cedar Creek Watershed
- Cedar Watershed (CDR)
 - Maha Watershed (MAH)

Watershed Boundary
(Primarily based on the National Hydrography Dataset (NHD) HU 10 boundary delineations)

Subwatershed Boundary
(Primarily based on the City of Austin Water Protection Dept.'s watershed boundary delineations)



October 21, 2014

DATA	SOURCE	YEAR
Waterbodies, Creeks	U.S. Geological Survey NHD	2003
Watersheds	City of Austin Watershed Protection Dept., Travis County Transportation & Natural Resources Dept., U.S. Geological Survey NHD	2013/2003
Recharge Zone	City of Austin - Watershed Protection & Development Review: Planning & GIS	2008

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Water Resources

Unincorporated Travis County has significant water resources that need to be protected for ecological purposes and domestic, agricultural, recreational, commercial, and industrial uses. Surface water resources include Lake Travis and its tributaries and the Colorado River and its tributaries (see Map 9). Groundwater resources include the Trinity and Edwards outcrop regions in western Travis County and the Colorado River Alluvial Aquifer in eastern Travis County (see [Map 10](#)). Springs are also found throughout the county (see [Map 11](#)).

LAKE TRAVIS AND TRIBUTARIES

Lake Travis is formed by the impoundment of the Colorado River at Mansfield Dam and is the most significant reservoir on the river because of its tremendous water storage capacity. It is a primary source of fresh water for communities and major industries throughout Travis County and helps drive the area's strong economy and population growth. It also is a major recreational resource that is estimated to generate, when full, approximately \$200 million in revenue for state and local governments. The Pedernales River is the largest tributary to Lake Travis in the county. As of April 2013, in its Current Water Quality Report, the LCRA rated both Lake Travis and the Pedernales River as having "excellent" water. Bee Creek, Cow Creek, Cypress Creek, Hurst Creek, and Sandy Creek are major creek tributaries of the lake.

COLORADO RIVER AND TRIBUTARIES

The Colorado River provides water for local residential, agricultural, and commercial uses but it's also a source of water for the City of Pflugerville in the northern part of the county. Major tributaries are Onion Creek, with a watershed of approximately 343 square miles, and Gilleland Creek. The water quality of the Colorado River at Austin was rated "fair" in the LCRA's April 2013 Current Water Quality Report.

EDWARDS OUTCROP

The Edwards Outcrop is an environmentally important recharge zone allowing fresh water to replenish the Edwards Aquifer. Much of it is located within incorporated parts of the county, however, so Travis County has limited responsibility for its protection.

TRINITY OUTCROP

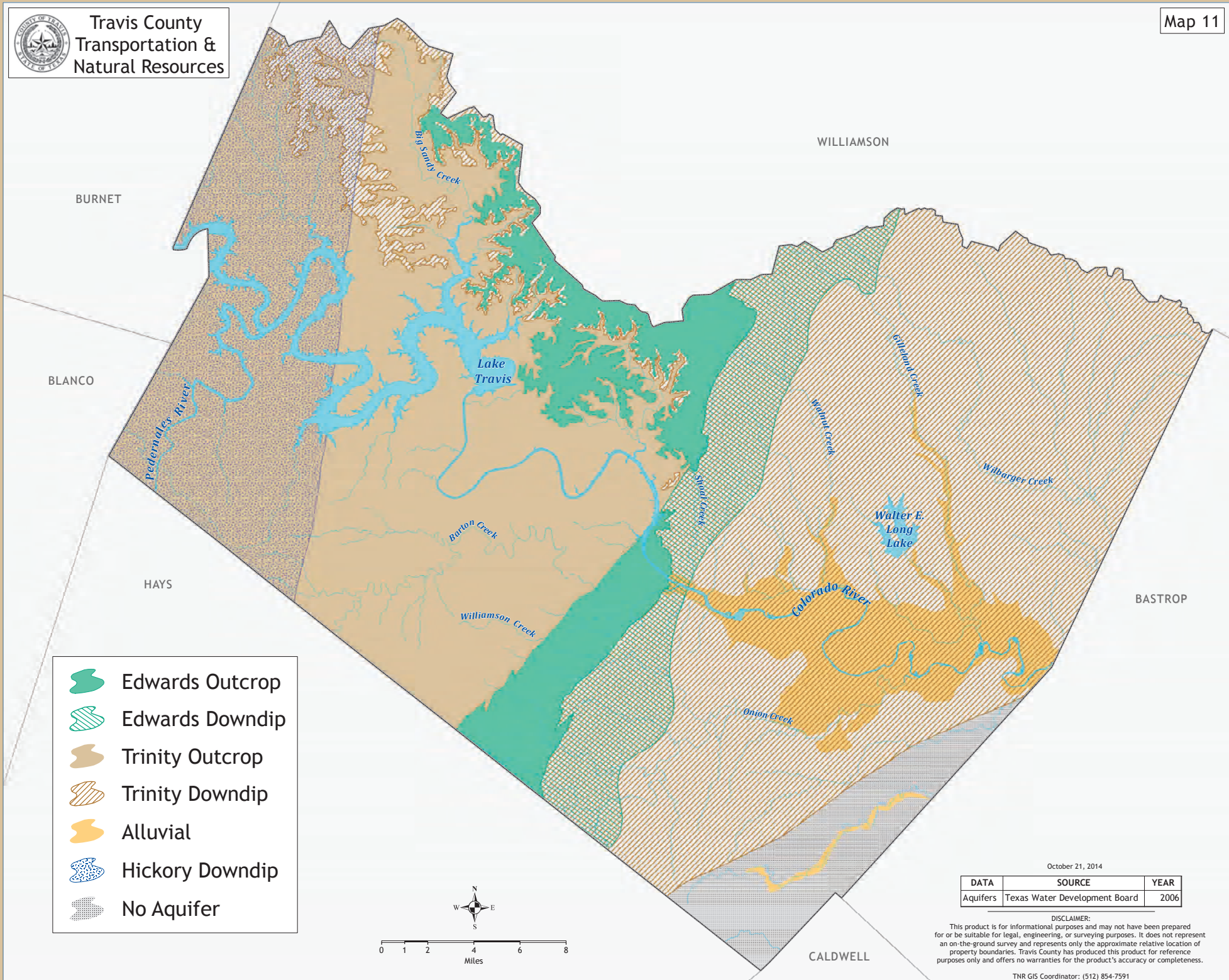
The Trinity Outcrop, west of the Edwards Outcrop, allows fresh water to percolate downward into the Trinity Aquifer that is the main source of well-water for both public and private users in unincorporated western Travis County. Its supply is threatened, however, by increased consumption by a growing population and limited recharge of its supply as multi-year droughts continue. This situation was so dire that in October 2010, the Travis County Commissioners Court suspended approval of subdivisions using Trinity Aquifer groundwater and created a stakeholder committee to develop new subdivision regulations regarding water availability. The Commissioners Court subsequently adopted the Water Availability Rule in January 2012 thereby requiring a subdivider of land to demonstrate that a sound and adequate source of water is available commensurate with projected population demand.

COLORADO RIVER ALLUVIAL AQUIFER

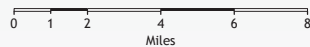
The Colorado River Alluvium is the only fresh groundwater supply east of the Edwards artesian zone in eastern Travis County ([see Map 11](#)). It is a locally important public and private well-water supply but its small size and limited capacity cannot support growth in that area. The quality of its water is already degraded in some locations due to elevated nitrate levels and is further threatened by polluted runoff from agriculture and aggregate mining operations.

SPRINGS

Springs are locations where groundwater naturally comes to the surface ([see Map 12](#)). They are found throughout Travis County. Many are protected as part of the Balcones Canyonland Preserve (BCP) but unprotected areas of concentrated springs are found in the Post Oak Savanna region of eastern Travis County and in the vicinity of Hamilton Creek and Hamilton Pool in southwest Travis County.



- Edwards Outcrop
- Edwards Downdip
- Trinity Outcrop
- Trinity Downdip
- Alluvial
- Hickory Downdip
- No Aquifer

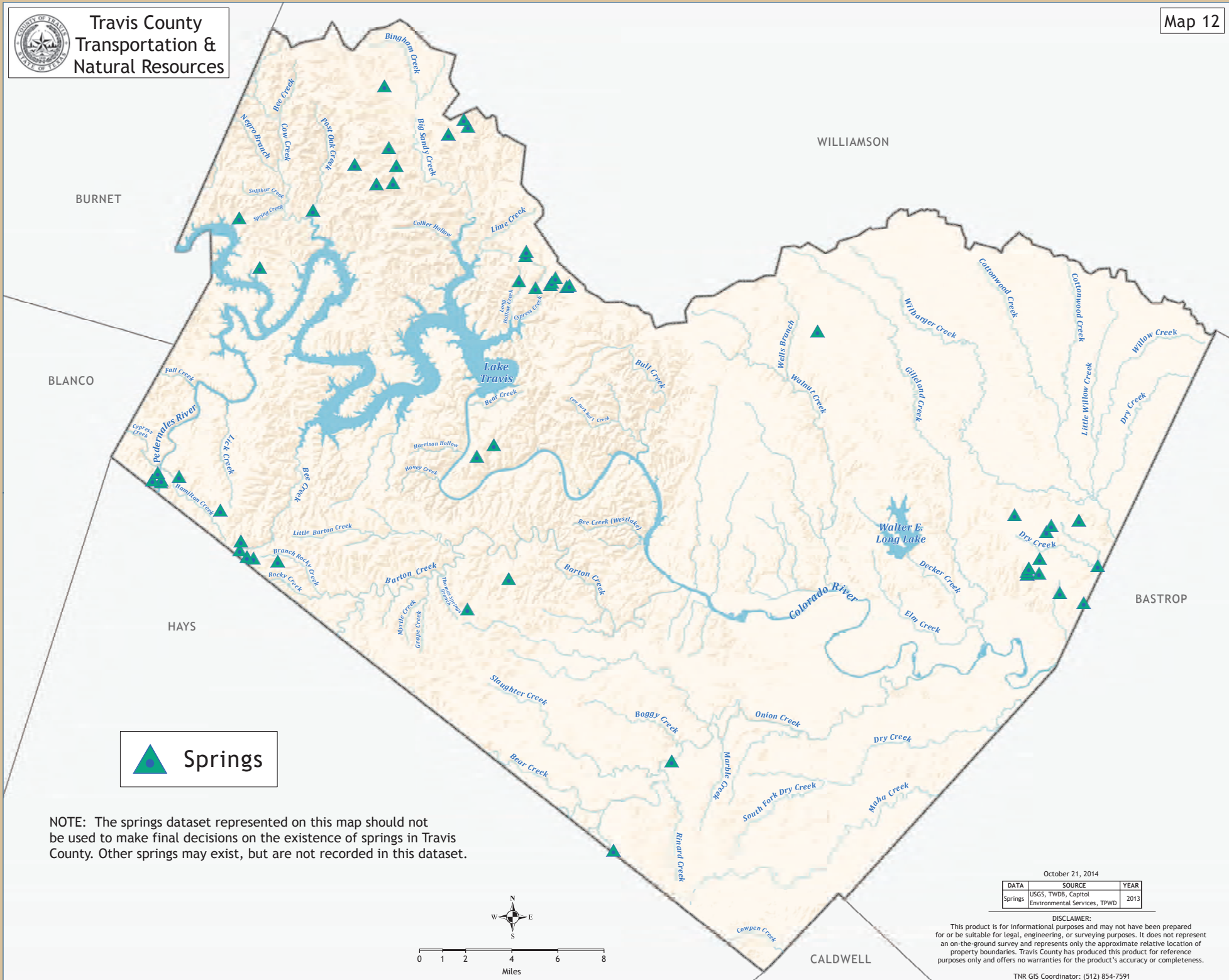


October 21, 2014

DATA	SOURCE	YEAR
Aquifers	Texas Water Development Board	2006

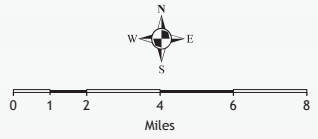
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TNR GIS Coordinator: (512) 854-7591



 Springs

NOTE: The springs dataset represented on this map should not be used to make final decisions on the existence of springs in Travis County. Other springs may exist, but are not recorded in this dataset.



DATA	SOURCE	YEAR
Springs	USGS, TWDB, Capital Environmental Services, TPWD	2013

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Opportunities and Challenges

For LWTP purposes, unincorporated Travis County is divided into areas that have similar development patterns and land and water characteristics and, subsequently, similar opportunities and challenges with respect to how the County guides growth and conserves land. The specific “Opportunities-Challenge Areas” (see [Map 4213](#)) discussed in this section are as follows:

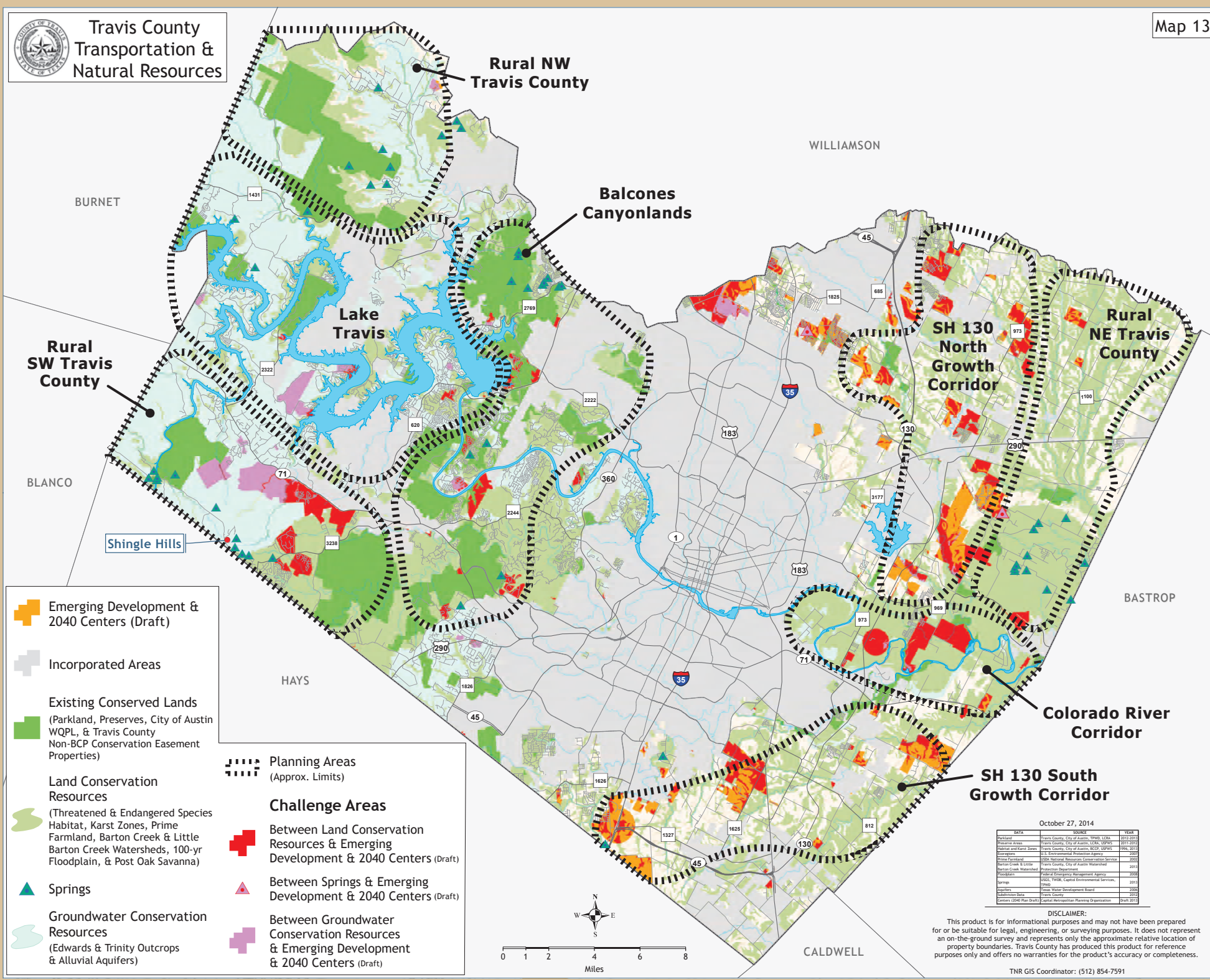
- SH 130 North Growth Corridor
- SH 130 South Growth Corridor
- Rural Northeast Travis County
- Colorado River Corridor
- Rural Southwest Travis County
- Lake Travis
- Rural Northwest Travis County
- Balcones Canyonlands

SH 130 North Growth Corridor (Precinct 1)

The SH 130 North Growth Corridor is a crescent-shaped area that roughly follows the alignment of SH 130 and extends from Williamson County to FM 969. Most of the corridor is located within the municipal and ETJ boundaries of the cities of Austin, Manor, and Pflugerville.

High Growth Area: Construction of SH 130 and SH45 toll roads and the availability of developable land are spurring growth in this area. Numerous single-family and multi-family subdivisions have been developed; and the number of plans for large, mixed-use developments is making this one of the potentially most concentrated area of new growth in unincorporated Travis County. Tremendous growth continues in the region. Forbes magazine estimated Austin’s population growth at 2.5 percent in 2013 making it the highest of all geographic regions in the country. The City of Austin’s demographer estimates that this growth equates to 110 new residents moving into the Austin Metro area each day. The potential location of this new growth is shown through the numerous emerging projects identified along the corridor. These future projects have estimates of nearly 80,000 new residential units along the corridor.

Need Private Sector Investments in Infrastructure: The city of Austin views the corridor as a suitable place for dense, mixed-use development in their Extraterritorial Jurisdiction (ETJ). However, much of the area requires infrastructure investments to support



Emerging Development & 2040 Centers (Draft)

Incorporated Areas

Existing Conserved Lands
(Parkland, Preserves, City of Austin WQPL, & Travis County Non-BCP Conservation Easement Properties)

Land Conservation Resources

(Threatened & Endangered Species Habitat, Karst Zones, Prime Farmland, Barton Creek & Little Barton Creek Watersheds, 100-yr Floodplain, & Post Oak Savanna)

Springs

Groundwater Conservation Resources
(Edwards & Trinity Outcrops & Alluvial Aquifers)

Planning Areas
(Approx. Limits)

Challenge Areas

Between Land Conservation Resources & Emerging Development & 2040 Centers (Draft)

Between Springs & Emerging Development & 2040 Centers (Draft)

Between Groundwater Conservation Resources & Emerging Development & 2040 Centers (Draft)

October 27, 2014

DATA	SOURCE	YEAR
Boundary	Travis County, City of Austin, TPWD, LCRA	2013/2011
Preserve Areas	Travis County, City of Austin, LCRA, USFWS	2011/2011
Prime and Karst Soils	Travis County, City of Austin, EDCO, USFWS	1999/2011
Geography	U.S. Environmental Protection Agency	2011
Prime Farmland	USDA National Resources Conservation Service	2011
Barton Creek & Little Barton Creek Watershed	Travis County, City of Austin Watershed Protection Department	2011
Post-Oak Savanna	Travis County, City of Austin Watershed Protection Department	2011
Springs	TPWD, Central Environmental Services, TPWD	2011
Outcrops	Travis County Development Board	2011
Subdivision Data	Travis County	2011
County GIS Data	Central Metropolitan Planning Organization	2011/2011

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the intensity of the development proposed. In 2006, the City of Austin completed a study looking at the creation of an infrastructure district to fund needed water transmission lines, major wastewater collection lines, arterial roadway improvements and regional drainage facilities along the corridor. The study, however, found that the costs of the required infrastructure exceeded the district's forecasted revenues, requiring the city to finance the difference. Because the city was unwilling to take on this debt, a district was not established, and large scale infrastructure investments have not been made. While the city was unwilling to assume debt to build the infrastructure required for mixed-use development, improvements are being financed through other means: Municipal Utility Districts (MUDs), Public Improvement Districts (PIDs), and partnerships to an extent not seen elsewhere in unincorporated Travis County.

Current planning continues to point to this area as a “desired” area for growth in that the City of Austin's comprehensive plan, *Imagine Austin*, promotes a compact and connected city by directing development away from sensitive environmental resources, and protects existing open space and natural resources. Much of the future growth areas found on the City of Austin's Growth Concept Map follow along the SH 130 corridor.

Arterial Roadways Improved: Travis County and City of Austin have been investing in arterial roadway infrastructure to facilitate mobility within the corridor. Improvements are planned or already completed for Pecan Street, Howard Lane, Wells Branch Parkway, Parmer Lane, Braker Lane, and Decker Lake Road to improve connections to SH 130 and movement within the corridor. Additionally, the Central Texas Regional Mobility Authority (CTRMA) is completing toll improvements to US 290 E from US 183 to the east of Parmer Lane. Once completed, the Manor Expressway will be a 6.2-mile limited-access toll road with three lanes in each direction. The existing US 290 E will be widened and will remain non-tolled. As these new improvements provide for more mobility, it is expected that development will occur along these arterials as other types of infrastructure are provided.

Development Outpaces Prime Farmland Conservation: This is the part of the county where the most development is occurring and where there is a corresponding loss of farmland. There are still opportunities to protect this resource, however, through conservation developments (in accordance with the County's Conservation Subdivision Ordinance) and conservation easements.

Land Conserved through Parkland Acquisition: Of the land conserved in the corridor, most of it is done so through parkland acquisition: the County has purchased approximately 1,000 acres since 1995 for Northeast Metro Park near Pflugerville and the Gilleland Creek Greenway that runs the length of the corridor. Most of the land is obtained through fee simple purchase, but a significant amount is gained through landowner dedications required by the County and City of Austin's parkland dedication

ordinances. In some cases, the dedications exceed the amount required by the ordinance because developers appreciate the marketability of having greenways adjacent to their subdivisions as well as the savings realized from not having to maintain the property or pay taxes on the land.

Creek Corridor Potential: Wilbarger Creek is a major creek with corridor potential. It connects cities of Pflugerville and Manor. Like the Gilleland Creek Greenway, it can serve multiple purposes: recreation, wildlife corridor, groundwater recharge, flood mitigation, and water quality mitigation.

SH 130 South Growth Corridor (Precinct 4)

The SH 130/45SE Southeast Growth Corridor is separated from the northern crescent by the Colorado River Corridor. As with the northern corridor, the Southeast Growth Corridor follows the approximate alignment of SH 130 and includes SH 45 SE. Most of the corridor is located within the municipal and ETJ bounds of the cities of Austin, Mustang Ridge and Creedmoor.

Development is Imminent: The SH 130 South Growth Corridor has less proposed new development than the northern part of the corridor. However, with the Circuit of the Americas track located in this area, and availability of suitable land for development, it is expected that growth will occur at the same levels as seen in the northern part of the corridor. This new development is already being realized through the creation of the 1,600 acre Southeast Travis County MUD planned along Pearce Lane. The municipal utility district will be able to tax residents so that water, sewage, drainage and other infrastructure can be developed. The development will be predominately single family residential. Another sizeable planned development is the Pilot Knob MUD's located near the intersection of US 183 S and FM 1625. Approximately 14,500 residences and 3.8 million square feet of commercial space is planned to be developed over the next 40 years. Further west, surrounding the intersection of IH 35 S and SH 45 SE are the proposed Sunfield and Estancia developments. These large mixed use developments are proposed to add approximately 20,000 and 8,000 residential units respectively within the corridor.

Arterial Roadways Improved: Since the opening of SH 130, Travis County has invested in roadway infrastructure to make connections to the toll road through improvements to Slaughter Lane, William Cannon Drive and Elroy Road. Improvements have also been made to provide better access to the residents living in the Del Valle and Elroy communities. Court approved funding of a new road, Maha Loop Road, will provide increased connectivity to SH 71 E and additional access to Del Valle School facilities and the Circuit of the Americas site.

Land Conserved through Parkland Acquisition: As in the northern part of the corridor, land has been conserved through parkland acquisition: the County has acquired approximately 1,235 acres since 1995 for the Onion Creek Greenway. As elsewhere in the county, there are opportunities to conserve land through conservation developments and conservation easements.

Rural Northeast Travis County (Precinct 1)

Rural Northeast Travis County extends from Williamson County to the Colorado River Corridor, bounded by the SH130 North Growth Corridor to the west and Bastrop County line to the east. A small portion is within the City of Elgin but it is mostly unincorporated land. Much of this area is unincorporated and located outside of any jurisdiction's ETJ.

Slower Pace of Development: This area has limited utilities and a network of two-lane county roads serving rural areas. As the cities of Elgin, Manor and Pflugerville grow, however, utilities will become more available and development can be expected to expand into the area. This growth, though, is expected to be much slower than that occurring in both the SH 130 corridor to the west.

Diverse Eco-regions to Protect Ahead of Development: Because of relatively low development pressure, there is an opportunity to conserve land ahead of development. This is particularly advantageous because this is an ecologically diverse part of the county: it has two different eco-regions -- Blackland Prairie and Post Oak Savanna -- one of which -- Post Oak Savanna -- is only found in this part of the county.

Land Protected through parkland Acquisitions and Conservation Easements: To date, the County has conserved land in this area through parkland acquisition and conservation easements: in 2001, it purchased approximately 273 acres for the East Metro Park; more recently approximately 530 acres of prime farmland have been conserved through the County's conservation easement program that is being implemented in partnership with landowners and the USDA's Farm and Ranch Protection Program (FRPP). Although this program is available to landowners in other parts of the county, landowners acted proactively in this area and established the Wilbarger Creek Conservation Alliance to pursue conservation easement partnerships with the County and USDA.

Creek Corridor Potential: As in the SH 130 North Growth Corridor, Wilbarger Creek has corridor potential. It extends from the City of Manor to privately conserved lands further east, and it can be relatively easy to connect it to East Metro Park. Similarly, it can serve multiple purposes and be established through different public and private initiatives.

Numerous Springs: As seen in Map 12, springs are concentrated in the Post Oak Savanna eco-region that can be protected ahead of development.

Colorado River Corridor (Precincts 1 and 4)

The Colorado River Corridor, for these planning purposes, extends from the eastern limit of incorporated City of Austin to the Bastrop County line. Its northern and southern boundaries follow the approximate limits of the river's 100-year floodplain. Most of it lies within the ETJs of the cities of Austin and Webberville.

Residents and Mining Interests Clash: Spurred on by the recent permitting of large tracts of land for mining, residents lobbied the county to address their concerns about the impact of mining operations on their quality of life: they expect dust, noise, impairment of water resources, loss of agricultural lands and rural character, and negative impacts on their property values to worsen as mining operations expand. The county's limited authority, however, to enforce land use regulations restricts the type of actions the county can take to protect landowners. In this particular case, the county undertook several actions to mitigate the impacts of incompatible land uses occurring side-by-side: 1) executed the Agreement for the Acquisition of Open Space Parkland in Lieu of Condemnation with TXI, 2) contracted services for monitoring the impact of mining on noise levels and air and water quality, and 3) contracted services to complete the Colorado River Corridor Plan (CRCP), a conceptual plan for the corridor that identifies preferred land use patterns that has growth along the major highways, large tracts of rural land preserved, and clashes of incompatible land uses minimized.

Infrastructure Drives Pace of Development: The extent and pace of residential and mixed-use development in the corridor is dependent in large part on the availability of water and sanitary sewer infrastructure. The proposed development of Rio de Vida, a mining reuse project for mixed use municipal utility district (MUD) that would yield over 8,000 homes and apartments, demonstrates this point. In this case, a MUD was established to finance infrastructure. The City of Austin and district, however, could not reach an agreement over water and sewer rights so the district was dissolved in 2012. Although this MUD was dissolved, the developer has expressed his desire to develop the area and is exploring other opportunities.

Residents Lobby for Annexation: Residents of Austin Colony are actively seeking opportunities to provide land use protection, infrastructure improvements, and quality of life improvements through annexation by the City of Austin or municipal incorporation of the area.

Congestion a Local Problem: Additional residential development has led to increased congestion and travel times within the corridor. As a response to these conditions, improvements to provide better access to the new middle school were funded in 2011 and a partnership with TXDoT to add capacity to FM 969 from FM 3177 to Austin Colony Blvd was established.

New Bridge to Improve Regional Mobility: Construction of a bridge over the Colorado River connecting Burleson Manor Road to SH 71 E is proposed in the CAMPO 2035 plan. This major transportation improvement will improve connectivity and regional mobility and also stimulate development in areas that are not currently served by a well-developed roadway network.

Prime Farmland Lost to Aggregate Mining: The Colorado River corridor is home to the largest contiguous area of Prime farmland in the county. Aggregate mining, driven by demand for building materials, however, is superseding agricultural use of the land. Although mining is an historic activity, it is now occurring on a larger scale than previously experienced and it is planned to continue over the next few decades.

“Concurrent Reclamation” Softens Impacts of Mining: There are several legacy quarries and mines in the corridor which have matured, without human intervention, into wildlife habitat with some wetland functions. But without the softening effects of time, traditional drag line operations close with unsightly spoil piles and unnatural land contours that are not suitable for reuse. More recent requirements for closing mines, though, dictate that post-mining landscapes have contours and elevations that approximate pre-mining landscapes. Mines are closed with agreed upon slopes, re-vegetation, and stabilization that make the post-mined land environmentally sustainable and suitable for agricultural, residential, or commercial uses.

Land Conserved through Parkland Acquisition: As in other parts of the county, land is primarily conserved through parkland acquisition: the County has acquired approximately 320 acres along Gilleland Creek and the Colorado River. At this time, the only farmland being conserved in the corridor is that which is acquired incidentally for the greenways and river corridor (There is, however, landowner interest in protecting their working farms through conservation easements).

River Corridor Potential: In addition to the Gilleland Creek corridor, that crosses the Colorado River floodplain, there is potential to develop a corridor along the Colorado River. Travis County currently has parkland along the river that could be the foundation of a Colorado River corridor.

Alluvial Aquifer Impacted by Development: The Colorado River Alluvial Aquifer is a locally important source of water that could be altered by the removal of alluvial material. The extent and nature of the impact of this activity on the aquifer is not known, but the

County is monitoring water quality in the area for the purpose of understanding the potential impacts on the aquifer from mining. The aquifer has met local demand for water historically for agriculture and limited domestic use but its capacity is inadequate to support additional urbanizing trends. As a result, the County has prohibited its use as a water supply for new subdivisions.

Rural Southwest Travis County (Precinct 3)

Rural Southwest Travis County extends from the eastern edges of the cities of Lakeway and Bee Cave west to Blanco County and southwest to Hays County. Its northern boundary is Lake Travis. Much of this area is unincorporated and located outside of any jurisdiction's ETJ.

Growth Hinges on Infrastructure Development: This area is attractive for development because it is the last area in the county that has large, contiguous tracts of undeveloped land and it is served by the SH 71 and Hamilton Pool Road transportation corridors. The degree this area develops, however, hinges on whether transportation improvements are provided and water is available to support growth. Limited water infrastructure has slowed development and road improvements have been controversial: some residents have objected to and delayed improvements to Hamilton Pool Road and the construction of the Reimers-Peacock arterial.

Development Threatens Water Quality: Southwest Travis County has important ground and surface water resources: it lies over the Trinity Aquifer, a locally important source of water, and includes the Pedernales River and other tributaries of Lake Travis – a regionally important source of water. Mitigating the impact of increased impervious cover on both groundwater and surface water quality and facilitating recharge of the aquifer are therefore critical objectives, and time sensitive along SH 71 and Hamilton Pool Road.

Best Construction Practices Needed: When development pressure began in the early-to-mid 2000's, several instance of water pollution of local waters, including Lick Creek, Hamilton Creek and Hamilton Pool, has occurred. Although primary regulatory responsibility fell to the LCRA and Texas Commission on Environmental Quality (TCEQ), residents lobbied Travis County to help resolve the problem. The County did issue violation notices for storm water management failures, but these events prompted the county to strengthen its regulatory powers for protecting water quality. Beginning in 2005, the county adopted more stringent water quality protection rules as part of its development regulations.

Land Protected through Parkland Acquisition and Water Conservation Easements: Travis County has been conserving land in this part of the county through parkland acquisition. Since 2001, it has assembled more than 3,000 acres on the Pedernales River, adjacent to Hamilton Pool Preserve. This is in accordance with the Southwest Travis County Growth Dialogue (SWTCGD)

recommendation to conserve approximately 6000 acres in the area (SWTCGD was a forum organized by the LCRA and Travis County to facilitate a discussion about development and conservation issues in their community). The City of Austin has also assembled large tracts of land for water quality protection that are protected through conservation easements.

[Potential Barton Springs Protection: Protection of Barton Creek and Little Barton Creek watersheds can play a significant role in the protection and recharge of Barton Springs.](#)

Creek and River Corridor Potential: Hamilton Creek runs from the county highpoint at Shingle Hill to the Hamilton Pool Preserve, making it a particularly critical water way and strong candidate for corridor development. Hamilton Pool, in fact, was recently contaminated by runoff from a construction site in Hays County, forcing Travis County to take legal action against the developer of the property that generated the pollution for its cleanup. The creek also flows into the Pedernales River, the major tributary of Lake Travis in Travis County along which the County has purchased parkland as the foundation of a corridor system.

Numerous Springs: As seen in Map 12, there numerous springs in the vicinity of Hamilton Creek and Hamilton Pool that can be protected ahead of development.

[Lake Travis \(Precinct 3\)](#)

The Lake Travis area extends east-west from Burnet County to Mansfield Dam and captures the north and south shore of the lake. It includes portions of the cities of Lakeway, Volente, Lago Vista, Jonestown, Point Venture, and Briarcliff, communities that developed around populations attracted to a lake-centered lifestyle.

An Economic Driver: Lake Travis is a natural resource that drives the economy at both the regional and local level. It is a primary source of fresh water for communities and major industries throughout Travis County and helps drive the area's strong economy and population growth. It also is a major recreational resource that is estimated to generate, when full, approximately \$200 million in revenue for state and local governments. That is not the case at this time: due to an ongoing drought, many businesses lake-related activities are closing, on either a temporary or permanent basis. And property values are affected as well: the overall value of waterfront property and real property in the general area of the Highland Lakes typically experiences downward pressure that parallels the decline in water levels and associated economic activities.

Population Concentrated in Incorporated Lake Communities: Much of the population within this area is concentrated in incorporated areas along Lake Travis. The north shore communities of Lago Vista, Jonestown and Volente and south shore

communities of Lakeway and Briarcliff have experienced the same rapid growth occurring in the Central Texas region. With an increased aging population and many of these communities supporting retirement developments, population growth is forecasted to continue to impact the quality of life for the citizens within this area.

Unincorporated land in this area has seen less development due to the inability and high cost to provide supportive infrastructure. However, growth continues along the two main corridors that serve this area, RR 620 and FM 1431

Limited Transportation Corridors Cause Congestion: Increased local traffic and increased through traffic using RR 620 are impacting residents living within the area. RR 620 provides local access to south shore communities, but also is the last crossing of the Highland Lakes/Colorado River before US Hwy 281 in Marble Falls. With limited alternatives to relieve this major traffic corridor, congestion continues to increase along RR 620. Currently, no improvements are identified for this section of RR 620 in the CAMPO 2035 Transportation Plan. The Plan does call for a transportation study to be undertaken; however, with these limited options, communities have begun voicing and undertaking plans to address this congestion. The City of Lakeway has taken the lead to look at an “ambitious” transportation plan to increase mobility within the corridor. This plan calls for elevated tollways and crossings of BCP lands that would require “cooperation and compromise” from many of the stakeholders within this area.

Environmental Conditions Limit Mobility Options in RR 620 Corridor: Proposed improvements to transportation are limited due to topography inherent to western Travis County, crossing of the Lake, and surrounding BCP lands. Desires to develop new transportation corridors and/or provide for added capacity not only are impacted by the natural environment, but also public opinions about preserving the “Texas Hill Country environment”, scenic vistas, recreational opportunities and water quality. Rapid growth in the area challenges the balance of protection of critical natural and water resources and providing efficient, safe and reliable transportation.

No Identified CAMPO Activity Centers and Emerging Growth Developments in Unincorporated Area: Changes in land use and development practices has been one solution undertaken by the CAMPO region to reduce congestion. The allowance for dense, mixed use development served by a mix of transportation choices can lead to changes in mobility patterns within the region. However, currently, this type development has not been identified within this area of Travis County. Challenges are seen in whether the development community and the residents in the area will see that this type of development is compatible with values of many of the residents. The County’s conservation development ordinance is another opportunity allowing for changes in how development impacts the area’s natural resources.

Large Tracts of Land Conserved by LCRA: The LCRA obtained large tracts of land beyond what they needed to build Lake Travis, and subsequently established 10 new parks on surplus land above lake level (seven of which are managed by Travis County). With ownership of approximately 2,200 acres of the nearly 2,400 acres of parkland on the lake, the LCRA is clearly the most significant conserver of land in this area.

Changing Lake Levels Challenge Recreation Providers: Lake Travis is designed to rise and fall, with extremes that have ranged from its current low – lowest elevation since 1964 – of approximately 628 feet mean sea level (ft msl) to a high of 710 ft msl in 1991. Both conditions create special engineering, construction management challenges and expenses for recreation providers. Facilities have to be designed and built to withstand inundation. Conversely, facilities do not function as intended when lake levels drop dramatically: boat ramps are not useable and amenities, such as restrooms, are too far from park visitors to be useful.

Rural Northwest Travis County (Precinct 3)

Rural Northwest Travis County is bounded on its east side by the cities of Leander, Jonestown, and Lago Vista, the north and west by Williamson and Burnet counties, and south by Lake Travis. Much of this area is unincorporated and located outside of any jurisdiction's ETJ.

Little Imminent Development: There is limited development emerging in this area because there is limited infrastructure in place to support large scale developments. No road improvements are planned within this region.

Land Conserved Through Habitat Protection: The US Fish and Wildlife Refuge is the largest preserves in the county, established to protect threatened and endangered species habitat, and according to plan it will get larger.

Creek Corridor Potential: Both Big Sandy Creek and Cow Creek have corridor potential. As elsewhere in the county, they can serve multiple purposes and be established through a combination of public and private initiatives.

Water Resources Protected Through Habitat Preservation: Although habitat protection is the primary purpose of the US Fish and Wildlife Refuge, the preserve also protects the important Trinity and Edwards outcrops, headwaters of tributaries flowing into Lake Travis and numerous springs.

Balcones Canyonland Area (Precincts 2 and 3)

The Balcones Canyonland area extends from the northern Travis County boundary to approximately the “Y” at Oak Hill. It includes incorporated areas of the cities of Austin, Bee Cave, Lakeway, Oak Hill, Volente, and West Lake.

Development Constrained: This area is distinguished by land use pattern of scattered, densely developed areas adjacent to and within the mosaic of Balcones Canyonland Preserve (BCP). Several factors constrain development of new subdivisions: protected species limited amount of land available for development, and steep, costly-to-develop terrain. However, suitable sites can be planned, permitted and mitigated through several regionally available processes.

BCP Substantially Complete and a Success: The Balcones Canyonland Conservation Plan (BCCP), an Endangered Species Act (ESA) incidental take permit, facilitates continued development in western Travis County by acquiring and managing the Preserve system that offsets impacts from development to certain federally protected species. Land acquisition for the preserve is substantially complete: as of February 2014, the Preserve is comprised of 30,516 acres for the benefit the golden-cheeked warbler (Warbler) and black-capped vireo (Vireo); and 47 of the 62 karst features listed in the BCCP protected. Travis County is currently managing approximately 7600 acres of the BCP. Although the Preserve exceeds the minimum size of the required 30,428, permit holders still need to acquire habitat for the Warbler and Vireo to meet the Preserve design configuration specifications outlined in the Permit.

New Federally Listed Species: In September 2013, two new springs- and groundwater-dependent species which occur in western Travis County were listed under the ESA – Jollyville Plateau Salamander and Austin Blind Salamander. Neither are covered by the BCCP incidental take permit, meaning that landowners’ and developers’ projects which may affect these species will not have the expedited ESA compliance mechanisms to address their mitigation needs. Project sponsors will need to pursue individual incidental take permits with US Fish and Wildlife Service; this is a lengthy process. A regional incidental take permit for Jollyville Plateau Salamander, similar to the BCCP could put protective and permitting measures in place to facilitate development in western Travis County.

Water Resources Protected Through Habitat Preservation: Although habitat protection is the primary purpose of the BCP, the preserve also protects the important Trinity and Edwards outcrops (karst terrain which provides aquifer recharge), headwaters of tributaries flowing into Lake Travis and numerous springs.

D: GROWTH GUIDANCE PLAN

Introduction

The LWTP Growth Guidance Plan consists of the goals, objectives, concepts, and policies described herein. It integrates market trends and community values relative to both development patterns and conservation priorities. It provides the framework for developing TNR's annual work plans, setting budget and capital improvement priorities, developing growth-related policies and practices, and determining TNR's legislative agenda.

Goals and Objectives

Goal A: Improve the Quality of Life of Travis County Residents

Objective A-1: Maintain or improve standard of living including access to clean water and affordable transportation.

Objective A-2: Maintain or improve community safety through hazard mitigation

Objective A-3: Maintain or improve roadway and pedestrian safety

Objective A-4: Provide facilities including parks and bike and pedestrian trails to support healthy lifestyles

Goal B: Optimize Benefits of Land and Water Resources

Objective B-1: Protect the rural and natural character of Travis County

Objective B-2: Protect water resources

Objective B-3: Protect outdoor recreational opportunities

Objective B-4: Protect ecosystems and wild life habitat

Objective B-5: Enhance property values

Goal C: Optimize Use of Travis County Resources

Objective C-1: Maximize value of CIP investments

Objective C-2: Distribute Travis County resources effectively

Objective C-3: Minimize loss-of-life and damages to residents and county property

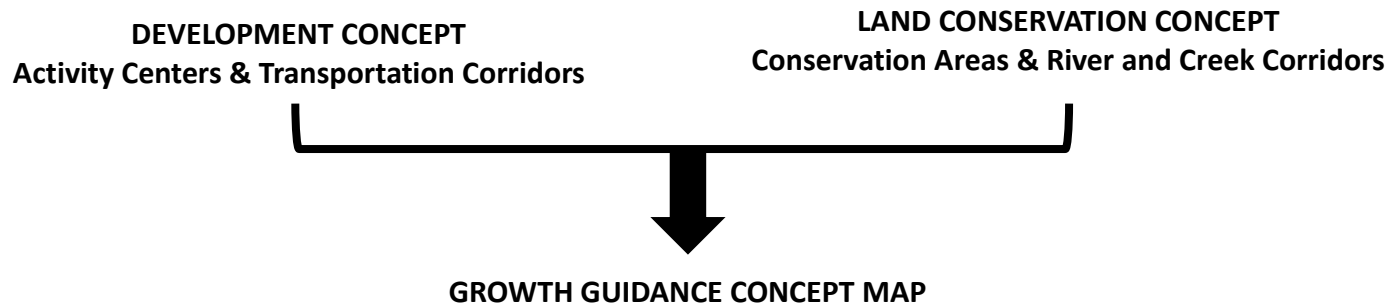
Objective C-4: Improve cost effectiveness of long-term operation and maintenance activities

Objective C-5: Optimize Travis County resources through leveraging

Balancing Development and Land Conservation

This plan seeks to balance development with land conservation and subsequently has two main components: the Development Concept and the Land Conservation Concept which feed into the Growth Guidance Concept.

Figure 9: Growth Guidance Maps



“Activity Centers and Transportation Corridors”

ACTIVITY CENTERS

Traffic congestion continues to be a major concern for residents in the region. More and more the region views the solution to congestion through expanding choices through the provision of alternatives in land development and mobility options. The continuance of relieving congestion through expanding traditional transportation modes; i.e., adding lane capacity to roadways, remains an important role for Travis County as part of the regional solution. However, local public transportation survey results have shown a desire to look at additional transportation choices, including the link between land use and transportation. The surveys were completed as part of the development of the CAMPO 2035 Plan and the City of Austin Strategic Mobility Plan. A summary of the surveys can be found in the LWTP Background Report, Section D. Public Opinion, under Transportation.

Where and how the region grows will impact the progress of improving the region’s congestion problem and quality of life. One way to improve the traffic created by future growth is through providing for an alternative way to develop land known as Activity Centers. While traditional subdivision developments will continue throughout the County, Activity Centers allow for another choice in how people, live, work and play. Taking its lead from the six county CAMPO policy board, TNR's plan strives to minimize conventional urban sprawl and encourage an alternative choice for managing growth through multiple activity centers. CAMPO

defines Activity Centers as planned and built mixed use developments that have the density and diversity of land use and design attributes that produce lower personal vehicle miles traveled that are supported through vehicular, pedestrian, bicycle and transit traffic (Transportation Corridors). Current Activity Center locations were approved by the CAMPO Transportation Policy Board for use in the development of the CAMPO 2040 long range transportation plan. Locations were identified by local jurisdictions and implementing agencies to provide a framework for regional transportation planning and in many cases are included in local plans and have received development approvals.

Activity Centers provide another development choice that creates the ability to locate new growth in higher density, mixed developments that can be oriented around planned transportation investments. The market has already begun to plan and develop using this type growth concept especially in eastern Travis County along the SH 130 corridor. Examples such as Whisper Valley along FM 973, Pilot Knob MUDs at William Cannon Dr. and US 183 S and the development occurring in the South Austin Regional Center show that an alternative to existing residential growth is an option in the market today.

Benefits of encouraging an alternative growth pattern can lead to:

Improvements in quality of life

- Reduces time in congestion; housing located near jobs (reduced work trip length)
- Increases choice for all transportation options (motor vehicles, walking, bicycling, and transit)
- Increases housing options through new types of residential development (live, work ,play)
- Compact growth allows for increased natural resource opportunities
- Improves air quality

Benefits to land and water resources

- Accommodates new growth away from sensitive natural resources
- Compact growth reduces impact on surrounding natural resources
- Encourages efficient use of land and water resources in all parts of the County

Reduced transportation costs

- Reduces fuel consumption and travel times related to personal travel
- Compact development area reduces infrastructure and maintenance costs
- Provides transportation choice for all modes (motor vehicles, walking, bicycling, and transit)

- Reduces infrastructure redundancy

TRANSPORTATION CORRIDORS

Transportation Corridors are roadways that accommodate motor vehicles, pedestrians, bicyclists, and transit and provide connectivity to and between Activity Centers. Corridors support and influence new and existing development that surrounds that infrastructure. By linking multiple Activity Centers and other transportation features through the movement of people and freight successfully, direct impacts to economic development occur within the corridor. Successful Transportation Corridors will continue to emphasize the automobile as the primary mode of transportation and will continue to be into the foreseeable future. Automobiles will always be a transportation choice and these corridors will help provide additional choices such as sidewalks, trails, bicycle facilities and transit options where appropriate.

Transportation Corridors help to:

- Provide connectivity to and between Activity Centers and other transportation features, SH 130, IH 35, transit centers, etc.
- Provide opportunity to increase transportation choice (motor vehicles, walking, bicycling, and transit)
- Provide opportunities for economic development along the corridor
- Provide economic benefits through increased mobility thereby improving fuel consumption cost and time savings

Transit and Transportation Corridors

CAMPO's policy and TNR's recommendation to support Activity Center and Transportation Corridor growth management strategies is not intended to preclude the use of any mode of travel. However high cost modes, such as rail and regular bus service, require careful consideration of cost-effectiveness and the support of market forces.

TNR's plan is not intended to get the County into the transit business but it is suggested that the County can do more to help existing service providers expand their service areas and enhance the quality of those services by partnering on infrastructure improvements with Cap Metro and the Capital Area Rural Transportation Services (CARTS). There are limited transit options (regular bus service) in the unincorporated areas of the County. Most unincorporated areas that lie outside the Capital Metro service area must rely on rural transit services provided by CARTS. While these services are an important part of the regions' mobility, improved daily transit service and the ability to access these services will be required to support residents that desire to choose a transit option over taking their motor vehicle.

Currently, Cap Metro, CARTS and Travis County are working on ways to improve service including identifying funding mechanisms and partnerships to improve service and the access to service within and especially outside the Cap Metro service area. Before providing transit services, areas must meet certain service criteria. While the County has limited authority to influence density, ridership, and land use, other factors can be improved.

Road improvements, service partnerships and new funding sources are areas where the County can look to bring about or improve existing transit services to unincorporated areas. Currently, the County makes improvements to roadways through the building of new arterials and new sidewalks that improve connectivity and access to transit stops. Partnerships that allow for the sharing of facilities such as the County’s Interlocal Agreement with CARTS to utilize part of the SE Metro Park as a transit station is another type opportunity that can be expanded. Finally, new funding sources to provide for improvements to improve or establish transit services have been identified. Areas in the Austin/Round Rock urbanized area that are outside the Cap Metro service area have access to 5307 Federal Transit Administration (FTA) federal funds. The County has identified these funds as a new opportunity to provide for sidewalk improvements to transit stops or transit centers. The County would be a sub-recipient of these funds and work with Cap Metro and CARTS to identify areas needing improvement. In the future, TNR will be bringing forward to the Commissioners Court additional information on 5307 funds.

“Conservation Areas and River and Creek Corridors”

CONSERVATION AREAS

Conservation Areas are comprised of contiguous, uninterrupted tracts of land that has been prioritized for conservation – such as prime farmland – and is a configuration that is preferred over smaller, isolated tracts because it optimizes the benefits of conserving land:

- Preserves water-shed based natural drainage patterns and groundwater systems
- Reduces fragmentation of wildlife habitat and ecosystems
- Increases opportunities for recreational wilderness experience
- Preserves area-wide rural landscapes and vistas
- Enhances property values of residences with scenic views

RIVER AND CREEK CORRIDORS

River and Creek Corridors are minimally developed lands following waterways, often used for passive recreation or agriculture, and ideally connect conservation areas. In eastern Travis County, they typically include floodplains and riparian zones. Its configuration preferred over non-linear, land-locked parcels because it optimizes benefits of conserving land:

- Leaves flood-prone areas in a natural or restored state, reducing non-point source pollution of waterways
- Facilitates storm water treatment through pollutant attenuation
- Reduces land erosion and stream bed scouring
- Provides wildlife corridors
- Accommodates trails and supports connectivity
- Provides recreational access to rivers and creeks
- Maximizes impact on property values

DEVELOPMENT CONCEPT

Texas counties have limited authority to control land. However, Travis County seeks to increase its ability to guide new growth using expanded subdivision development authority and powers related to the regulation and development of supporting transportation infrastructure. The Development Concept map (see [Map 1314](#)) identifies the areas where the County will encourage the location of new growth in the unincorporated area. Identified by the County and other municipal jurisdictions through the MPO transportation planning process, these Activity Center locations and Transportation Corridors allow additional choices in land development; one that is compact, connected and supports opportunities to protect land and water resources.

ACTIVITY CENTERS

Map 13 defines the location of Activity Centers and provides the name of the Center as provided by its sponsoring agency to CAMPO. The Activity Centers shown on the map are located in or partly in the unincorporated area of Travis County or lie in close proximity to the unincorporated area. Some Activity Centers locations are farther along in the development process than others. Those that have MUD and PUD agreements or approved site plans are usually shown with boundaries as defined in the agreements. Others in earlier stages of the land development process may be in conceptual and/or planning stages and are identified with circular symbols related to the proposed size and type of Activity Center proposed. More information on Activity Centers is found in Figure 10: Activity Center Information.

Figure 10: Activity Center Information

Center Name	Sponsor	Type	Boundary	Source
Robinson Ranch	Austin	Regional Center	Undefined	Imagine Austin
Pflugerville SH 130 Corridor	Pflugerville	Community Center	Defined	Pflugerville 2030 Comprehensive Plan
Pflugerville Downtown	Pflugerville	Regional Center	Undefined	Pflugerville 2030 Comprehensive Plan
Tech Ridge	Austin	Neighborhood Center	Undefined	Imagine Austin
Manor	Manor		Undefined	
SH130 & US 290/Wildhorse	Austin	Town Center	Defined	Approved PUD
Whisper Valley PUD	Travis	Town Center	Defined	Approved PUD
SH 130 and Decker Lake Road	Travis	Neighborhood Center	Undefined	Approved Site Plan
Colorado River Plan Center	Travis	Town Center	Undefined	Colorado River Corridor Plan, Imagine Austin
Circuit of the Americas	Austin	Job Center	Undefined	Imagine Austin
Pilot Knob MUD	Travis	Town Center	Defined	Approved MUD
Goodnight Ranch	Travis	Neighborhood Center	Defined	Approved PUD
Mustang Ridge	Mustang Ridge		Undefined	
South Austin Regional Center	Travis	Regional Center	Undefined	Approved Site Plan
Sunfield MUD	Buda	Community Node/Business	Defined	Approved Site Plan
Oakhill	Austin	Activity Center for Redevelopment in Sensitive Environmental Areas	Undefined	Imagine Austin
Bee Cave	Bee Cave	Town Center	Defined	Comprehensive Plan
Lakeway	Lakeway		Undefined	Comprehensive Plan
Four Points	Austin	Activity Center for Redevelopment in Sensitive Environmental Areas	Defined	Imagine Austin

The location of these Activity Centers as well as the Transportation Corridors that support them were identified through the following:

Development Master Plans and Comprehensive Plans: Activity Centers were identified and supported by jurisdictions and other implementing planning agencies through previous comprehensive or development plan approvals. These locations in the unincorporated area within jurisdictional ETJ's allow local jurisdictions to achieve the objectives of their approved local plans.

Examples include the City of Pflugerville’s SH 130 Corridor which is identified as a specific boundary that is centered along future growth planned along the SH 130 corridor. Others comprehensive plans provided locations that show the City of Bee Cave boundary and locations identified in the City of Austin’s Imagine Austin Plan. Additional locations are identified related to forecasted growth around the South Austin Regional Center (Estancia Development Plan) and from future development identified in the Colorado River Corridor Plan.

Developer Agreements and Arterial Partnerships: In some cases, the County has entered into arterial public/private agreements with developers to support the development of Activity Centers. The City of Austin and Travis County have worked with developers in east and southeast Travis County; Pilot Knob MUD’s and in the Manor area, Whisper Valley PID and SH130 & US 290/Wildhorse MUD, to allow for connected, more dense type developments through the use of public/private arterial partnerships that help establish Transportation Corridors.

Adjacency to Utilities Drives Locations of New Development: Undeveloped land near developing or recently developed tracts that have adequate infrastructure are identified as “lands most susceptible” to change. Past trends within the region show that this growth was accommodated in low density single family developments along the edges of existing urban areas. Opportunities exist to help direct a more dense growth pattern to these areas along the periphery of the incorporated areas of the County away from sensitive natural resources and proposed conservation areas. Goodnight Ranch and SH 130 and Decker Lake Road Centers are examples of this type development supported by arterial public/private partnerships.

SH 130 Growth Corridor: Forecasted growth is occurring along the SH 130 Corridor. Many of the large mixed use centers are located along this corridor as population continues to locate linearly. As utilities are provided, transportation connectivity utilizing Transportation Corridors will be the critical element in the success of Activity Centers within this area of the County. It is not only important to consider that supporting growth in this corridor helps limit the pressure to develop environmentally sensitive lands in western Travis County, but wise siting of activity centers could also result in protection of natural resources in eastern Travis County. These opportunities lie in land areas unconstrained by flood plains, endangered species habitat, water resources, or prime farmland areas.

RM 620 Corridor: Jurisdictions in western Travis County, Bee Cave, Lakeway and Cedar Park have identified portions of their communities as Activity Centers. These centers will require improved multi-modal transportation corridors along RM 620 and connecting to RM 620 from other Activity Centers and the City of Austin.

TRANSPORTATION CORRIDORS

Transportation Corridors are defined as roadways that provide connectivity within and between Activity Centers and other transportation features. Travis County can use transportation investments as a tool to encourage where growth should be accommodated. By improving these Corridors with additional roadways or adding lanes to existing roadways, capacity and multi-modal options that allow commuters transportation choices, changes in where growth is planned for can be made.

Map 13 also identifies the location of Transportation Corridors within the unincorporated areas of the County. Identified are two areas of emphasis in the development of the Transportation Corridor concept, the SH 130 corridor and the RM 620 corridor. Predominantly, the Development Concept has Transportation Corridors planned along the SH 130 corridor which provide connectivity to:

- SH 130
- Activity Centers (supporting and connecting to other Activity Centers)
- Austin’s urban area
- Regional population centers

Transportation Corridors such as Howard Lane, Parmer Lane, Braker Lane, FM 969, Pearce Lane, FM 812 and Slaughter Lane support east/west connectivity from Center locations occurring along the SH 130 Corridor and to Austin’s urban core. Improved Corridors to the east, north and south make connecting to the major highways (US 290 E, SH 71 E, and IH 35) that connect to major population centers of Dallas/Fort Worth, San Antonio and Houston an important part of the Corridor plan.

The RM 620 corridor is a major western Travis County Transportation Corridor connecting the Activity Centers of Bee Cave, Lakeway, Four Points and the City of Cedar Park. SH 71 W, RM 2222 and RM 2244 are also identified as Transportation Corridors in that they

provide connectivity from western Activity Centers into Austin’s urbanized area. As with the SH 130 corridor, prioritized investments in transportation infrastructure should be made to support these western Activity Centers.

LAND CONSERVATION CONCEPT

A CONSERVATION TRADITION

The conservation component of the *LWTP* is built upon twenty years of conserving land in unincorporated Travis County. Through previous plans and programs, *all of which were vetted by the public and adopted by the Commissioners Court*, the County developed and subsequently implemented two major initiatives: to develop a preserve for endangered species habitat protection (*Balcones Canyonland Conservation Plan, 1995*) and to acquire parkland (*Travis County Parks and Natural Areas Master Plan, 2006 and Colorado River Corridor Plan, 2012*). In 2012 it also initiated its *Conservation Easement Program* to establish conservation easements on private properties, most of which are working farms, in partnership with willing landowners. The purpose of this plan is to chart a course for conserving land in over the next twenty years.

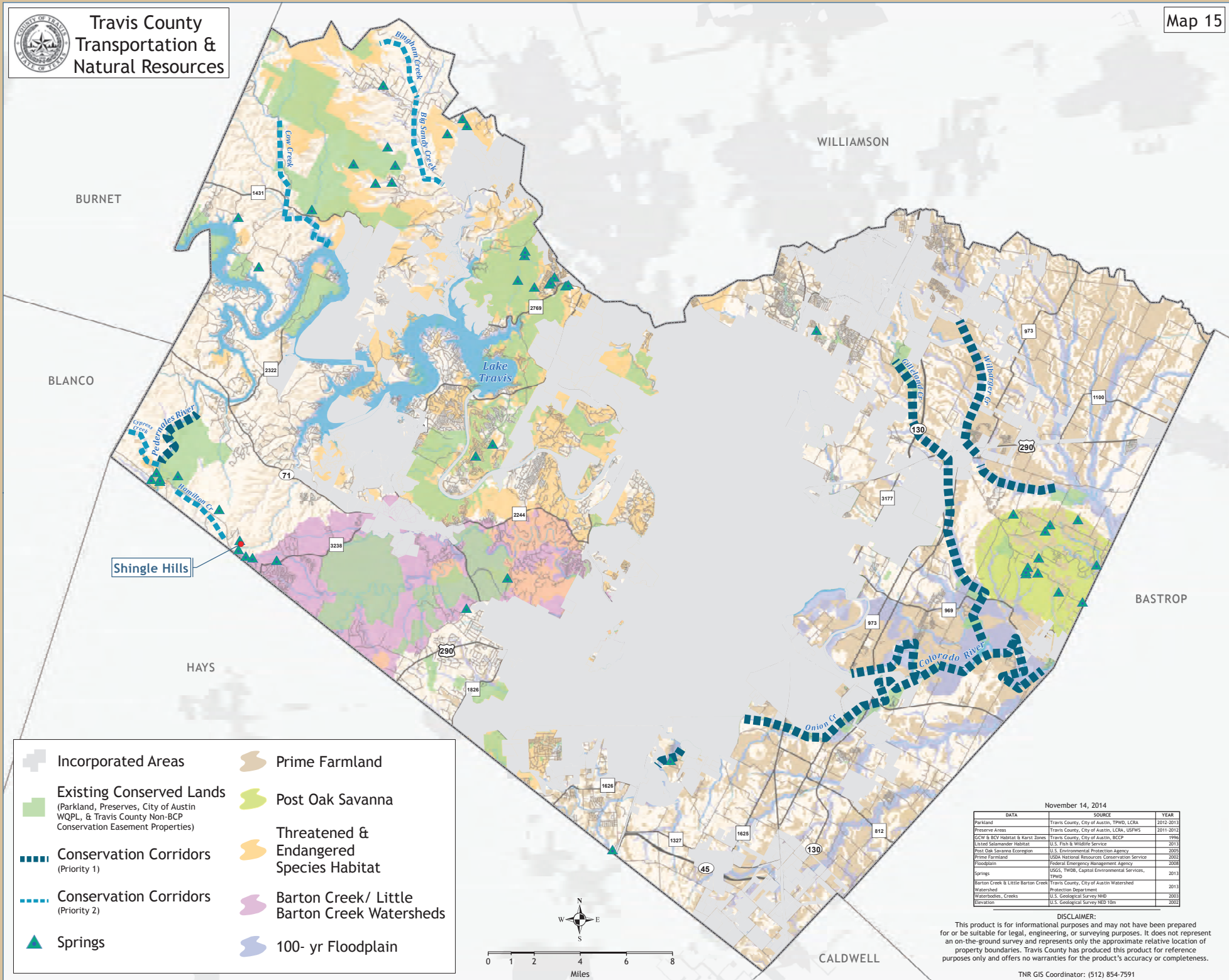
The Land Conservation Concept (see *Map 1415*) and shows the locations of a) natural resources prioritized for protection as “Conservation Areas” and b) waterways prioritized for protection as “Rivers and Creeks Corridors”.

CONSERVATION AREAS

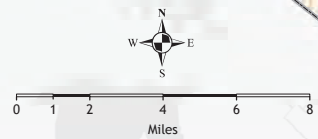
Specific “Conservation Areas” are not shown on the Land Conservation Concept map because they will be established as opportunities arise related to funding, land owner initiatives, and public/private partnerships. Prime farmland and floodplains may also be conserved as part of river and creek corridors.

100-year Floodplains: The limits of the 100-year floodplains are the minimum limits of proposed corridors and thus flood plains are protected through corridor conservation, particularly in eastern Travis County where broad 100-year flood plains are found.

Prime Farmland: Prime farmland will continue to be conserved along corridors in eastern Travis County where floodplain and prime farmland are co-located. Prime farmland located within the Post Oak Savannah will be conserved as Post Oak Savannah is



- Incorporated Areas
- Existing Conserved Lands (Parkland, Preserves, City of Austin WQPL, & Travis County Non-BCP Conservation Easement Properties)
- Conservation Corridors (Priority 1)
- Conservation Corridors (Priority 2)
- Springs
- Prime Farmland
- Post Oak Savanna
- Threatened & Endangered Species Habitat
- Barton Creek/ Little Barton Creek Watersheds
- 100- yr Floodplain



November 14, 2014

DATA	SOURCE	YEAR
Parkland	Travis County, City of Austin, TPWD, LCRA	2012-2013
Preserve Areas	Travis County, City of Austin, LCRA, USFWS	2011-2012
GCW & BCW Habitat & Karst Zones	Travis County, City of Austin, BCCP	1990
Little Salamander Habitat	U.S. Fish & Wildlife Service	2013
Post Oak Savanna Ecoregion	U.S. Environmental Protection Agency	2005
Prime Farmland	USDA National Resources Conservation Service	2002
Floodplain	Federal Emergency Management Agency	2008
Springs	USGS, TWDB, Capitol Environmental Services, TPWD	2013
Barton Creek & Little Barton Creek Watershed	Travis County, City of Austin Watershed Protection Department	2013
Watersheds, Creeks	U.S. Geological Survey NED	2003
Elevation	U.S. Geological Survey NED 10m	2002

DISCLAIMER:
This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property boundaries. Travis County has produced this product for reference purposes only and offers no warranties for the product's accuracy or completeness.

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conserved. In other circumstances, prime farmland will be conserved to establish new or expand existing conservation areas dedicated to protecting prime agricultural lands.

Post Oak Savannah: Post Oak Savannah will be conserved to optimize protection of springs and prime farmland within this eco-region, preserves interface with adjacent Blackland Prairie and Floodplain and Lower Terraces eco-regions, and to establish new or expand existing conservation areas within the Post Oak Savannah region.

Threatened and Endangered Species Habitat: Threatened and endangered species habitat will be conserved to meet the configuration requirements of the Balcones Canyonland Conservation Program (BCCP).

Springs: The cluster of springs in southwest Travis County [and nearby areas contributing to their recharge](#) will be protected through conservation of the Hamilton Creek Corridor. Springs located within the Post Oak Savannah eco-region of eastern Travis County will be conserved in conjunction with Post Oak Savannah conservation.

[Barton Creek and Little Barton Creek Watersheds: Barton Creek and Little Barton Creek watersheds will be protected through land conservation to support the water quality and supply of Barton Springs.](#)

RIVER AND CREEK CORRIDORS

A river or creek is targeted for protection and ranked as “Priority 1” or “Priority 2” according to the extent it satisfies the following conditions (see figure 11):

- Protects regionally significant resource (Priority 1)
- Indirectly protects regionally significant resource (Priority 2)
- Connects to Activity Center(s) (see map 13)
- Balances distribution of conservation lands
- Protects Travis County conservation investments
- Supports other corridor plans

Figure 11: River and Creek Corridor Priority Conditions

	Protects Regionally Significant Resource	Indirectly Protects Regionally Significant Resource	Connects to Activity Center	Balances Distribution of Lands Conserved	Protects County Conservation Investments	Supports Other Corridor Plans
PRIORITY 1 CORRIDORS						
Pedernales River	■	■			■	■
Colorado River			■	■	■	■
Onion Creek			■	■	■	■
Gilleland Creek			■	■	■	■
Wilbarger Creek			■	■	■	■
PRIORITY 2 CORRIDORS						
Cypress Creek		■			■	
Hamilton Creek		■			■	
Cow Creek		■				
Bingham/Big Sandy Creeks		■				■

PRIORITY ONE CORRIDORS

Pedernales River Corridor (underway): This phase of the *Pedernales River Corridor* builds upon the County’s previous commitments to protect the river as both a place that attracts visitors, from central Texas and beyond -- for rock climbing, white bass fishing, and enjoying the Hill Country landscape -- and -- as the largest tributary of Lake Travis -- [contributes to the regional drinking water supply](#). The intent is to protect the Hill Country character and environmental quality of the area, in general, and the view shed and environmental quality of the river canyon, in particular, and in doing so, protect the County’s investment in Hamilton Pool Preserve and Milton Reimers Ranch Park. This proposal is consistent with goals of the *Southwest Travis County Growth Dialogue* and The Nature Conservancy’s *Pedernales River Project*.

Colorado River Corridor (underway): The Colorado River is a significant resource in eastern Travis County, providing [drinking water](#) to nearby residents, City of Pflugerville, and downstream communities. It is popular for fishing, boating, and wildlife viewing, particularly birding. The corridor will extend from the “Activity Center” at the SH 130 crossing of the river to Webberville Park, near

the Bastrop County line. Protecting this resource will increase the inventory of conservation lands in eastern Travis County and help balance the distribution of conserved land throughout the county. It also builds upon investments the County has made in parkland along the river corridor. The corridor plan is consistent with the conservation priorities set in *The Travis County Greenprint for Growth* and *Discovering the Colorado: A Vision for the Austin-Bastrop Colorado River Corridor*.

Onion Creek Corridor (underway): The Onion Creek Corridor -- a large portion of which is already protected as City of Austin, County, or State of Texas parkland -- connects several centers in the SH 130 corridor. Travis County parkland has been acquired most recently and extends (including ABIA outparcels) from approximately US 183 to the Colorado River. This greenway increases the inventory of conserved land in eastern Travis County and is consistent with the conservation priorities set in *The Travis County Greenprint for Growth* and the *City of Austin Urban Trails Master Plan*.

Gilleland Creek Corridor (underway): The Gilleland Creek Corridor has been completed in part as the Gilleland Creek Greenway, the second greenway project undertaken with Travis County resources. It connects to centers near the City of Manor, linking them to Northeast Metro Park near Pflugerville and the Colorado River to the south. Protecting this resource will increase the inventory of conserved lands in eastern Travis County and help balance the distribution of conservation land throughout the county. It also builds upon investments the County has made in parkland along the creek. It is consistent with conservation priorities set in *The Travis County Greenprint for Growth* and the *City of Austin Urban Trails Master Plan*, *Pflugerville's Parks, Recreation, and Open Space Master Plan*, and the private-sector *Emerald Star of Texas Regional Trail*.

Wilbarger Creek Corridor: The Wilbarger Creek Corridor will run from Pflugerville city limits, past the City of Manor, to land, near the Bastrop County line, that was conserved in a three-way partnership of the landowner, Travis County, and USDA through its Farm and Ranchland Protection Program (FRPP). The Wilbarger Creek Corridor is consistent with priorities set in *The Travis County Greenprint for Growth*, the *Pflugerville's Parks, Recreation, and Open Space Master Plan*, the private-sector *Emerald Star of Texas Regional Trail Plan*, and the landowner-initiated *Wilbarger Watershed Conservation Plan*.

PRIORITY TWO CORRIDORS

Cypress Creek Corridor: Cypress Creek is prioritized for protection as a corridor because it is both an exceptionally scenic creek and flows into the ~~regionally significant~~ Pedernales River [which contributes to the regional drinking water supply](#).

Hamilton Creek Corridor: Although not a regionally significant resource in and of itself, Hamilton Creek flows through Hamilton Pool to the Pedernales River, thereby indirectly protecting ~~two regionally significant~~ resources that the County has invested in. In fact, Hamilton Pool was recently degraded by pollution when runoff from a construction site drained into the pool via the creek, and Travis County was forced to take legal action against the developer of the property that generated the pollution and was subsequently awarded damages from the suit that resulted in remediation and restoration of the creek and pool.

Cow Creek Corridor and Bingham Creek/Big Sandy Creek Corridor: Cow Creek and Bingham Creek/Big Sandy Creek are prioritized for protection because they are major tributaries of Lake Travis, a regional source of drinking water. Bingham Creek/Big Sandy Creek Corridor also supports the *Leander Trails Master Plan*.

CONSERVATION INITIATIVES WEST

- Complete land acquisition for the Balcones Canyonland Preserve (BCP)
- Continue to conserve land for the Pedernales River Corridor
- Initiate land conservation in Barton Creek and Little Barton Creek Watersheds
- Maintain Hamilton Creek and Cypress Creek corridors as secondary priorities
- Maintain Cow Creek and Bingham/Big Sandy Creek corridors as secondary priorities

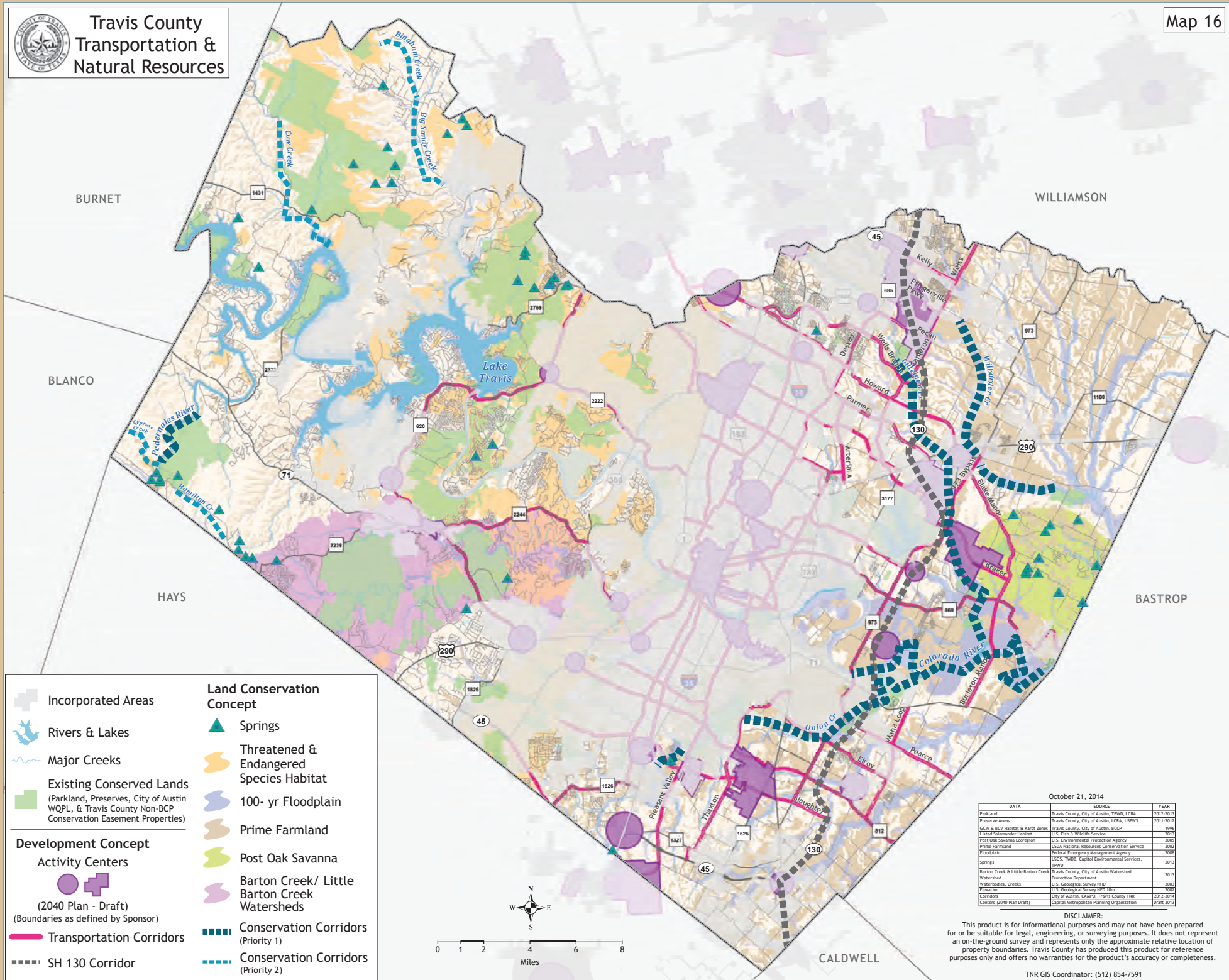
CONSERVATION INITIATIVES EAST

- Complete Onion Creek Greenway (Bluff Springs, McKinney Falls Parkway to Colorado River)
- Complete Gilleland Creek Greenway (Northeast Metro Park to Colorado River)
- Continue to conserve land for the Colorado River Corridor
- Initiate land conservation for the Wilbarger Creek corridor
- Initiate farmland conservation program
- Initiate Post Oak Savanna conservation program to include adjacent Blackland Prairie and Colorado River Floodplain eco-regions

GROWTH GUIDANCE CONCEPT

The Growth Guidance Concept map illustrates an integrated view of Travis County’s preferred development and conservation land use patterns (see *Map 4516*). Key aspects of the plan are:

- The Growth Guidance Concept focuses attention on the areas where both development and conservation interests need to be considered.
- Development pressure on land and water resources is greater in the eastern part of the county than the western part but compact development along the SH 130 corridor allows conservation to occur ahead of development
- Development associated with Elgin Activity Center in Bastrop County is pressing northeast Travis County where prime farmland and potential conservation corridors are located.
- The Manor Activity Center is notable because it is a bridge between the Wilbarger Creek corridor on its northeast side and the Gilleland Creek Corridor on its southwest side
- A comprehensive bike and pedestrian trail system – interconnecting transportation and conservation corridors – can be developed in the SH 130 corridor
- The Colorado River and eastern creek corridors connect to Activity Centers and mitigate impacts of increased impervious cover on land and water resources, bring nature close to where people live, and positively affect real estate values.
- Transportation Corridors cross numerous flood plains, including the Colorado River’s broad floodplain, and are areas of potential conflicts
- Conservation of the Post Oak Savanna and adjacent Blackland Prairie and Colorado River Floodplain is time sensitive because development is encroaching from the west
- Location of BCP limits Transportation Corridor development in western Travis County.



Incorporated Areas

Rivers & Lakes

Major Creeks

Existing Conserved Lands
(Parkland, Preserves, City of Austin WQPL, & Travis County Non-BCP Conservation Easement Properties)

Development Concept

Activity Centers
(2040 Plan - Draft)
(Boundaries as defined by Sponsor)

Transportation Corridors

SH 130 Corridor

Land Conservation Concept

Springs

Threatened & Endangered Species Habitat

100- yr Floodplain

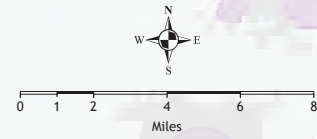
Prime Farmland

Post Oak Savanna

Barton Creek/ Little Barton Creek Watersheds

Conservation Corridors (Priority 1)

Conservation Corridors (Priority 2)



October 21, 2014

DATA	SOURCE	YEAR
Parkland	Travis County, City of Austin, TPWD, LCRA	2012-2013
Preserve Areas	Travis County, City of Austin, LCRA, USFWS	2011-2012
CCW & BCW Habitat & Key Zones	Travis County, City of Austin, BCCP	1996
United States National Wetlands Inventory	U.S. Fish & Wildlife Service	2013
Post Oak Savanna Ecoregion	U.S. Environmental Protection Agency	2005
Prime Farmland	USDA National Resources Conservation Service	2002
Floodplain	Federal Emergency Management Agency	2008
Springs	USGS, TWDB, Capitol Environmental Services, TPWD	2013
Barton Creek & Little Barton Creek Watershed	Travis County, City of Austin Watershed Protection Department	2013
Watersheds, Creeks	U.S. Geological Survey NHD	2003
Elevation	U.S. Geological Survey NED 10m	2002
Corridors	City of Austin, CAPWA, Travis County (NE)	2012-2014
Centers (2040 Plan Draft)	Capital Metropolitan Planning Organization	2040-2013

DISCLAIMER:
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GROWTH GUIDANCE POLICIES

LAND

POLICY L-1: Encourage development that is consistent with the County’s “Activity Centers and Transportation Corridors” concept and has minimal impact on land and water resources.

POLICY L-2: Develop an interconnected, multi-purpose, system of parks, preserves, privately conserved properties, and conservation subdivisions that protect high-priority land and water resources and complement “Activity Centers and Transportation Corridors” land use patterns.

POLICY L-3: Prioritize conservation of the following lands:

- Prime Farmland (designated by the USDA)
- Post Oak Savanna
- [Threatened and endangered species habitat protected by the Balcones Canyonlands Conservation Plan³ \(BCCP\)](#)
- [Barton Creek and Little Barton Creek watersheds](#)
- Land with numerous springs
- Land along the Colorado River and its major tributaries
- Land along the Pedernales River and other Lake Travis tributaries

POLICY L-4: Support conservation in eastern Travis County that helps balance conservation county-wide and protects land and water resources in advance of development in high growth areas.

POLICY L-5: Develop a park and preserve system that provides opportunities for the public to enjoy nature-based recreation throughout the county.

³ **Balcones Canyonlands Conservation Plan** (“BCCP”)-Travis County and the City of Austin were jointly issued a regional permit from the U.S. Fish and Wildlife Service that allows incidental “take” of eight locally occurring federally-listed endangered species under Section 10(a)(1)(B) of the Endangered Species Act. “Take” is the removal of occupied endangered species habitat or species displacement due to development of habitat areas. This community-based solution, referred to as the Balcones Canyonlands Conservation Plan (“BCCP”), calls for the creation of a preserve system to protect these eight endangered species as well as 27 other species believed to be at risk.

POLICY L-6: Manage the Balcones Canyonland Preserve⁴ (BCP) with best practices to conserve rare, threatened, and endangered species habitats and systems.

POLICY L-7: Use best management practices to maintain or restore native woodlands, prairies, riparian zones and other ecosystems and control invasive species on County-owned land.

POLICY L-8: Regulate development to decrease loss-of-life and property damage from flooding, fire, and other hazards.

POLICY L-9: Reduce wildfire potentials in parks and preserves through forest management, prescribed fire, site and ecotype-appropriate fuels management, adjacent landowner outreach promoting FireWise and Community Wildfire Protection Plan recommendations, and other best management practices.

POLICY L-10: Require best management practices for the construction of streets, structures, and drainage facilities in subdivision developments and transition to sustainable construction and O&M practices.

POLICY L-11: Develop and implement strategies for minimizing light pollution and maintaining dark skies.

POLICY L-12: Support state, county, and local regulation of billboards.

POLICY L-13: Develop and implement design standards for protecting the natural and rural character of county roads.

POLICY L-14: Provide information and resources to private landowners to promote best conservation and management of native ecosystems, especially on sites adjacent to parks and preserves.

POLICY L-15: Support local government decisions regarding the location of Activity Centers and Corridors.

WATER

POLICY W-1: Encourage and support residents and businesses on best methods to manage water resources including rainwater harvesting and xeriscape practices.

⁴ **Balcones Canyonlands Preserve** (“BCP”) To minimize and mitigate the impacts of take, the Permit Holders agreed to: 1) assemble a minimum of 30,428 acres of endangered species habitat in western Travis County known as the Balcones Canyonlands Preserve (“BCP”), 2) secure protection for a series of karst (cave) features and rare plants throughout Travis County 3) provide for ongoing maintenance, patrolling, and biological management of the preserved habitat; and 4) conduct biological monitoring and research activities supporting the BCCP permit terms and conditions.

POLICY W-2: Support efforts to reduce reliance upon Lake Travis and groundwater resources including conservation, piping from other sources, and new impoundments.

POLICY W-3: Use water quality protection rules to protect ground and surface water resources throughout our jurisdiction from potential land development impacts.

POLICY W-4: Use regulatory authority to ensure adequate groundwater is available for future subdivision needs and establish a groundwater conservation district in SW Travis County to protect the Trinity Aquifer from further unsustainable withdrawals.

POLICY W-5: Protect Lake Travis water quality in accordance with the Travis County water quality protection standards and by conserving land along tributaries.

POLICY W-6: Protect the Colorado River Alluvial Aquifer.

POLICY W-7: Protect watersheds and headwaters up-gradient of spring sites known to be habitat of the Jollyville Plateau salamanders.

POLICY W-8: Integrate storm water, flood mitigation, and water resource protection planning and programming.

POLICY W-9: Develop and implement protocols for designing, constructing, and maintaining sustainable Rights-of-Way (ROWs).

POLICY W-10: Use sustainable practices to reduce water consumption in County parks.

POLICY W-11: Promote and use best management practices to control invasive aquatic species on County-owned properties.

POLICY W-12: Promote and educate public on invasive species management.

TRANSPORTATION

POLICY T-1: Support development of high density, mixed use Activity Centers through the use of transportation investments that integrate land use and transportation.

POLICY T-2: Reduce demand on the region's roadway system by developing a transportation network that provides people with multiple ways to travel.

POLICY T-3: Prioritize transportation options that allow for choice within and connecting Activity Centers.

POLICY T-4: Avoid and minimize impacts of transportation on sensitive natural and cultural resources, especially threatened and endangered species habitat.

POLICY T-5: Provide bike lanes, sidewalks or shared use paths on arterial roads.

POLICY T-6: Connect multi-use trails in County parks to the regional bike and pedestrian system.

POLICY T-7: Formulate policies guiding County’s role in transit.

POLICY T-8: Incorporate regional transit plans in the planning and development of County transportation facilities.

POLICY T-9: Plan for and develop a road network that facilitates emergency access and evacuation.

POLICY T-10: Support efforts to minimize residents’ harmful exposure to hazardous materials transported by road, rail or pipeline.

POLICY T-11: Consider the total project context during the design process that balances transportation, land use, economic, social and environmental goals and objectives.

GROWTH GUIDANCE TOOLS

POLICY GGT-1: Use existing regulatory authority to guide development.

POLICY GGT-2: Pursue additional authority to prevent incompatible land use conflicts in unincorporated Travis County.

POLICY GGT-3: Allocate funds for capital improvements supporting “Activity Centers”, “Corridors”, or conservation of County-prioritized lands.

POLICY GGT-4: Support incentives for capital improvements supporting “Activity Centers”, “Corridors”, or conservation of County-prioritized lands.

POLICY GGT-5: Protect County-prioritized land and water resources through park and preserve land acquisitions, parkland dedications, conservation easements, floodplain buy-out programs, and the Conservation Subdivision Ordinance.

POLICY GGT-6: Coordinate with local jurisdictions, agencies and the private sector to promote connectivity and compatible development of land, water, and transportation systems.

POLICY GGT-7: Prioritize investments in arterials connecting to SH 130.

POLICY GGT-8: Use platting, permitting, other growth information to identify market-driven Activity Center and Corridors.

PLANNING AND POLICY FORMULATION

POLICY PPF-1: Comply with all applicable local, state and federal rules, regulations and permits.

POLICY PPF-2: Engage county residents, stakeholders, and experts in planning and policy formulation processes.

POLICY PPF-3: Use statistically valid data to identify Travis County residents' opinions and preferences.

POLICY PPF-4: Coordinate departmental planning to optimize use of County resources.

POLICY PPF-5: Ensure that public facilities are planned in advance of public need.

POLICY PPF-6: Complete and regularly update departmental plans and studies to guide development of county-wide bond programs and other capital investment decisions.

POLICY PPF-7: Monitor growth in unincorporated Travis County to identify "horizon issues".

POLICY PPF-8: Coordinate land use and transportation policies with local jurisdictions, agencies and the private sector.

POLICY PPF-9: Specify procedures for waiving conditions of a plan or policy when environmental, fiscal, or other types of constraints make its implementation unfeasible.

FINANCE

POLICY F-1: Leverage County capital improvement funds with federal and state grants, private sector partnerships, contributions from other jurisdictions and agencies, and user and impact fees (see Appendix A: Funding for Capital Improvements).

POLICY F-2: Assess impacts of capital improvements, program expansions, and federal/state mandates on the O&M costs.

POLICY F-3: Analyze efficiency and cost effectiveness of capital investments and seek innovative ways to reduce costs.

POLICY F-4: Analyze the fiscal impact on County resources of providing new types of services or facilities.

POLICY F-5: Analyze fiscal impact of creating Transportation Reinvestment Zones (TRZs).

E: ACTION PLAN

Funding Capital Improvements

Travis County's traditional revenue sources for capital improvements have been General Funds, Certificates of Obligations, and General Obligation Bonds, of which only General Obligation Bonds require voter approval. Less commonly-used sources are Participation Agreements (public/private partnerships), Tax Abatements, and Tax Increment Financing (TIF) Bonds. Transportation Infrastructure Reinvestments Zones (TIRZ) and 380/381 Agreements have not been used but are potential funding sources.

State and federal funding distributed through CAMPO is more and more difficult to obtain due to increased competition and CAMPO allocation policies. All demands will force us to seek new or unconventional funds such as federal transit monies that could be used to improve infrastructure such as sidewalks that support transit, walking, and biking.

Unprecedented growth has also demanded collaboration among city, county, TXDoT, the Central Texas Regional Mobility Authority (CTRMA) and developers. Of particular concern is the State's continuing funding shortage leading to the County's increasing funding of improvement to the state highway system, improvements demanded by frustrated county residents who do not care about jurisdictional boundaries but care greatly about the safety and congestion on the roads they rely upon for work, school, shopping, etc.

LWTP Applications

- Sets priorities for growth-related funding in Travis County's Annual Budget
- Sets priorities for transportation and conservation-related Capital Improvement Programs (CIPs)
- Guides formulation of growth-related policies and practices
- Guides long range, collaborative planning efforts such as the Colorado River Corridor Plan (CRCP)
- Guides transportation and conservation-related public/private partnership
- Sets Travis County's growth-related agenda for Texas State legislative action
- Guides Travis County Annual Work Plans

An Umbrella Plan

The *LWTP* is an umbrella plan for growth-related capital improvement plans, regulations, permits, programs, and services. Many are already in place and only need to be monitored and updated as required. Other actions, however, need to be undertaken to accomplish the plan's goals to improve the quality of life of Travis county residents, optimize the benefits of land and water resources, and use Travis County resources wisely. Key actions follow:

Capital Improvement Planning

Land

Parks and Land Conservation Master Plan

Update the Parks Master Plan in accordance with Texas Parks and Wildlife Department (TPWD) master plan guidelines, Conservation Subdivision Ordinance requirements, and Travis County growth guidance planning policies.

Parks and Land Conservation Bond Program

Develop project selection and prioritization criteria consistent with Travis County growth guidance policies and prepare a preliminary list of parks and land conservation projects to be finalized by a citizen bond advisory committee (appointed by Commissioners Court).

Conservation Easement Program Update

Review *Travis County Conservation Easement Program Guidelines* with the Land Conservation Work Group and revise as necessary for consistency with Travis County growth guidance policies.

Water

Drainage Bond Program

Develop project selection and prioritization criteria consistent with Travis County growth guidance policies and prepare a preliminary list of drainage projects to be finalized by a citizen bond advisory committee (appointed by Commissioners Court).

Transportation

Transportation Plan

Develop a comprehensive multimodal transportation plan for the unincorporated area of Travis County in accordance with growth guidance planning polices and is coordinated with the development of CAMPO's regional transportation plan.

Bike/Ped/Trail Plan

Develop a comprehensive plan that integrates pedestrian, bicycle and trail facilities.

High Accident Study

Update study to identify and provide recommendations for improving high accident locations within unincorporated Travis County.

Transportation Bond Program

Develop project selection and prioritization criteria consistent with Travis County growth guidance policies and prepare a preliminary list of transportation projects to be finalized by a citizen bond advisory committee (appointed by Commissioners Court).

Extreme Weather Vulnerability Assessment

Participate with stakeholders in an assessment that allows the region to identify and rank transportation system components that are vulnerable to extreme weather events such as flooding, drought, extreme heat events and wildfires.

Inter-related

Natural Disaster Mitigation Plan

Update the plan to identify and prioritize capital improvement projects for mitigating natural disasters.

Regulation and Permitting

Land

Conservation Subdivision Ordinance

Review, update, and obtain Court approval of a revised *Conservation Subdivision Ordinance*.

Single Office Agreements

Identify opportunities to establish Inter-local Agreements (ILAs) with willing municipalities to regulate subdivision plats and permits in ETJs and execute where feasible.

Threatened and Endangered Species Monitoring

Monitor listing of new threatened and endangered species and identify impacts of habitat on development.

Water

Trinity Aquifer Groundwater Conservation District

Establish a stakeholders group and facilitate establishment of a Trinity Aquifer Groundwater Conservation District.

Colorado River Alluvial Aquifer

Assess the impacts of growth on the quality and quantity of the Colorado River Alluvial Aquifer and develop water resource protection rules.

Regional Water Issues Organization

Support Commissioners Court’s participation in a collaborative regional organization for the purpose of identifying needs and options assuring adequate water supply service for the region.

Transportation

Transportation Criteria Manual

Participate with the City of Austin in the updating of transportation guidelines and design criteria for use in the unincorporated area of Travis County.

Inter-related

Growth Guidance Legislative Issues

Identify growth guidance issues related to land, water, and transportation that require legislative action.

New Programs and Services

Land

Dark Skies Initiative

Research and report on “dark skies” issues and opportunities, including an assessment of the fiscal, quality of life, and environmental benefits and disadvantages of the initiative.

Farmland Preservation Initiative

Research and report on preserving prime farmland issues and opportunities, including an assessment of the fiscal, quality of life, and environmental benefits and disadvantages of the initiative.

Scenic Roadways Initiative

Research and report on scenic roadway issues and opportunities, including an assessment of the fiscal, quality of life, and environmental benefits and disadvantages of the initiative.

Public Outreach Program: Best Land Conservation Practices

Propose a program for promoting best land conservation practices including an assessment of the fiscal, quality of life, and environmental benefits and disadvantages of implementing the program.

Public Outreach Program: FireWise

Propose a program for promoting FireWise practices including an assessment of the public safety, fiscal, and environmental benefits and disadvantages of implementing the program.

[Water](#)

Sustainable Roadside Protocols

Research and report on Sustainable Roadside issues and opportunities, including an assessment of the fiscal, quality of life, and environmental benefits and disadvantages of implementing the protocols.

Integrated Storm water, Floodplain Management, and Water Quality Program

Consider further integration of development reviews related to drainage, storm water, floodplain, and water quality.

Water Supply Service

Research and report on water supply service issues and opportunities, including an assessment of the fiscal, quality of life, and environmental benefits and disadvantages of implementing the protocols.

[Inter-related](#)

Resource Leveraging Program

Research and report on a program for proactively leveraging resources to implement the LWTP, including an assessment of the fiscal benefits and disadvantages of implementing the program.

Public Needs and Preference Studies

Research and evaluate opportunities to partner with local entities for regular, scientific surveys of county residents' needs and preferences.

Prosperous Places Program

Evaluate feasibility of using CAPCOG's Prosperous Places Program's advanced strategic planning and community analytics effort for County purposes.

Sustainability Indicators Project

Evaluate feasibility of participating in the Central Texas Sustainability Indicators Project analytics program.

Growth Monitoring and Impacts Report

Research and report annually on growth in unincorporated areas of the County and its fiscal and environmental impacts.

Exhibit E: Revised Background Report

DRAFT

November 25, 2014

Travis County

Background Report

LAND, WATER, AND TRANSPORTATION PLAN

The seal of Travis County, Texas, is a circular emblem. It features a central five-pointed star with a smaller star on its upper point. Below the star is a city skyline. The star is flanked by two olive branches. The entire seal is encircled by the text "COUNTY OF TRAVIS" at the top and "STATE OF TEXAS" at the bottom. The year "1839" is inscribed at the bottom center of the seal.

Travis County Commissioners Court

Judge Samuel T. Biscoe, Travis County Judge

Commissioner Ron Davis, Precinct 1

Commissioner Bruce Todd and Commissioner Sarah Eckhardt, Precinct 2

Commissioner Gerald Daugherty and Commissioner Karen Huber, Precinct 3

Commissioner Margaret Gómez, Precinct 4

PREPARED BY TRANSPORTATION AND NATURAL RESOURCES
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A. INTRODUCTION

Land, Water, Water and Transportation Plan

Travis County's *Land, Water, and Transportation Plan* (LWTP) provides a framework for protecting land and water resources, building transportation and park systems, and efficiently delivering services while maintaining a balanced budget. It is a set of long-term goals and policies that the Commissioners Court will use to guide orderly development and the appropriate conservation of land and water resources within the unincorporated areas of Travis County. The *LWTP* consists of three documents:

- The *Growth Guidance Plan* includes an analysis of growth-related opportunities and challenges in unincorporated Travis County, the goals, objectives, principles, and policies guiding growth, and maps illustrating preferred growth and conservation areas.
- The *Background Report* (see below)
- The *Summary of Select Plans, Ordinances, and Rules* includes growth-related policies and practices currently used by the County for regulating the subdivision property, construction of streets and drainage in subdivisions, and development in floodplains, protecting endangered species, mitigating hazards, managing storm water programs, and planning and implementing capital improvements projects.

Background Report

The *Background Report* provides contextual information for the LWTP. It includes information about natural conditions, demographics, land use patterns, legislative authority granted to counties for guiding growth, municipal planning in the county, and public opinion about growth-related issues.

B. NATURAL CONDITIONS

Physical Setting

Travis County is in Central Texas, 150 miles inland from the Gulf of Mexico. Austin, the state capital and county seat, is 100 miles southwest of Waco and seventy-five miles northeast of San Antonio. Travis County comprises 1,025 square miles on the eastern edge of the Edwards Plateau and is divided in half from lower land below the plateau by the Balcones Escarpment. The lower land is flat to rolling prairies and woodlands and considered a part of the Gulf Coastal Plain. The Colorado River, which bisects the county from northwest to southeast, flows from the Edwards Plateau onto the Gulf Coastal Plain and provides drainage for the entire area. *Map 1* illustrates the distinct contrasts in elevation from west to east across the county and the faults prominent along the escarpment. Elevations in Travis County range from 350 feet along the Colorado River east of Webberville to a high point of 1425 feet above sea level in the Shingle Hills west of the City of Bee Cave. The Edwards Plateau, commonly referred to as the Texas Hill Country, has a terrain deeply dissected by the headward erosion of major streams with steep gradients from the plateau to the base of the Balcones Escarpment. The Balcones Escarpment was formed by faulting along the Balcones fault zone. The land west of the escarpment is more arid than that to the east, and the vegetation varies accordingly.

The climate of Travis County is subtropical, with an average low temperature in January of 38° F and an average high in July of 96°. The average yearly rainfall is thirty-two inches, and the growing season is 270 days.

Surface Hydrology

Nearly all land in Travis County is within the Colorado River watershed, a major river that flows 862 miles from Dawson County, Texas (south of Lubbock) into Matagorda Bay on the Gulf coast. There are no natural lakes in Travis County. However, the Colorado River has been impounded with dams and reservoirs in three places, forming Lake Travis behind Mansfield Dam, Lake Austin behind Tom Miller Dam, and Lady Bird Lake behind Longhorn Dam. Other than the impoundments along the Colorado River, Walter E. Long



BURNET

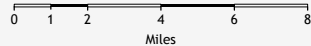
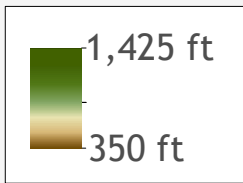
WILLIAMSON

BLANCO

HAYS

BASTROP

Highest Point in Travis County: 1,425 ft.
Vicinity of Shingle Hills



CALDWELL

March 12, 2014		
DATA	SOURCE	YEAR
Elevation	U.S. Geological Survey NED 10m	2002

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TNR GIS Coordinator: (512) 854-7591

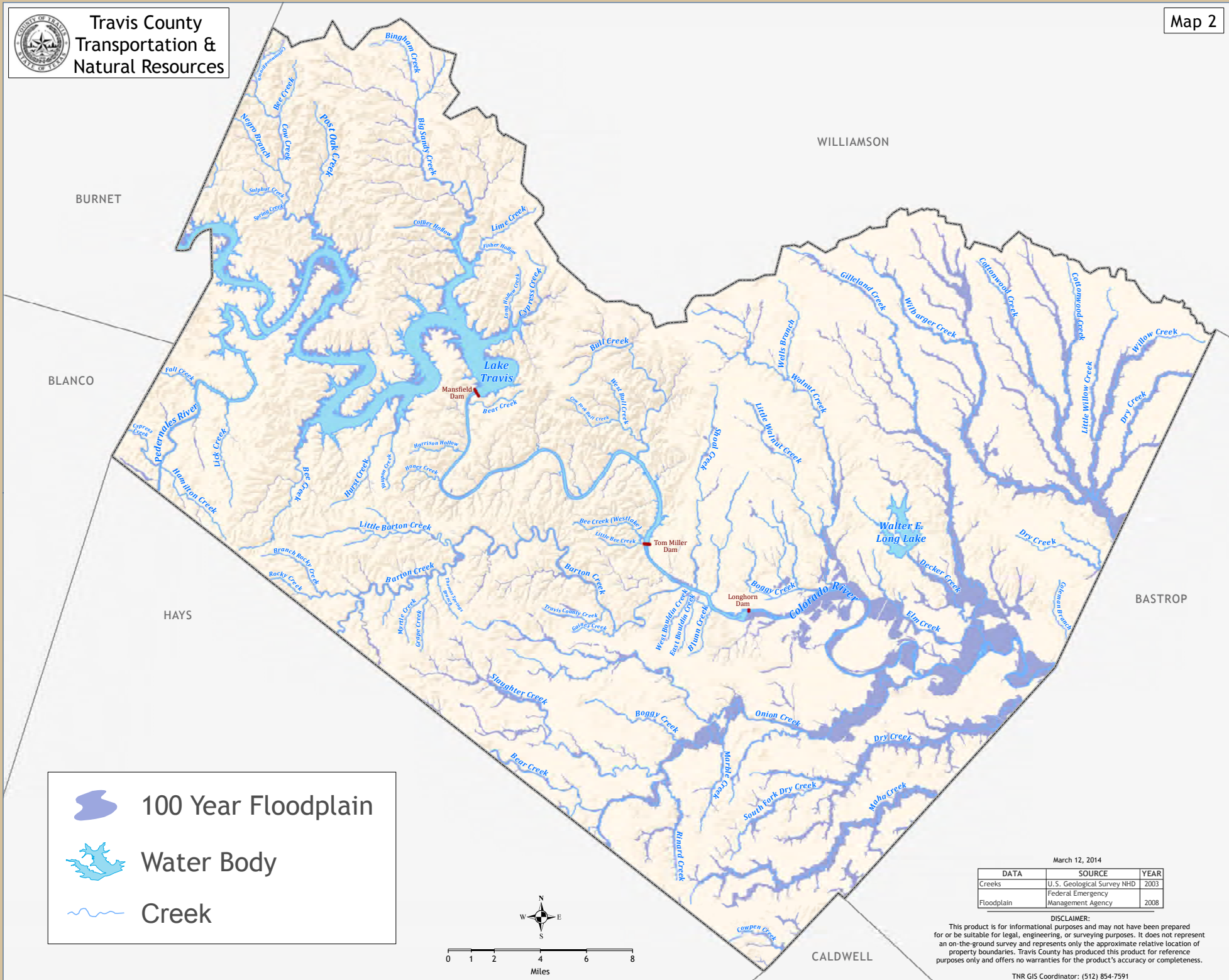
Lake impounds Decker Creek in eastern Travis County. Walter E. Long Lake was impounded to provide storage of water for cooling at the Decker electric generation facility owned by Austin Energy (see *Figure 1*).




Figure 1: Travis County Lakes: Surface Area and Storage Capacity

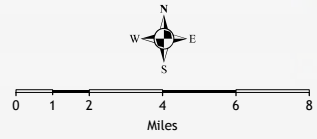
Reservoir	Surface Acreage	Storage Capacity(acre-foot)
Lake Travis	18,662	1,135,000
Lake Austin	1,599	21,725
Lady Bird Lake (formerly Town Lake)	468	3,520
Walter E. Long Lake (also Decker Lake)	1,269	33,940

Map 2 shows the Colorado River and its most significant tributaries and impoundments. It also shows the areas along rivers and streams that are designated 100-year floodplain. These areas are at a high risk of being inundated by flood waters after extraordinary rainfall occurs and therefore places where human habitation and built structures should be avoided. There is at least a one percent chance of flooding occurring in each and every year within a 100-year floodplain. Floodplains are broad and wide in the portion of Travis County within the Gulf Coastal Plain due to the lack of significant topographic relief. In the Edwards Plateau, floodplains are narrower due to the steep relief. Although narrower, rivers and streams can rise suddenly after significant rainfall events and flash flooding is common.

The riparian corridors in Travis County have been less prone to development pressure due to the inherent risk of flooding and therefore remnants of bottomland hardwood forest exist in some places. Lake Travis, Lake Austin, and streams including Onion Creek, Barton Creek, Bull Creek, Hamilton Creek, Walnut Creek, Wilbarger Creek, and the Colorado River downstream from Longhorn Dam offer unique and popular recreational opportunities that includes swimming, canoeing, kayaking, sculling, boating, and nature exploration. Although conditions in floodplains discourage residential and commercial development, floodplains are farmed, ranched, and frequently mined for sand and gravel materials.



-  100 Year Floodplain
-  Water Body
-  Creek



March 12, 2014

DATA	SOURCE	YEAR
Creeks	U.S. Geological Survey NHD	2003
Floodplain	Federal Emergency Management Agency	2008

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ECONOMIC IMPACT OF LAKE TRAVIS

Lake Travis is the most significant impoundment on the Colorado River due to its tremendous water storage capacity. It is the primary source of water for communities and major industries – including the semiconductor industry – throughout Travis County and a driver of the area’s strong economy and population growth. The Lake Travis Economic Impact Report (LTEIR) states that “Without a consistently available supply of water, the Metro-Austin economy likely would not function in the way it does today, nor would it have grown to the size it is today.”

The effect of Lake Travis on the economy in the immediate area surrounding the lake is striking as well. In their study of fiscal and economic impacts of fluctuating lake levels, LTEIR found that in-season, below average lake levels have measureable negative fiscal and economic impacts, some of which impact county park and property tax revenues. Their analysis shows that at “...lake levels below 650 feet, visitation sharply declines, driven by the closure of most of the lake’s boat ramps as well as media attention which highlights safety and accessibility issues...” This leads to estimated decreases in revenue of \$16.4 and \$21.9 million, most of which are primarily “...attributed to likely decreases in property values driven by the loss of the ‘premium’ for property on or in close proximity to the lake.” The economic impact of fluctuating lake levels is even greater. LTEIR reports that spending losses associated with either droughts or floods could reduce total spending of \$168.8 million “...by \$23.6 million to \$33.8 million.” And at low lake levels, the approximately 23 utilities using the lake water supply incur pumping and water treatment expenses associated, for example, with moving barges, buying new equipment, and using more electricity for pumping.

While not measureable, LTEIR reports that diminishing water quality would likely have a negative effect on the locally economy: recreational use of the lake would likely decrease and lake- related businesses close; water treatment costs would probably increase; and it could possibly negatively affect real estate values.

FLOODING

Travis County is located in an area known as “flash flood alley” due to its vulnerability to flooding from intense storms combined with steep terrain in western Travis County that feeds lower lying areas in the eastern part of the County. There are over 6800 structures, mostly residences, within the unincorporated areas of the county that are within the floodplain. Many more flood due to poor localized drainage. There are 21,630 parcels in the County with at least some overlap with the floodplain. In addition the

county has 72 miles of roads in the floodplain and numerous stream crossings that are subject to flooding. Driving into water is the number one weather-related cause of death in Central Texas. Between 1950 and 2009, Travis County experienced 113 floods. Most recently, the County has been impacted by four significant flood events: in 1997, 1998, 2001, and 2007. The greatest flood on record in Travis County occurred on July 7, 1869. This flood event created flood heights in area creeks and rivers greater than any recorded flood. Historically floods have resulted in loss of life and property; and have resulted in extraordinary public expenditure for flood protection and relief.

Travis County has participated in the National Flood Insurance Program (NFIP) since January 29, 1976. Participation in the NFIP allows citizens to purchase federally subsidized flood insurance to protect their property. As of January 2010, policies were in-force on 1,905 structures in the unincorporated areas of the county. This represents a dollar value of property and contents coverage in excess of \$469 million. In order to participate, the County regulates development in all areas of the County in order to minimize the danger of flooding on both new development and existing development. The development regulations are also intended to reduce loss of life and property, health and safety hazards, disruption of commerce and governmental services, extraordinary public expenditures for flood protection and relief; and impairment of the tax base caused by floods. Although the County has participated in the NFIP since 1976, a detail county wide Flood Insurance Rate Map (FIRM) and Flood Insurance Study (FIS) was not developed until April 1, 1982. The FIRM and FIS are used to identify areas with a high risk of flooding, specifically areas with a 1% change in any given year of flooding (commonly known as the 100-year floodplain). The most recent FIRM and FIS are dated September 28, 2008.

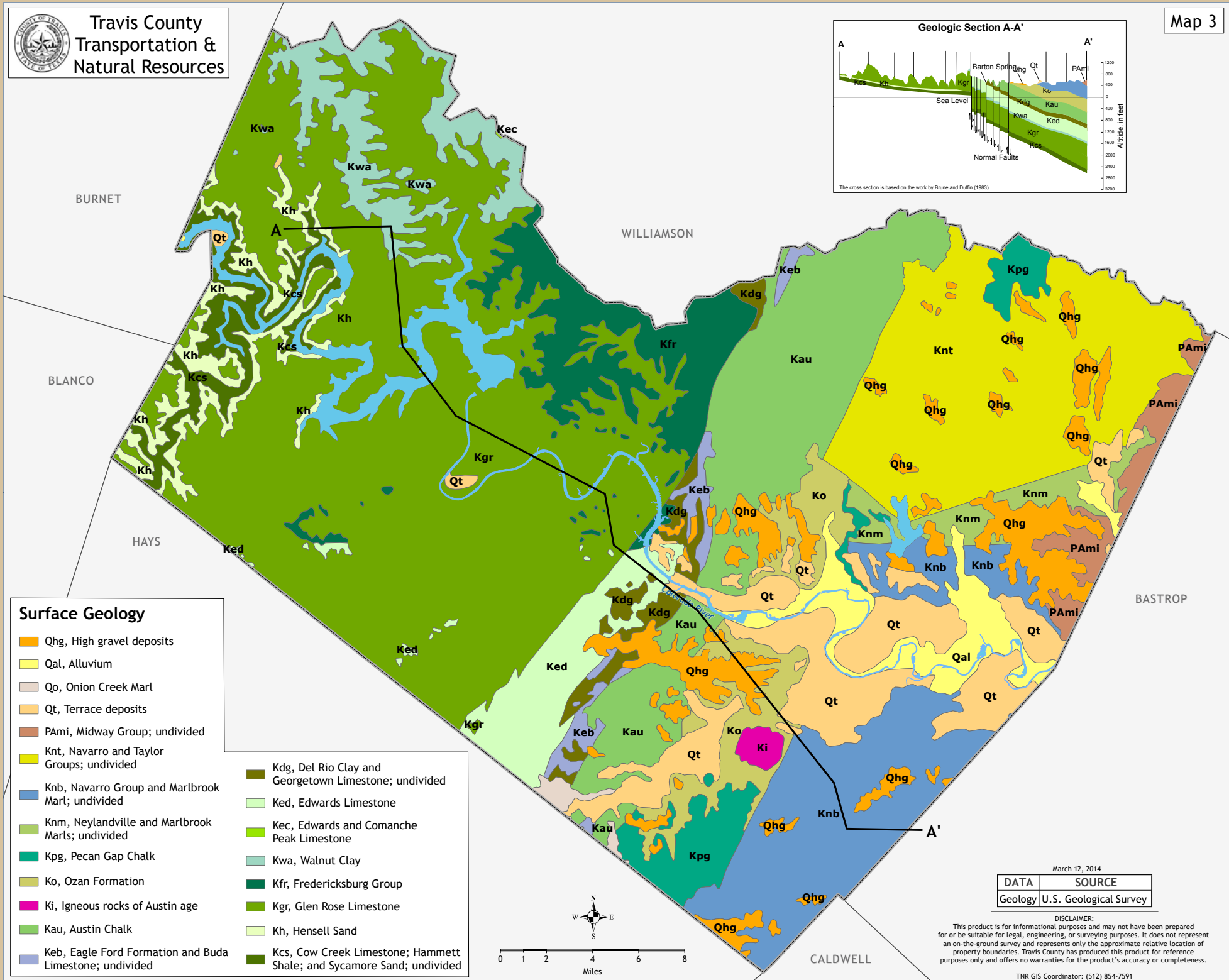
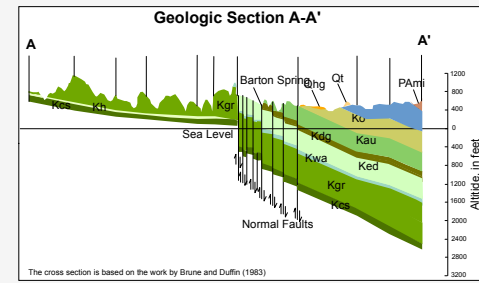
Surface Geology¹

Fossilized remains of fish, marine invertebrates, and plant life reveal that Travis County was once the floor of a shallow sea. The sea had advanced and covered most of Central Texas by the Cretaceous period (135 million years ago). The transgression and regression of the sea resulted in the present day deposits and sequence of sandstones, shales, and limestones of the present day. During the late Cretaceous period, volcanoes rose from the sea. Later, during the Eocene epoch of the Tertiary period (50 million years ago), seas again transgressed over far eastern Travis County laying down the Midway group sediments. During the Miocene and Pliocene epochs of the Tertiary period (2 to 26 million years ago), much readjustment and uplifting of deposited sediments occurred,

¹ Brune, G. and Duffin, G.L. June 1983. Occurrence, Availability, and Quality of Ground Water in Travis County, Texas. Texas Department of Water Resources, Report 276

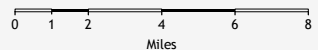
resulting in the extensive faulting in the Balcones fault zone. Remnants of an extinct volcano (Pilot Knob in southeast Austin [see Ki in *Map 3*]) and the easily recognized Balcones Escarpment trending northeast to southwest through the middle of Travis County stand as testaments to this violent geological past. Finally, during the Recent and Pleistocene epochs of the Quaternary period (up to 2 million years ago), the many rivers alluvial, terraces and high gravel deposits were laid down upon the older sediments.

These phenomena resulted in the extremely varied and complex surface geology visible today on the land surface of Travis County. *Map 3* describes the stratigraphic units that outcrop throughout the county. In the eastern portion of the county, the more recent alluvial, terrace, and high terrace units (Qa, Qt, Qo, Qhg) appear, particularly near the Colorado River, tributaries, and places where streams once meandered. The eastern portion of the county has significant outcrops of the Midway, Navarro, Taylor, and Marlbrook units (PAmi, Knt, Knb, Knm), composed of marl, shale, limestone and igneous rock. In a north to south orientation, outcrops of the Austin Chalk, Eagle Ford Shale, Del Rio Clay, and Georgetown Limestone (Kau, Keb, Kdg) outcrop throughout the City of Austin. The outcrop of the Edwards Limestone (Ked) occurs in and proximate to the Balcones Escarpment. This outcrop is an area of significant recharge of water. The areas of Travis County west of the escarpment are dominated by the Trinity Group units, a series of formations including from most recent to oldest the Glen Rose Limestone, Hensell Sand, Cow Creek Limestone, Hammett Shale, and Sycamore Sands (Kgr, Kh, Kcs).



Surface Geology

- Qhg, High gravel deposits
- Qal, Alluvium
- Qo, Onion Creek Marl; undivided
- Qt, Terrace deposits
- PAmi, Midway Group; undivided
- Knt, Navarro and Taylor Groups; undivided
- Knb, Navarro Group and Marlbrook Marl; undivided
- Knm, Neylandville and Marlbrook Marls; undivided
- Kpg, Pecan Gap Chalk
- Ko, Ozan Formation
- Ki, Igneous rocks of Austin age
- Kau, Austin Chalk
- Keb, Eagle Ford Formation and Buda Limestone; undivided
- Kdg, Del Rio Clay and Georgetown Limestone; undivided
- Kcd, Edwards Limestone
- Kec, Edwards and Comanche Peak Limestone
- Kwa, Walnut Clay
- Kfr, Fredericksburg Group
- Kgr, Glen Rose Limestone
- Kh, Hensell Sand
- Kcs, Cow Creek Limestone; Hammett Shale; and Sycamore Sand; undivided



March 12, 2014	
DATA	SOURCE
Geology	U. S. Geological Survey

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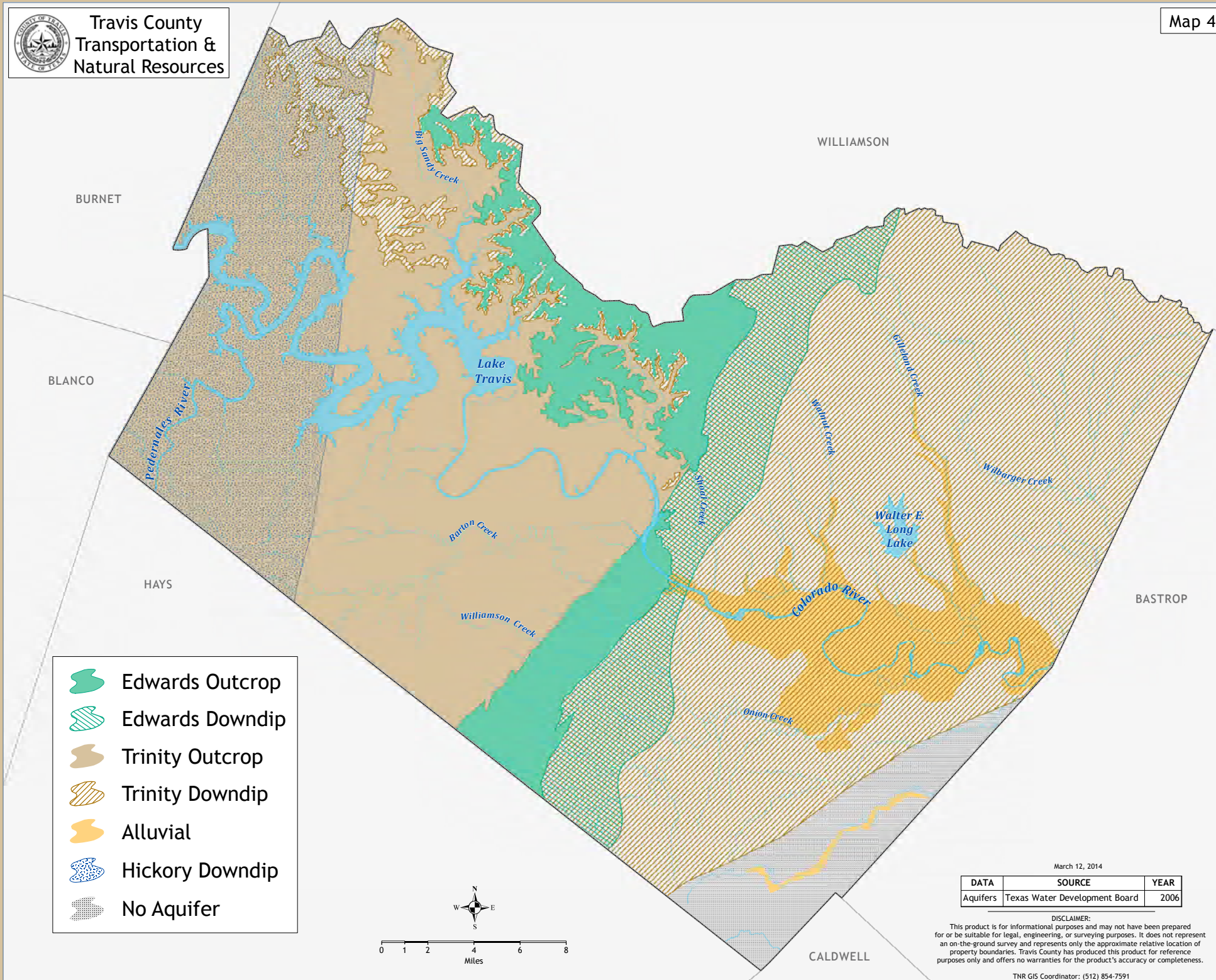
Travis County Aquifers

Travis County is underlain by significant groundwater aquifers that supply approximately 27,500 acre-feet of fresh water per year for domestic, agricultural, and industrial usage. Groundwater in Travis County emerges to the surface at world-renowned springs and water courses that nourish aquatic life and provide critical habitat to biological communities that support endangered species. These underground sources of groundwater include the Barton Springs and Northern Segments of the Edwards Aquifer, the Trinity Group Aquifers, and the Colorado River Alluvial Aquifer.

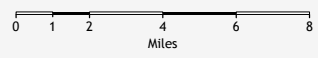
Map 4 depicts these aquifers present in Travis County. The Trinity-Edwards Aquifer system is the dominant aquifer in Travis County. The updip Trinity Aquifer west of the Balcones Escarpment is generally fresh water while the downdip Trinity Aquifer is saline. The Edwards Aquifer is symbolized on *Map 4* using pattern over the Trinity Aquifer boundaries. The downdip and artesian portion of the Edwards Aquifer provides fresh water eastward until a “bad water line” beyond which saline water occurs. An important local aquifer, the Colorado River Alluvial Aquifer, shown in green stripping, is located in eastern Travis County. A minor aquifer, the downdip Hickory Aquifer also exists in the western portions of the county, also symbolized with pattern. The Hickory in this location is saline. No aquifers are present in the southeast portion of the county.

The recharge of water into these aquifers is almost completely dependent upon rainfall and the flow of surface water in streams that pass over surface outcrops of these aquifers¹². Groundwater availability in Travis County is vulnerable to over-pumpage due to both continuing population growth and the occurrence of drought conditions. Southwestern Travis County has been formally designated by the State of Texas as a Priority Groundwater Management Area (PGMA) because this area experiences critical groundwater problems, including shortages of supply. Groundwater quality in Travis County is threatened by pollutant discharges of urban storm water and wastewater that have a high potential to seep and recharge into our aquifers.

² Mace, R.E., etal. September, 2000. Groundwater Availability of the Trinity Aquifer, Hill Country Area, Texas: Numerical Simulations through 2050. Texas Water Development Board, Report 353.



-  Edwards Outcrop
-  Edwards Dwndip
-  Trinity Outcrop
-  Trinity Dwndip
-  Alluvial
-  Hickory Dwndip
-  No Aquifer



March 12, 2014

DATA	SOURCE	YEAR
Aquifers	Texas Water Development Board	2006

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The Texas Water Development Board (TWDB) has approved quantitative estimates of groundwater available, called modeled available groundwater (MAG). The MAG is the quantity that can be sustainably pumped and still result in a desired future condition (DFC) of groundwater to remain. MAGs and DFCs were developed for each major and minor aquifer in each Groundwater Management Area (GMA) and county. MAGs were adopted by the TWDB and described as acre-feet/year of available pumpage and adopted DFCs are described as either a drawdown elevation in feet or a minimum spring flow at aquifer outlets. *Figure 2* shows the MAG and DFC for aquifers in Travis County. However, due to its classification as a “less than minor” or local aquifer, the Colorado River Alluvial Aquifer has no established MAG and DFC. The Texas Commission on Environmental Quality (TCEQ) estimated that the alluvial aquifer north of the Colorado River has 5,553 acre-feet/year of groundwater available. An unknown quantity is available from the alluvial aquifer south of the Colorado River³.

Figure 2: Travis County Aquifers: DFC and MAG

GMA (location)	Aquifer	Aquifer Condition	DFC <i>(feet drawdown unless otherwise described)</i>	MAG <i>(acre-feet per year)</i>
8 (Travis Co N)	Trinity	All	61 to 124	3,890
8 (Travis Co N)	Edwards	All	Maintain at least 42 acre-feet per month of aggregated stream/spring flow during a repeat of the drought of record	5,237
9 (Travis Co SW)	Trinity	All	28	8,598
10 (Travis Co SE)	Trinity	All	25	641
10 (Travis Co SE)	Edwards	Average Recharge	Springflow of Barton Springs shall be no less than 49.7 cfs averaged over an 84-month period	3,578
10 (Travis Co SE)	Edwards	Extreme Drought	Springflow of Barton Springs shall be no less than 6.5 cfs, averaged on a monthly basis	1,166

³ Berehe, A.K. November 2005. Updated Evaluation for the Williamson, Burnet, and Northern Travis Counties Priority Groundwater Management Study Area. Texas Commission on Environmental Quality, PGMA File Report.

Soils⁴

The *Travis County General Soil Map* (see *Map 5*) shows the county divided into three soil associations: Edwards Plateau in western Travis County, Blackland Prairies in eastern Travis County, and Terraces and Flood Plains along the Colorado River.

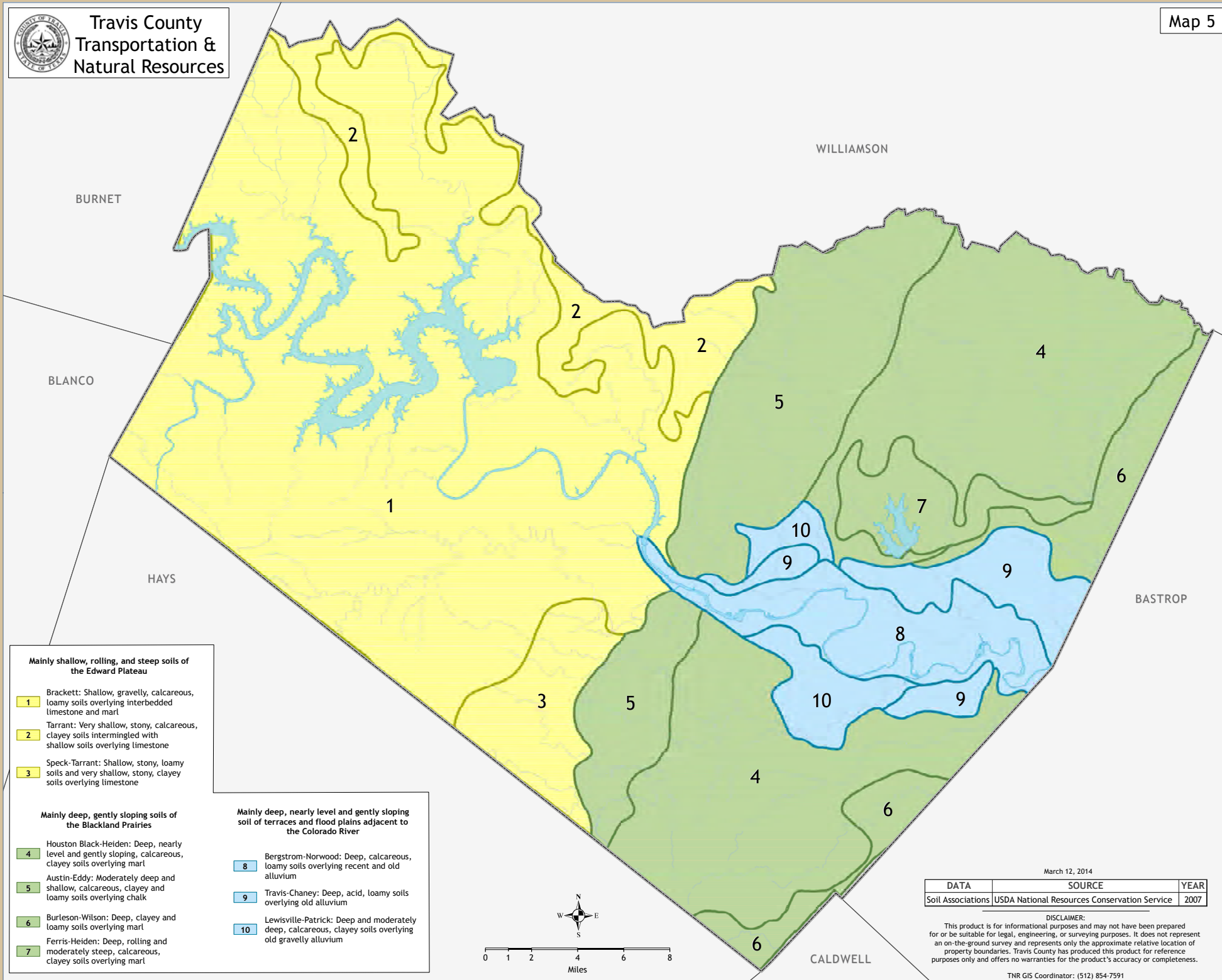
Edwards Plateau: The Edwards Plateau association consists of mainly shallow soils over a rolling to steep sloped landscape. Approximately two-thirds of the plateau – including Lake Travis, Lake Austin, and Pedernales River areas – is covered with *Brackett* soils. These are soils that are gravelly, calcareous, and clayey, approximately 18” deep, overlying inter-bedded limestone and marl. The shallower *Tarrant* soils found in fingers extending into the plateau from the north are intermingled stony, calcareous, clayey soils, approximately 8” deep, overlying limestone. They often cap high ridges above Brackett soils. *Speck-Tarrant* soils are found in the southeastern part of the plateau, covering a nearly level, gently sloping, undulating landscape. It is stony, loamy, and clayey – ranging from approximately 8” to 18” deep – overlying limestone.

Most of the soils of the Edwards Plateau are suitable for range but are generally too shallow, stony, gravelly, or steep for farming. Urban development in *Tarrant* and *Speck-Tarrant* soils is particularly difficult because massive limestone bedrock needs to be broken and moved to allow for site leveling, street grading, or septic tank installation.

Blackland Prairies: The Blackland Prairies association in eastern Travis County consists primarily of deep, mostly clay soils, over a nearly level or gently sloping landscape. Their high shrink-swell potential affects the structural integrity of foundations and streets. They are poorly suited for septic systems. Blackland Prairie soils are mainly used for cultivation and pastures.

The largest area of the prairie is the *Houston Black-Heiden* association, in the northeast and southeast quadrants of the prairie. This is a landscape of broad ridges and valleys with approximately 9’ deep, calcareous, clayey soils overlying marl. Alluvial deposits are

⁴ USDA Soils Survey



Mainly shallow, rolling, and steep soils of the Edward Plateau

- 1** Brackett: Shallow, gravelly, calcareous, loamy soils overlying interbedded limestone and marl
- 2** Tarrant: Very shallow, stony, calcareous, clayey soils intermingled with shallow soils overlying limestone
- 3** Speck-Tarrant: Shallow, stony, loamy soils and very shallow, stony, clayey soils overlying limestone

Mainly deep, gently sloping soils of the Blackland Prairies

- 4** Houston Black-Heiden: Deep, nearly level and gently sloping, calcareous, clayey soils overlying marl
- 5** Austin-Eddy: Moderately deep and shallow, calcareous, clayey and loamy soils overlying chalk
- 6** Burleson-Wilson: Deep, clayey and loamy soils overlying marl
- 7** Ferris-Heiden: Deep, rolling and moderately steep, calcareous, clayey soils overlying marl

Mainly deep, nearly level and gently sloping soil of terraces and flood plains adjacent to the Colorado River

- 8** Bergstrom-Norwood: Deep, calcareous, loamy soils overlying recent and old alluvium
- 9** Travis-Chaney: Deep, acid, loamy soils overlying old alluvium
- 10** Lewisville-Patrick: Deep and moderately deep, calcareous, clayey soils overlying old gravelly alluvium



DATA	SOURCE	YEAR
Soil Associations	USDA National Resources Conservation Service	2007

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found in creek bottomlands. On the western side of the prairie are the *Austin-Eddy* soils, running north-south along the edge of the Edwards Plateau. Ridges in this area start to narrow and soils – approximately 1’ to 3’ thick – shallow. *Burleson-Wilson* soils are found along the eastern edge of the county. This is a landscape of nearly level to undulating slopes with soils approximately 5’ to 8’ deep. They have a crusty clay surface, with areas that either crack, allowing water to infiltrate, or don’t crack, so water runs off. *Ferris-Heiden* soils are found north of the Colorado River flood plains and terraces, in an area that includes Walter E. Lake. This is a landscape of irregular-shaped, rolling and moderately steep slopes, ridges, valleys, and deep gullies. Soils are approximately 3’ deep, calcareous, clayey, overlying marl. When dry, the soil has wide, deep cracks; when wet, cracks close, and infiltration slows. This land is mainly used for range and is too steep and erodible for farming.

Terraces and Flood Plains of the Colorado River: The landscape of the *Terraces and Flood Plains of the Colorado River* is nearly level or gently sloping. The soils are mostly calcareous, loamy, and clayey, up to 3’ deep, overlying recent and old alluvium. They are well-suited for crops and pasture, and are mined in many areas for sand and gravel. *Bergstrom-Norwood* soils are found mainly in bottom-land and low terraces of the linear flood plains adjacent to the river. The land is nearly level with short escarpments and gently sloping, shallow drainage ways. *Travis-Chaney* soils are found on high terraces and are acid, loamy soils which, unlike other terrace and flood plain soils, have development limitations associated with corrosion of buried utilities. *Lewisville-Patrick* soils are also found on terraces along creeks and rivers. The underlying material is a more gravelly alluvium than that underlying the other terrace and flood plain soils.

Prime Farmland⁵

As seen in *Map 6*, Prime farmland is almost exclusively found in the eastern part of Travis County. As defined by the USDA Natural Resources and Conservation Service, this is land that has the best combination of physical and chemical characteristics for producing food, fiber, and oilseed crops and that is available for these uses. It has the combination of soil properties, growing season, and moisture supply needed to produce sustained high yields of crops in an economic manner if it is treated and managed according

⁵ <http://soils.usda.gov/technical/handbook/contents/part622.html> (United States Department of Agriculture, Natural Resources Conservation Services, NSSH Part 622, Ecological and Interpretative Groups)



BURNET

WILLIAMSON

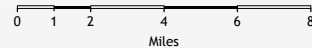
BLANCO

HAYS

BASTROP



Prime Farmland



March 12, 2014

DATA	SOURCE	YEAR
Soils	USDA National Resources Conservation Service	2002

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CALDWELL

to acceptable farming methods. In general, prime farmland has an adequate and dependable water supply from precipitation or irrigation, a favorable temperature and growing season, an acceptable level of acidity or alkalinity, an acceptable content of salt or sodium, and few or no rocks. Its soils are permeable to water and air. Prime farmland is not excessively eroded or saturated with water for long periods of time, and it either does not flood frequently during the growing season or is protected from flooding.

Ecoregions⁶

An ecoregion is an area of general similarity in ecosystems and in the type, quality, and quantity of environmental resources. Ecoregions are designed to serve as geographic frameworks for the research, assessment, management, and monitoring of ecosystems and ecosystem components. Ecoregions can be identified broadly or more specifically through the analysis of the patterns and the composition of biological communities and physical characteristics (such as geology, climate, soils, land use, and hydrology). In Texas, ecoregion boundaries and descriptions have been recently updated. In Travis County, three ecoregions intersect: Edwards Plateau, Texas Blackland Prairies, and the East Central Texas Plains (also known as Post Oak Savanna). A subregion, Floodplains and Low Terraces, intersects both the prairies and plains ecoregions in our county, following the Colorado River corridor (*see Map 7*).

Within the Edwards Plateau ecoregion, the Balcones Canyonlands subregion is highly dissected through the erosion and solution of porous limestone by springs, streams, and rivers working both above and below ground. Limestone geology also supports formation of crevices, cracks, sinkholes, caverns and grottos known as “karst;” these features provide vulnerable habitats for solitary and colonial bats, unique isolated invertebrates, and colonial birds like swifts and swallows. Karst also provides conduit for surface waters to reach groundwater aquifers (e.g. Edwards and Edwards – Trinity) and for artesian groundwater resources to surface (e.g. springs). This subregion has a higher representation of deciduous woodland than elsewhere on the Edwards Plateau, with plateau live oak, escarpment black cherry, Texas mountain-laurel, madrone, and Lacey oak. Mature, large Ashe juniper –known locally as “cedar” – within mixed hardwood woodlands are also characteristic in deep canyons throughout the Edwards Plateau. Some relicts of eastern swamp communities, such as bald cypress, American sycamore, and black willow, occur along major stream courses. It is likely that these trees have persisted as relicts of moister, cooler climates following the Pleistocene glacial epoch. Towards the west,

⁶ Griffith, G.E., Bryce, S.A., Omernik, J.M., Comstock, J.A., Rogers, A.C., Harrison, B., Hatch, S.L., and Bezanson, D., 2004, Ecoregions of Texas (color poster with map, descriptive text, and photographs): Reston, Virginia, U.S. Geological Survey (map scale 1:2,500,000).

the vegetation changes gradually as the climate becomes more arid. Elevations in Travis County drop sharply from the top of the Plateau off the eastern edge of the Escarpment to the Blackland Prairies.

The Texas Blackland Prairie ecoregion is underlain by Upper Cretaceous marine chalks, marls, limestone, and shale which give rise to the characteristic black, calcareous, alkaline, heavy clay soils. Early settlers were drawn to this region by these productive soils, gentle topography, and luxuriant native grasslands. Although historically a region of tall-grass prairies, today much of the land is devoted to cropland, non-native pasture, and expanding urban uses. Few remnant native prairie sites remain. Historical vegetation was dominated by little bluestem, big bluestem, yellow Indiangrass, needlegrass, and tall dropseed. Woody vegetation including mesquite, sugar hackberry, cedar elm, Osage orange, and other woody species grow along fence lines and field borders. On steep or sloping terrains not subject to cultivation, it is common to find eastern red cedar, Ashe juniper, Texas persimmon, elbowbush, possumhaw holly, and live oak. Stream bottoms may be wooded with bur oak, Shumard oak, elm, ash, eastern cottonwood, and pecan.

The Post Oak Savanna (East Central Texas Plains) ecoregion extends more than 300 miles in a northeast-southwest strip extending from Oklahoma to Bexar and Atascosa counties in South Texas. This ecoregion is found in far eastern Travis County, starting a transition zone between the Texas Blackland Prairie and east Texas pine forests, changing in small ways in soils, vegetation, plant communities, fish and wildlife. Topography is gently rolling to hilly, supporting a mosaic of woodlands mixed with prairie pockets, cross-cutting streams and rivers on their way to the Gulf of Mexico, and some unique rare wetland features. The dominant vegetation is an open deciduous forest or woodland of post oak, blackjack oak, and other drought-tolerant southeastern species. The Post Oak Savanna separates the Pineywoods from the former tall grasslands of the Blackland Prairie and represents the southernmost extension of the transitional oak forests that separate the eastern United States and the Great Plains. Historical accounts describe the Post Oak Savannas as a mixture of open or closed woodlands and prairie openings.

While there are many finer-scale floodplains (e.g. Onion Creek, Pedernales River) in our county, the Floodplains and Low Terraces subregion is a larger category floodplain following the main stem Colorado River. This ecoregion maps primarily the recent alluvial deposits and not the older, high terraces. These bottomland forests contain bur oak, Shumard oak, sugar hackberry, elm, ash, eastern cottonwood, and pecan; however, most of these forests have been converted to cropland and pasture.



BURNET





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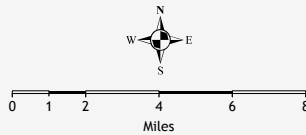
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Ecoregions

-  Edwards Plateau
-  Texas Blackland Prairie
-  Post Oak Savanna
-  Floodplains and Low Terraces



March 12, 2014

DATA	SOURCE	YEAR
Ecoregions	U.S. Environmental Protection Agency	2007

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Endangered Species

An endangered species is a population of organisms which is at risk of becoming extinct because it is very limited in range, few in numbers, and/or threatened by environmental conditions such as habitat loss, predation, or disease. Congress passed the Endangered Species Act (ESA) in 1973 with the purpose of protecting and recovering imperiled species, habitat, and the ecosystems upon which they depend. The ESA is administered by the U.S. Fish and Wildlife Service (USFWS). Texas Parks and Wildlife Department (TPWD) protects state-listed species under Chapter 68 of the Texas Parks and Wildlife Code, covering species considered to be threatened with extinction within Texas.⁷

While western Travis County harbors all known occurrences of federally protected species, certain species listed by the state may occur throughout Travis County. *Figure 3* shows the list of species maintained by TPWD as potentially occurring in our county, either resident or migratory. Not all of these species occur throughout the county; most are habitat specialists. Some species have been deleted from this list as they are known to be extirpated (e.g. Red wolf) from this area. This list is updated regularly by TPWD.⁸

Figure 3: 2013 State and Federally Listed Species in Travis County

Taxon	Common Name	Scientific Name	Federal Status	State Status
Amphibians	Barton Springs salamander	Eurycea sosorum	LE	E
Amphibians	Pedernales River springs salamander	Eurycea sp 6		
Amphibians	Jollyville Plateau salamander	Eurycea tonkawae	C	
Amphibians	Austin blind salamander	Eurycea waterlooensis	C	
Arachnids	Bandit Cave spider	Cicurina bandida		
Arachnids	Warton's cave meshweaver	Cicurina wartoni	C	
Arachnids	Tooth Cave spider	Neoleptoneta myopica	LE	
Arachnids	Tooth Cave pseudoscorpion	Tartarocreagris texana	LE	
Arachnids	Bee Creek Cave harvestman	Texella reddelli	LE	
Arachnids	Bone Cave harvestman	Texella reyesi	LE	
Birds	Sprague's Pipit	Anthus spragueii	C	

⁷ http://www.tpwd.state.tx.us/huntwild/wild/wildlife_diversity/habitat_assessment/laws.phtml

⁸ <http://www.tpwd.state.tx.us/gis/ris/es/SpeciesList.aspx?parm=Travis>

Birds	Western Burrowing Owl	Athene cunicularia hypugaea		
Birds	Mountain Plover	Charadrius montanus		
Birds	Peregrine Falcon	Falco peregrinus	DL	T
Birds	American Peregrine Falcon	Falco peregrinus anatum	DL	T
Birds	Arctic Peregrine Falcon	Falco peregrinus tundrius	DL	
Birds	Whooping Crane	Grus americana	LE	E
Birds	Bald Eagle	Haliaeetus leucocephalus	DL	T
Birds	Golden-cheeked Warbler	Setophaga chrysoparia	LE	E
Birds	Interior Least Tern	Sterna antillarum athalassos	LE	E
Birds	Black-capped Vireo	Vireo atricapilla	LE	E
Crustaceans	Balcones Cave amphipod	Stygobromus balconis		
Crustaceans	Bifurcated cave amphipod	Stygobromus bifurcatus		
Crustaceans	An amphipod	Stygobromus russelli		
Fishes	Guadalupe bass	Micropterus treculii		
Fishes	Smalleye shiner	Notropis buccula	C	
Insects	Leonora's dancer damselfly	Argia leonorae		
Insects	Rawson's metalmark	Calephelis rawsoni		
Insects	Tooth Cave blind rove beetle	Cylindropsis sp 1		
Insects	Tooth Cave ground beetle	Rhadine persephone	LE	
Insects	Kretschmarr Cave mold beetle	Texamaurops reddelli	LE	
Mammals	Cave myotis bat	Myotis velifer		
Mammals	Plains spotted skunk	Spilogale putorius interrupta		
Freshwater Mussel	Texas fatmucket	Lampsilis bracteata	C	T
Freshwater Mussel	Smooth pimpleback	Quadrula houstonensis	C	T
Freshwater Mussel	False spike mussel	Quadrula mitchelli		T
Freshwater Mussel	Texas pimpleback	Quadrula petrina	C	T
Freshwater Mussel	Creeper (squawfoot)	Strophitus undulatus		
Freshwater Mussel	Texas fawnsfoot	Truncilla macrodon	C	T
Plants	Basin bellflower	Campanula reverchonii		
Plants	Texabama croton	Croton alabamensis var texensis		
Plants	Warnock's coral-root	Hexalectris warnockii		
Plants	Boerne bean	Phaseolus texensis		
Plants	Correll's false dragon-head	Physostegia correllii		

Plants	Bracted twistflower	<i>Streptanthus bracteatus</i>	C	
Reptiles	Spot-tailed earless lizard	<i>Holbrookia lacerata</i>		
Reptiles	Texas horned lizard	<i>Phrynosoma cornutum</i>		T
Reptiles	Texas garter snake	<i>Thamnophis sirtalis annectens</i>		

In Travis County, several bird, aquatic, and cave-dwelling species are federally listed or proposed listed as threatened or endangered. Of these, two endangered song birds and six endangered karst invertebrates (see *Figure 4*) are protected under the Balcones Canyonland Conservation Plan (BCCP)⁹. Another 27 karst and plant species of concern are also protected under the BCCP.

Figure 4: Endangered Species Protected Under the BCCP

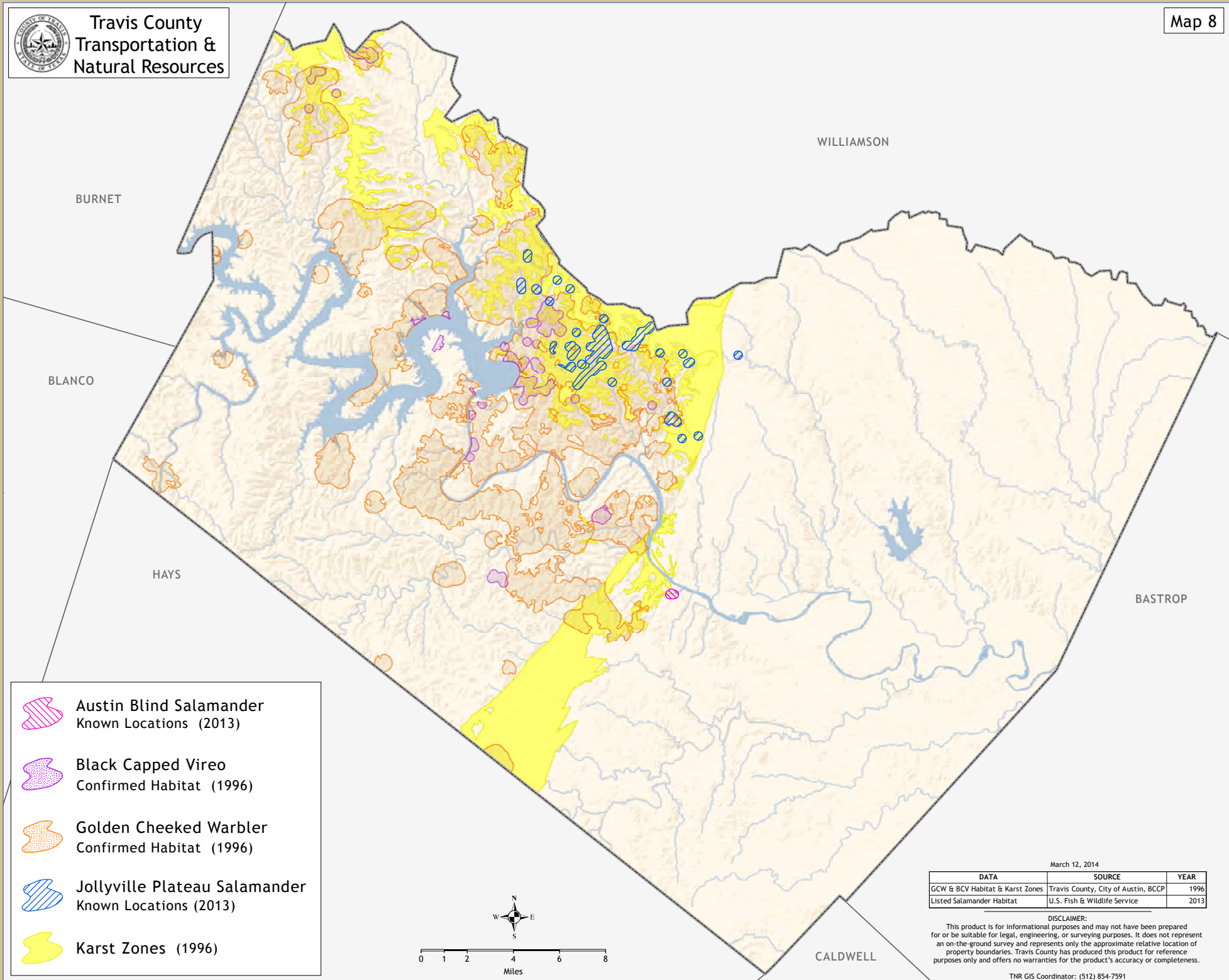
Scientific Name	Common Name
<i>Vireo atricapillus</i>	Black-Capped vireo
<i>Setophaga chrysoparia</i>	Golden-Cheeked warbler
<i>Neoleptoneta myopica</i>	Tooth Cave spider
<i>Texella reddelli</i>	Bee Creek Cave harvestman
<i>Texella reyesi</i>	Bone Cave harvestman
<i>Tartarocreagris texana</i>	Tooth Cave pseudoscorpion
<i>Rhadine persephone</i>	Tooth Cave ground beetle
<i>Texamaurops reddelli</i>	Kretschmarr Cave mold beetle

In addition to the species protected under the BCCP, there are several rare salamander species that inhabit Travis County, three of which are federally protected. Two of these salamanders are listed endangered – Barton Springs salamander (*Eurycea sosorum*) and Austin Blind salamander (*Eurycea waterlooensis*) –and one is listed as threatened, Jollyville Plateau salamander (*Eurycea tonkawae*). The Barton Springs and Austin Blind salamanders are confined to the outlets at Barton Springs near central Austin. The Jollyville Plateau salamander lives primarily in the springs and streams of northwest Travis County and southern Williamson County. All three species are fully aquatic and are known as the lungless salamanders. Habitat protection for these species depends on protecting

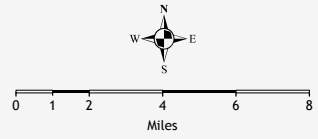
⁹ In 1996, the USFWS issued a 10 (a) “incidental take” permit to Travis County and the City of Austin authorizing the implementation of the Balcones Canyonlands Conservation Plan (BCCP) thereby providing a method for landowners to develop their property by mitigating impact of their land use activities on protected endangered species.

water quality up gradient of (recharge) and directly in the aquifers that source the springs and the surface watersheds supporting these animals, their prey and habitat. Spring and spring-run river and creek habitat protection is also directly important.

Map 8 shows in cross-hatching the areas of outcrop of the Edwards Limestone which is critical to the protection of habitat for cave-dwelling species. Additionally, the figure shows the areas where, as of 1996, there have been confirmed sightings of Golden-Cheeked warblers and Black-Capped vireos. These lands protect rare, threatened, and endangered species and also contribute to healthy surface and aquifer water quality, air quality, and the visual landscape that defines the Hill Country and western Travis County. Eastern Travis County also harbors significant habitats for resident and migratory rare species; however, these have not yet been mapped with the same level of information as those shown on *Map 8*.



-  Austin Blind Salamander
Known Locations (2013)
-  Black Capped Vireo
Confirmed Habitat (1996)
-  Golden Cheeked Warbler
Confirmed Habitat (1996)
-  Jollyville Plateau Salamander
Known Locations (2013)
-  Karst Zones (1996)



March 12, 2014

DATA	SOURCE	YEAR
GCW & BCV Habitat & Karst Zones	Travis County, City of Austin, BCCP	1996
Listed Salamander Habitat	U.S. Fish & Wildlife Service	2013

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TNR GIS Coordinator: (512) 854-7591

Threatened & Endangered Species Habitat

C. PLANNING CONTEXT

The Planning Context chapter provides information about external conditions impacting county planning efforts. This includes information about the characteristics of people living in the county and how they use the land; how the population is forecasted to grow and be distributed throughout the county; the legislative authority the county has to influence future land use; and municipal comprehensive planning efforts that represent potential opportunities or constraints to county planning efforts.

THE PEOPLE

Demographic indicators help describe the characteristics of populations and population segments within regions. By looking at characteristics of a region, implications of demographic change can better be understood and useful to local governments in determining needs and where funding for specific resources should be allocated. A synopsis of population and demographic characteristics of Travis County will help to provide a general understanding of the residents who receive county services. Below are recent trends observed for Travis County from the 2010 Census.

- Travis County has continued to see increased growth from 2000 to 2010. The CAMPO five-county region grew by 37% with Travis County growing at 26.1% making it the fastest growing county among Texas's five most populous counties. This growth rate has increased with estimates released by the US Census Bureau for the period between April 2010 and July 2011 where Travis County saw a population increase of 38,858, nearly a 3.8% increase during the period.
- Population growth is occurring in Incorporated Population. Travis County is comprised of 22 cities or villages. The largest incorporated area, City of Austin, makes up approximately 73.7% (754,691) of the County's total population (1,024,266) in 2010. The unincorporated area population, currently at 178,895, has grown since 2000, from 15.4% to 17.4% of the County's total population, even as the unincorporated areas of the county have shrunk due to municipal annexation.

- Population growth occurring outside City of Austin incorporated area. Much of the geographic distribution of this growth in the last decade has occurred in census tracts outside the City of Austin. Part of this growth can be attributed to low-income populations and African American populations shifting away from the City of Austin into eastern portions of Travis County. Many census tracts within incorporated limits of Austin saw negative or little growth. Additionally, a shift in more persons living outside the City of Austin's limits may relate to lower income residents seeking more affordable housing further from Austin's urban core.
- Hispanic share of population is increasing as Anglo share declines. Hispanics have increased as a proportion of Travis County's population (from 28.2% in 2000 to 33.5% in 2010). Of Non-Hispanics in 2010 (66.5%), Non-Hispanic Whites have decreased the most from 56% in 2000 to 51% in 2010.
- Rises seen in aging population. The 65 and over population in Travis County grew by 28% between 2000 and 2009. The 45-64 age group increased 48% over the same time period. Given this substantial growth, and as the population ages, it is likely that individuals 65 and over will comprise a larger percentage of the total population in the future.¹
- Over the past decade, the median household income in Travis County has consistently exceeded that of the United States and Texas.¹ For 2006-2010, the median household income for Travis County was \$54,074, Texas \$49,646 and the United States \$51,914.
- Approximately 15% of Travis County residents, or 144,055 people, are living in poverty. Hispanic/Latino and Black/African American children under five years of age have some of the highest poverty rates in Travis County, at 37% and 44% respectively.¹

Total Population

In the 2010 US Census, Travis County had a population of 1,024,266 (see Figure 5). Since 1990, Travis County's population grew nearly 78% with the addition of nearly 450,000 people. In comparison, the population of Texas as a whole grew by 48% over the same period. Growth continued in the last decade; Travis County added over approximately, 212,000 persons which is a 26.1% increase since 2000 while the State of Texas increased 20.6% to 25.1 million people which led the United States in population growth in the last ten years.

Figure 5

Population Growth (1990-2010) (Travis County vs. State of Texas) Source: US Census 1990, 2000 and 2010				
Year	Texas	% Increase (1990-2010)	Travis County	% Increase (1990-2010)
1990	16,986,510		576,407	
2000	20,851,820		812,280	
2010	25,145,561	48%	1,024,266	78%

¹ Travis County, TX Consolidated Plan and Action Plan, PY2011-2013, Travis County Health and Human Services Department, 2011.

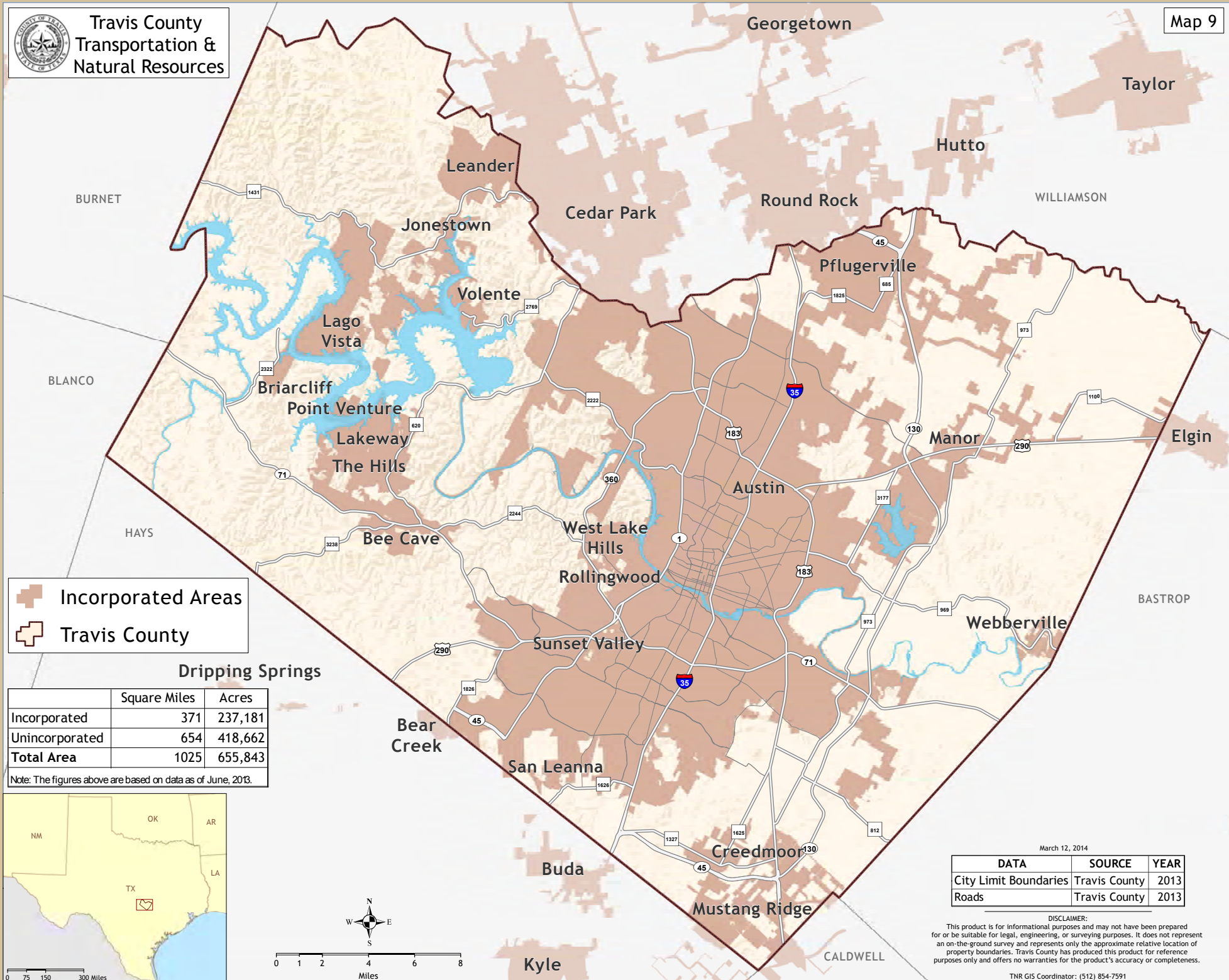
Population by Location

Approximately 83% of the 2010 population in Travis County lives within incorporated areas. The most populous area, City of Austin, is home to approximately 73.7% of the County’s population (754,691). The remaining incorporated areas make up approximately 8.9% of the County’s population with 90,680 persons. The cities include Bee Cave, Briarcliff, Cedar Park, Creedmoor, Elgin, Jonestown, Lago Vista, Lakeway, Leander, Manor, Mustang Ridge, Pflugerville, Point Venture, Rollingwood, Round Rock, San Leanna, Sunset Valley, The Hills, Volente, Webberville and West Lake Hills. See *Map 9* for location of incorporated areas within the County.

Figure 6 describes the incorporated population and unincorporated population growth since 2000. In 2010, the number of persons living in the unincorporated area of Travis County was estimated at 178,895 persons or approximately 17% of the total population. This percentage has grown since 2000 from 15% to 17% in 2010. A representation of the 2010 Travis County population is shown in *Map 10*.

Figure 6

Travis County Population (2000 and 2010) (Incorporated and Unincorporated) (Source: US Census 2000 and 2010)				
	2010		2000	
	Population	Percent	Population	Percent
Incorporated Area (City of Austin)	754,691	73.7%	644,752	79.4%
Incorporated Area (Other Incorporated Areas)	90,680	8.9%	42,310	5.2%
Total Incorporated Population within Travis County	845,371	82.6%	687,062	84.6%
Unincorporated Population within Travis County	178,895	17.4%	125,218	15.4%
Travis County (Total Population)	1,024,266	100.0%	812,280	100.0%

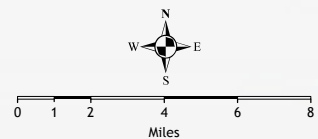


Incorporated Areas
 Travis County

Dripping Springs

	Square Miles	Acres
Incorporated	371	237,181
Unincorporated	654	418,662
Total Area	1025	655,843

Note: The figures above are based on data as of June, 2013.

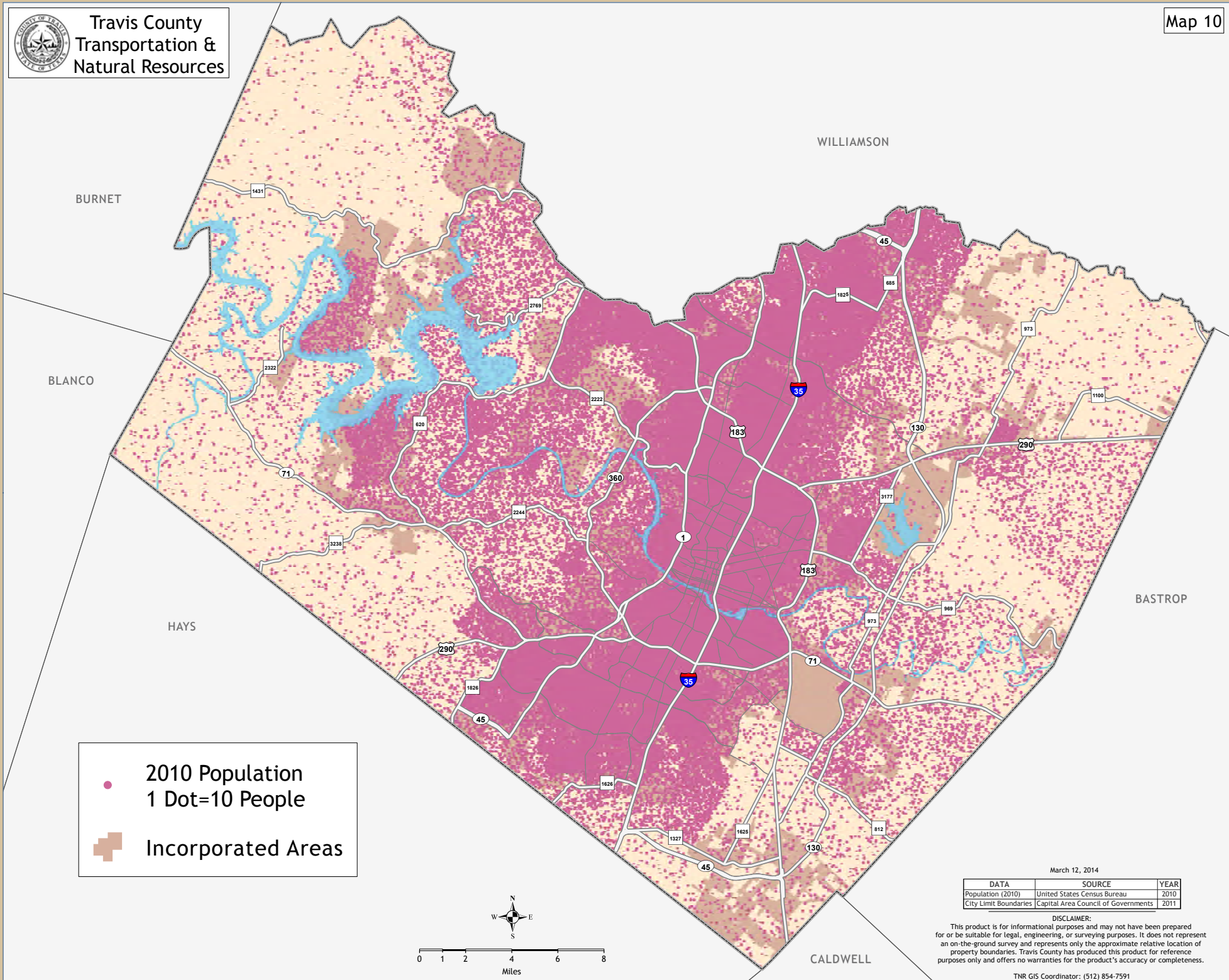


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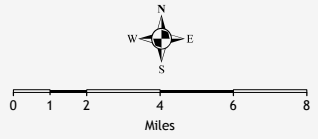
DATA	SOURCE	YEAR
City Limit Boundaries	Travis County	2013
Roads	Travis County	2013

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TNR GIS Coordinator: (512) 854-7591



● 2010 Population
 1 Dot=10 People
■ Incorporated Areas



DATA	SOURCE	YEAR
Population (2010)	United States Census Bureau	2010
City Limit Boundaries	Capital Area Council of Governments	2011

March 12, 2014
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Population by Age

For 2010, the median age in Travis County is 31.9, which is slightly younger than Texas which is 33.1. However, since 1990, the percentage of total population for ages 45-64 has increased in Travis County while ages 18-44 has decreased in the same time period (see Figure 7).

Figure 7

Travis County Population by Age (1990 – 2010)						
	Number			Percent		
	1990	2000	2010	1990	2000	2010
Population						
Total population	576,407	812,280	1,024,266	100%	100%	100%
Male	288,256	415,901	516,637	50%	51%	50%
Female	288,151	396,379	507,629	50%	49%	50%
Median Age						
Median age	29.5	30.4	31.9	-	-	-
Age Distribution						
Under 5 years	44,113	58,840	75,774	8%	7%	7%
5 to 9 years	40,447	54,192	70,686	7%	7%	7%
10 to 14 years	33,984	50,171	62,789	6%	6%	6%
15 to 17 years	19,667	29,741	35,788	3%	4%	3%
18 to 24 years	91,217	119,727	130,115	16%	15%	13%
25 to 34 years	128,194	161,292	192,573	22%	20%	19%
35 to 44 years	94,427	135,428	154,525	16%	17%	15%
45 to 54 years	48,598	99,736	132,397	8%	12%	13%
55 to 64 years	33,899	48,329	94,860	6%	6%	9%
65 to 79 years	32,621	41,111	55,688	6%	5%	5%
80 years and over	9,240	13,713	19,071	2%	2%	2%

Figure 8 compares Travis County’s population by age with the State of Texas for 2010. At 68.8%, Travis County continues to have a large working age population (18-64 year olds). In comparison, the same age group in the State of Texas comprises 62% of Texas’ population. Additionally, percentage of population of individuals under 18 years old and 65 years and older were less in Travis County as compared to the State of Texas.

Figure 8

2010 Population by Age (Travis County vs. State of Texas)				
Age	Travis Co. Population	Percent	State of Texas Population	Percent
Under 18	245,037	23.9%	6,865,824	27.3%
18 to 24	130,115	12.7%	2,572,969	10.2%
25 to 44	347,098	33.9%	7,071,855	28.1%
45 to 64	227,257	22.2%	6,033,027	24.0%
65 and over	74,759	7.3%	2,601,886	10.4%
Total	1,024,266	100%	25,145,561	100.0%

Source: US Census 2010

In the coming years, there will be a rapid rise in elderly populations which will cause competition for funding with programs already stretched for children and lower income families. These shifting demographics will place a larger burden of caring for the elderly on minority populations who have long not had the wages or resources to provide such support.

Population by Race/Ethnicity

As of 2010, the U.S. Census reported that there were 1,024,266 people in Travis County. The racial makeup of the County, starting with the largest group, was 709,814 White (69.3%), followed by 124,706 Some other race alone (12.18%), 87,308 Black or African American (8.52%), 59,333 Asian (5.79%), 8,555 Native American (0.84%) 33,832 Two or more races (3.30%); and the smallest census-classified group was Pacific Islander with 718 people (0.07%). Hispanic or Latino of any race was 342,766 of the total population (33.46%). Hispanics have increased as a percentage of the total population from 28.20% in 2000 to 33.46% in 2010. All other races increased slightly as a percentage of total population from 2000 to 2010, except for two races which have declined in percentage of total population since 2000. Black/African American slipped from 9.26% of the population to 8.52% in 2010 and some other race

alone fell from 14.56% in 2000 to 12.18% in 2010. *Figure 9* shows Travis County’s population by race and ethnicity in 2000 and 2010 and *Figure B-3e* compares the 2010 population by race and ethnicity to that of the State of Texas.

Figure 9

Travis County Population (2000 and 2010) (Incorporated and Unincorporated)						
	2000 Census		2010 Census		2000-2010 Change	
	Population	Percent	Population	Percent	Change	Percent
Race						
Amer. Indian/Alaska native	4,684	0.58%	8,555	0.84%	3,871	0.48%
Asian alone	36,286	4.47%	59,333	5.79%	23,047	2.84%
Black/African American alone	75,247	9.26%	87,308	8.52%	12,061	1.48%
Native Hawaiian and Other Pacific native alone	559	0.07%	718	0.07%	159	0.02%
Some other race alone	118,294	14.56%	124,706	12.18%	6,412	0.79%
Two or more races	23,152	2.85%	33,832	3.30%	10,680	1.31%
White alone	554,058	68.21%	709,814	69.30%	155,756	19.18%
Total Population	812,280	100.00%	1,024,266	100.00%	211,986	26.10%
Ethnicity*						
Persons not of Hispanic or Latino Origin	583,232	71.80%	681,500	66.54%	98,268	12.10%
Persons of Hispanic or Latino Origin	229,048	28.20%	342,766	33.46%	113,718	14.00%

*Hispanic population can be of any race.

Hispanics have increased as a proportion of Travis County’s population (from 28.2% in 2000 to 33.5% in 2010). Of Non-Hispanics in 2010 (66.5%), Non-Hispanic Whites have decreased the most from 56% in 2000 to 51% in 2010. *Maps 11* and *Map 12* provide locational information for each race and people of Hispanic origin in Travis County by Census block for 2010. *Figure 10* provides a comparison of race and ethnicity population percentages for Travis County, the State of Texas and the United States for 2010.

Figure 10

Travis County vs. State of Texas Population (2010)				
	State of Texas		Travis	
	Population	Percent	Population	Percent
Race				
American Indian and Alaska native alone	170,972	0.7%	8,555	0.84%
Asian alone	964,596	3.8%	59,333	5.79%
Black or African American alone	2,979,598	11.8%	87,308	8.52%
Native Hawaiian and Other Pacific native alone	21,656	0.1%	718	0.07%
Some other race alone	2,628,186	10.5%	124,706	12.18%
Two or more races	679,001	2.7%	33,832	3.30%
White alone	17,701,552	70.4%	709,814	69.30%
Total Population	25,145,561	100.00%	1,024,266	100.00%
Ethnicity				
Persons not of Hispanic or Latino Origin	15,684,640	62.4%	681,500	66.54%
Persons of Hispanic or Latino Origin	9,460,921	37.6%	342,766	33.46%

Source: U.S. Census Bureau, Census 2010

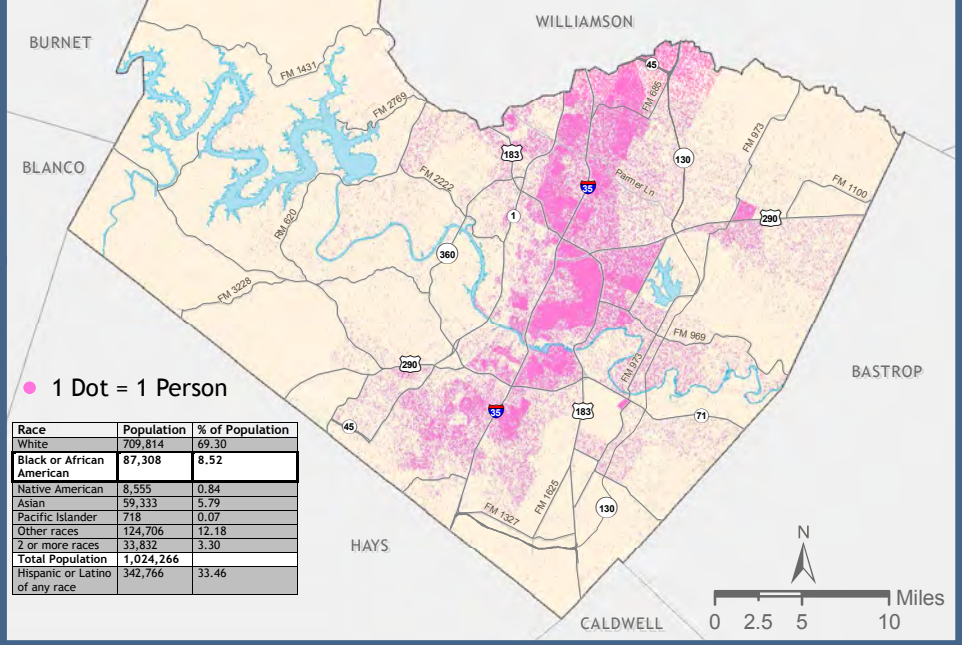
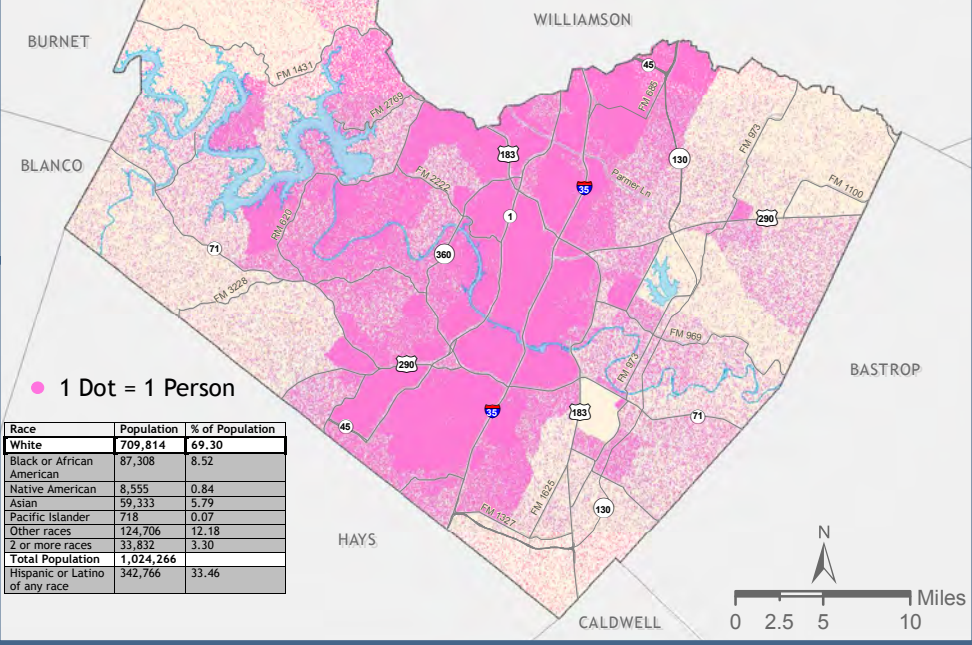
Data Note: Total population is the number of people who consider the area their primary residence. It does not include persons residing here less than half the year or persons who are here temporarily only for work (unless they consider this area their primary residence).

Population Reporting Two or More Races includes special counts of the population who reported at least two races.

Hispanic Population Reporting Two or More Races includes special counts of the Hispanic population who reported at least two races.

White

Black

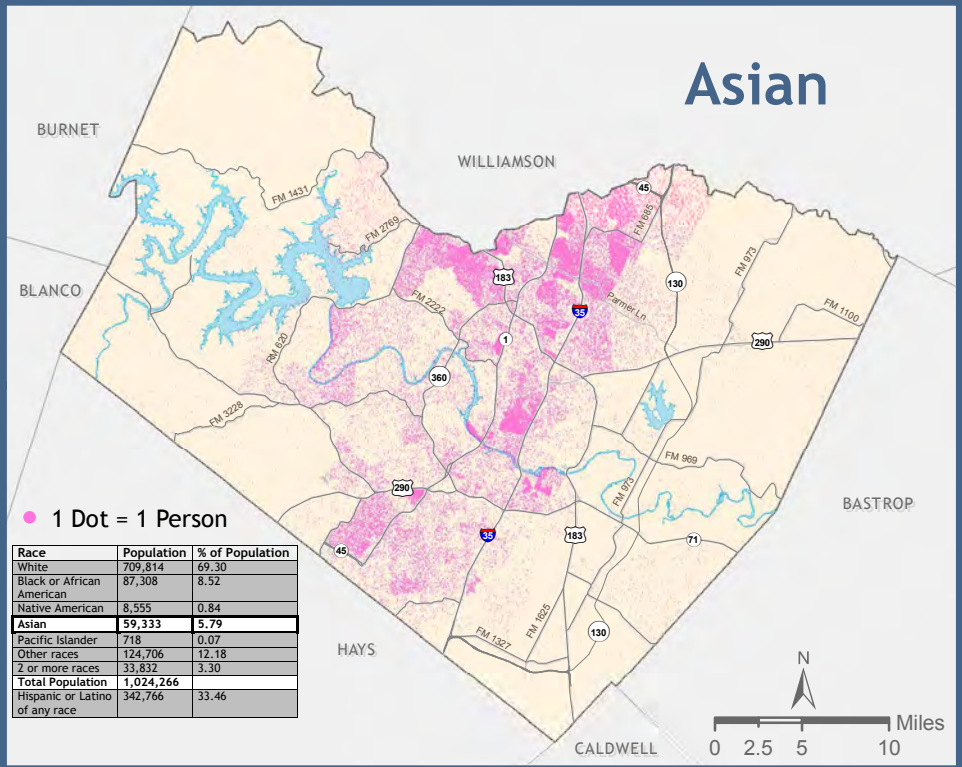
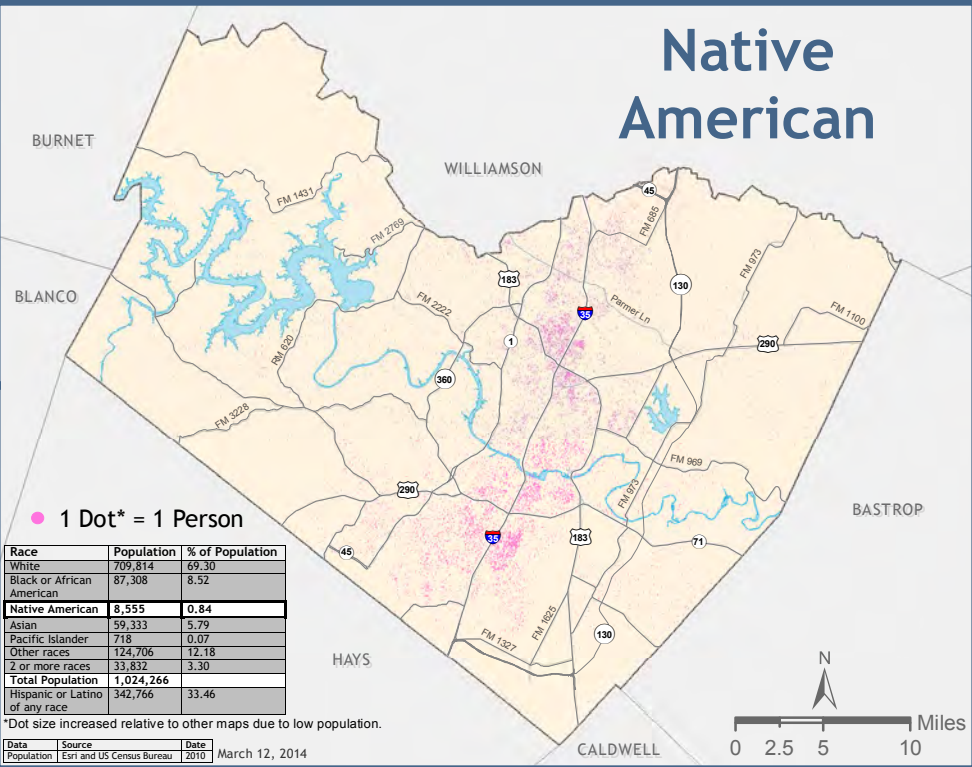


Race	Population	% of Population
White	709,814	69.30
Black or African American	87,308	8.52
Native American	8,555	0.84
Asian	59,333	5.79
Pacific Islander	718	0.07
Other races	124,706	12.18
2 or more races	33,832	3.30
Total Population	1,024,266	
Hispanic or Latino of any race	342,766	33.46

Race	Population	% of Population
White	709,814	69.30
Black or African American	87,308	8.52
Native American	8,555	0.84
Asian	59,333	5.79
Pacific Islander	718	0.07
Other races	124,706	12.18
2 or more races	33,832	3.30
Total Population	1,024,266	
Hispanic or Latino of any race	342,766	33.46

Native American

Asian



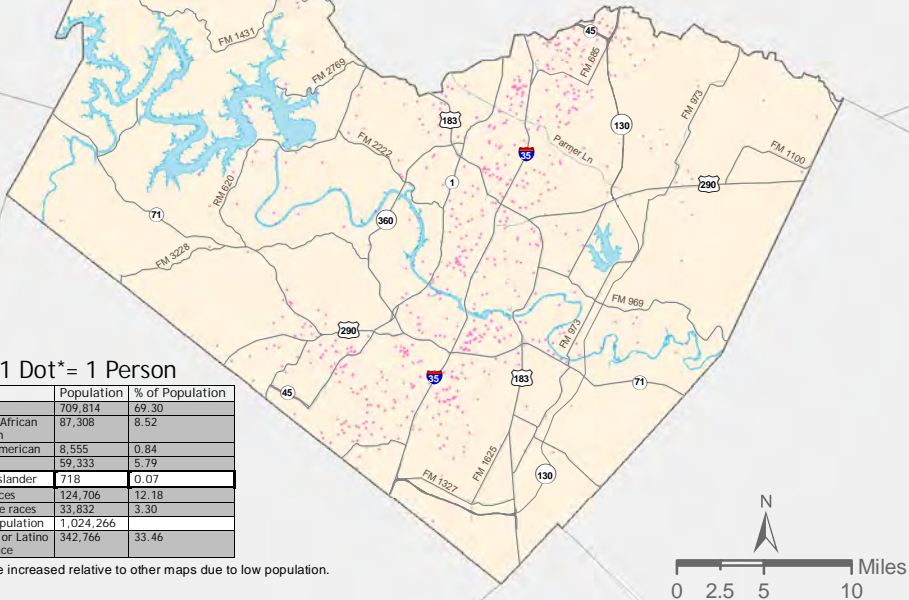
Race	Population	% of Population
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Black or African American	87,308	8.52
Native American	8,555	0.84
Asian	59,333	5.79
Pacific Islander	718	0.07
Other races	124,706	12.18
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Total Population	1,024,266	
Hispanic or Latino of any race	342,766	33.46

*Dot size increased relative to other maps due to low population.
Data Source: Esri and US Census Bureau, 2010
Date: March 12, 2014



Pacific Islander



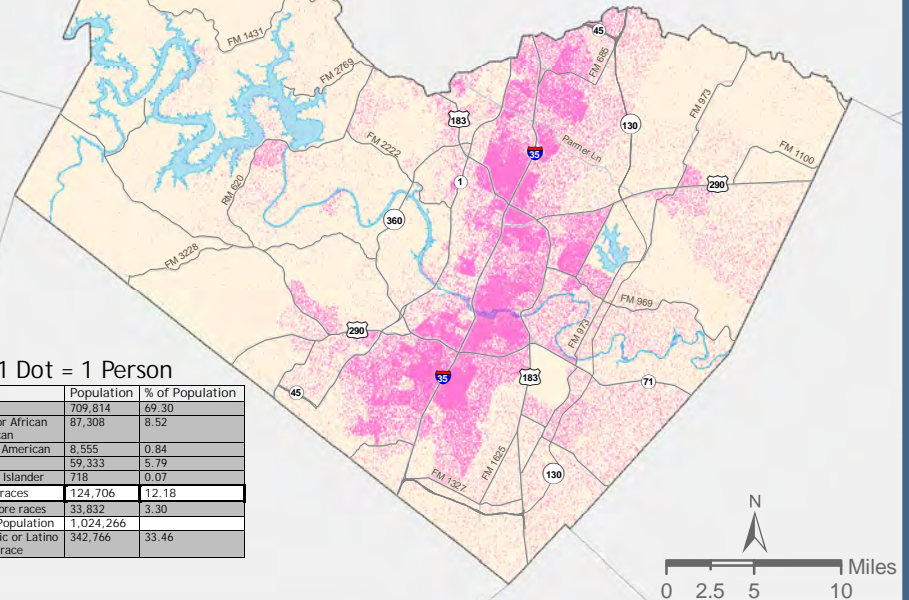
● 1 Dot* = 1 Person

Race	Population	% of Population
White	709,814	69.30
Black or African American	87,308	8.52
Native American	8,555	0.84
Asian	59,333	5.79
Pacific Islander	718	0.07
Other races	124,706	12.18
2 or more races	33,832	3.30
Total Population	1,024,266	
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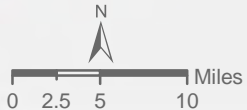
Other Races



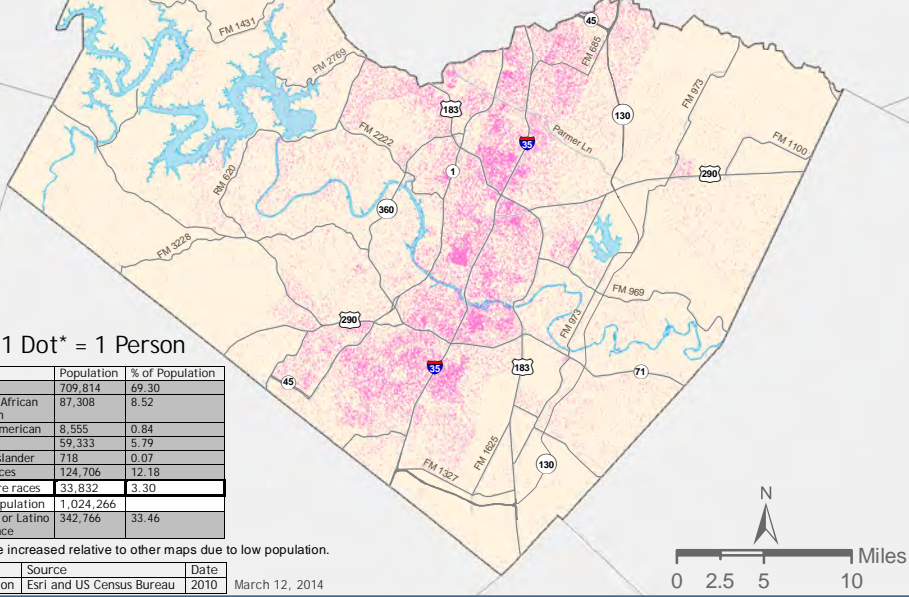
● 1 Dot = 1 Person

Race	Population	% of Population
White	709,814	69.30
Black or African American	87,308	8.52
Native American	8,555	0.84
Asian	59,333	5.79
Pacific Islander	718	0.07
Other races	124,706	12.18
2 or more races	33,832	3.30
Total Population	1,024,266	
Hispanic or Latino of any race	342,766	33.46

*Dot size increased relative to other maps due to low population.



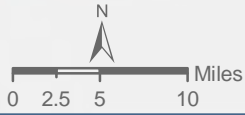
2 or More Races



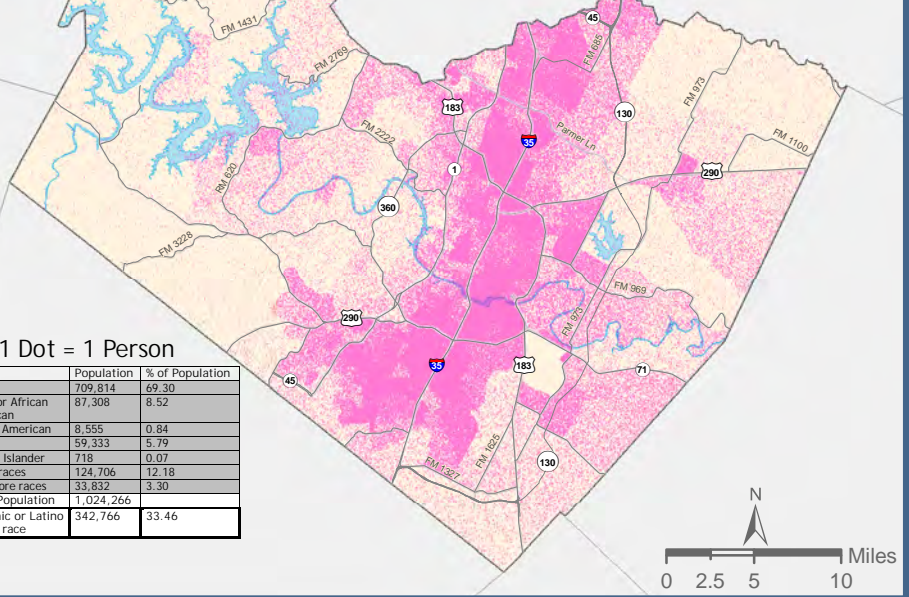
● 1 Dot* = 1 Person

Race	Population	% of Population
White	709,814	69.30
Black or African American	87,308	8.52
Native American	8,555	0.84
Asian	59,333	5.79
Pacific Islander	718	0.07
Other races	124,706	12.18
2 or more races	33,832	3.30
Total Population	1,024,266	
Hispanic or Latino of any race	342,766	33.46

*Dot size increased relative to other maps due to low population.



Hispanic



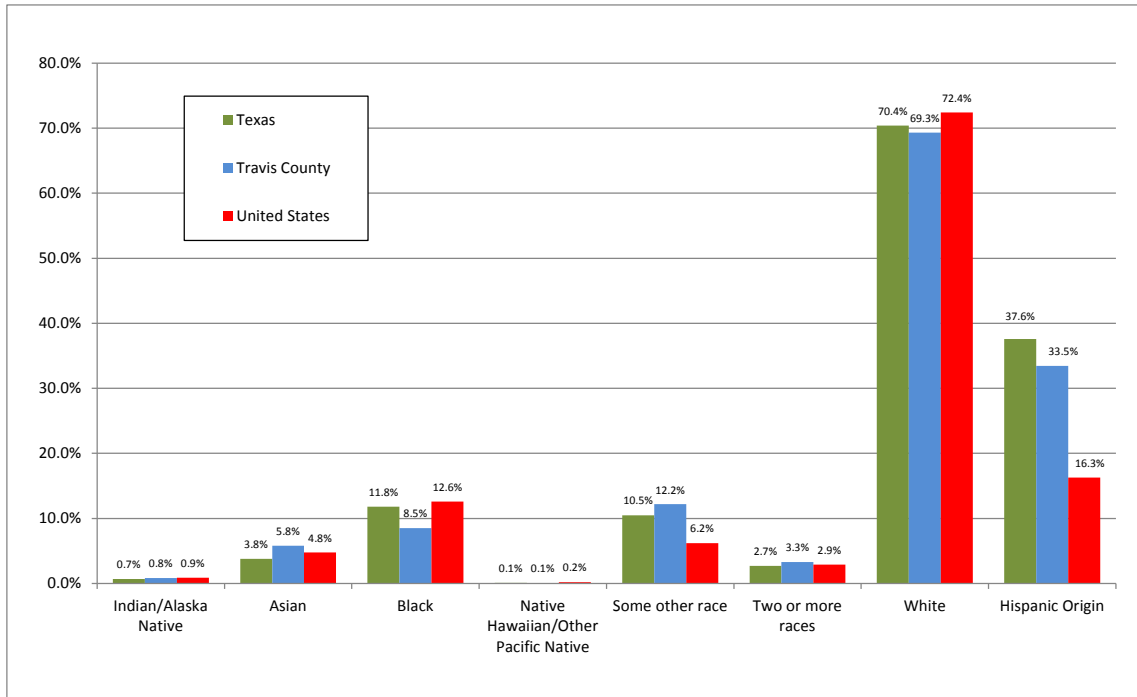
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Total Population	1,024,266	
Hispanic or Latino of any race	342,766	33.46

*Dot size increased relative to other maps due to low population.



Figure 11: Population by Race and Ethnicity for 2010 (Travis County, State of Texas and the United States)



Poverty¹

The following observations were developed by the Travis County Health and Human Services Department in the creation of the *Travis County, TX Consolidated Plan and Action Plan, PY2011-2013*. Much of the data was excerpted from *Focus on Poverty in Travis County*, prepared by Travis County Health and Human Services.

- Approximately 15% of Travis County residents, or 144,055 people, are living in poverty.*
- The number of people below the poverty threshold in Travis County has increased steadily from 1990, while the overall poverty rate fluctuated from 16% in 1990, to 13% in 2000, and returned to 15% in the 2005-2009 dataset. Children consistently have the highest poverty rate (21% in current data set) across sub-groups.
- An analysis of poverty rates in the U.S., Texas and Travis County since 1990 reveal that, in most age groups and years, Travis County fares better than Texas overall but worse than the U.S.
- Areas along the I-35 corridor and areas east of I-35 have higher rates of individuals living in poverty.
- In Travis County, the poverty rate among females (17%) is moderately higher than among males (14%).
- Poverty rates are highest among children and young adults. In Travis County, 75% of those living in poverty are under the age of 35 (compared with 68% of those in Texas and 63% in the U.S.).
- Hispanic/Latino children under age 18 make up a significant share of the Travis County population living in poverty. Hispanic/Latino and Black/African American children under 5 years of age have some of the highest poverty rates in Travis County, 37% and 44% respectively.

*Poverty Threshold: For this data, in 2010, the most recent year available, the Poverty Threshold was \$11,369 for a single adult and \$22,162 for a household of two adults and two children. Households with annual incomes under 100% of the Poverty Threshold are counted as living in poverty. The Poverty Threshold is adjusted annually for inflation using the Consumer Price Index.

LAND USE

The following information describes the land area of Travis County and its existing land use patterns. This section of the LWTP has been created to assist in the understanding of the different land use categories within the County. Travis County has experienced a significant amount of change to its rural landscape due to population growth and development. The once rural communities are rapidly evolving into suburban subdivisions. This section provides an analytical assessment of these land use patterns accompanied by a GIS map of the current land use distribution within the County. The County uses Travis Central Appraisal District (TCAD) March 2012 data to create the land category map which illustrates the current land uses in the County.

The LWTP utilizes the TCAD property classifications which have been divided into the following categories: Agriculture, Single-Family, Multi-Family, Commercial, Industrial, Civic and Vacant Land. A general description of each land use category and two maps follow the descriptions. TCAD follows the current property use and land cover data as the primary consideration for determining appropriate property classification for tax assessments. The TCAD Land Use Categories Map (*Map 13*) depicts the current land use patterns throughout Travis County.

TCAD does not have a land use category for parks and preserves so park and preserve land has generally retained its TCAD land category designation assigned to it prior to a government agency or civic organization purchase (see Appendix A for the location of parks, preserves, and conservation easements in unincorporated Travis County). Furthermore, TCAD does not have a land use category for active mining operations. Therefore, depending on the type of business operation, some land falls under Industrial or Commercial, and if the land owner is just extracting layers of dirt it could fall under a nonexempt agricultural category. Typically, mineral processing and crushing plants fall under Industrial use, whereas, selling of aggregate could be classified under Commercial.

Land Use Categories

It is important to emphasize that the land use categories used in the LWTP are intentionally broad. While it is noted that these land use categories have unique purposes solely related to the collection of property taxes, the data provides insight into the land use character of each unincorporated area of the County. The County Land Use Map on the following page depicts the locations for each type of land use in the unincorporated area of the County and is a snapshot in time.



BURNET

WILLIAMSON

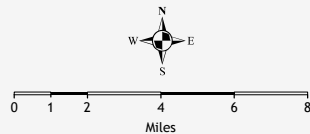
BLANCO

HAYS

BASTROP

CALDWELL

- Agriculture/Farm & Ranch
- Residential
- Multi-Family
- Commercial
- Industrial
- Civic
- Vacant Parcels



March 12, 2014

DATA	SOURCE	YEAR
Land Use	Travis Central Appraisal District	2012

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Agriculture/Farm & Ranch: All acreage qualified for use in agriculture and farm and ranch productivity and the improvements associated with land. These improvements include all houses, barns, sheds, silos, garages and other structures associated with farming or ranching. Included is all land areas associated with agricultural production. The greatest amount of these lands would be areas used in the active cultivation of crops, both row and field crops. Also included, however, are pasturelands and grazing lands associated with horse or cattle raising operations, orchards, vineyards, nurseries and other horticultural areas and confined feeding operations. In addition, other lands used in support of the agricultural activities, such as the farmsteads, associated barns, stables, and corrals are also included.

Single-Family Residential: Single-Family Residential property includes land on which homes are situated. Townhouses, condominiums, row houses and owner-occupied duplexes are included in this category as well as mobile homes located on land owned by occupants.

Multi-Family Residential: Properties that fall under this category are residential structures containing two or more residential units under single ownership and include apartment complexes.

Vacant Parcels: These properties may be idle tracts in various stages of development or awaiting construction, tracts planned for residential structures, recreational lots or commercial and industrial building sites. Because property use determines classification, there is no minimum or maximum acreage requirement for this category.

Commercial: These properties include land and improvements associated with businesses that sell goods or services to the general public. Some examples of commercial businesses are: wholesale and retail stores, shopping centers, office buildings, restaurants, hotels and motels, gas stations, parking garages and lots, auto dealers, repair shops, finance companies, insurance companies, savings and loan associations, banks, credit unions, clinics, nursing homes, hospitals, marinas, bowling alleys, golf courses and mobile home parks.

Industrial: Properties that add value to products through development, manufacturing, fabrication or processing of those products. Some examples of industrial businesses are: cotton gins, processing plants, paper mills, steel mills, refineries, warehouse storing for a manufacturing facility, cement plants, chemical plants, canning companies and clothing manufacturers. Warehouses that receive

goods from only one manufacturer to hold for distribution or that provide storage as part of a manufacturing process are classified as industrial real property.

Civic: Tax exempt properties are school property, religious organizations, property owned by the federal, state, county or city government and used for public purposes, charitable organizations, cemeteries, youth spiritual, mental and physical development associations and low-income housing.

Unclassified Parcels: The parcel boundaries are identified by TCAD but were not given a classification.

Land Use Categories not Identified by TCAD

Preserve: Highly sensitive lands that have been set aside for conservation that might otherwise have been used for development of subdivisions.

Parks: Land that has been set aside for public recreational use and open space.

Land Use Inventory

The county has an area of approximately 1,024 square miles (including incorporated areas) which is roughly 599,718 acres. The unincorporated area is 402,769 acres (628 square miles), the incorporated area is 196,319 acres (306 square miles) and, according to the Texas Water Development Board, the water bodies are approximately 33 square miles. These numbers do not account for the remaining 57 square miles of dedicated rights-of-way, railroad lines and utility easements. The table below identifies the approximate proportion of land associated with each land use category in the unincorporated areas of the county. Agricultural uses make up approximately 52.3 percent of the land, residential uses make up 18.3 percent, nonresidential uses make up almost 5 percent and civic uses make up 2.5 percent of the county. The data shows that agriculture and farm and ranch are the predominant land uses covering over 210,710 acres of the total land area, followed by vacant parcels at 87,213 acres which is 21.65 percent.

Agricultural and rural lands are being developed into housing subdivisions because of the pressures created by growth, which points to a future of relatively dense development for a once relatively isolated and stable rural county. The eastern portion of the county, generally, is ideal for Agricultural use. Much of this area is currently farmed and is characterized by flat land and good soils. Effort should be made to plan for the stabilization of those areas which might be best retained in their rural-like character, promoting their value as agricultural resources and/or adequate land reserves for the future.

The Land Use Map was created to assist policy makers to guide land use-related decision making. Until the State Legislature grants land use and zoning control to counties, the risk of inconsistent and incompatible development will remain. The changing social, cultural, economic and environmental dynamics of the county make it crucial to have an effective, ongoing review mechanism that will measure actual change and adjust land use needs in line with these evolving dynamics.

Land use is only one element of this background report, but knowledge about land use and land cover has become increasingly important as the county strives to overcome the problems of uncontrolled development, loss of prime agricultural lands and loss of wildlife habitat. Land use data is needed in the analysis of environmental processes and problems that must be understood if living conditions and standards are to be maintained at current levels or improved.

Land Use Calculations for Unincorporated Travis County

Figure 12: Land Use Calculations

TCAD Land Use Categories	Agriculture	Residential	Commercial	Industrial	Civic	Vacant Parcels	Unclassified Parcels	Totals
Acreage	210,710	73,883	16,155	478	10,196	87,213	4,134	402,769
Square Miles	329	115	25	1	16	136	6	628
Percentage of unincorporated Travis County	52.31%	18.34%	4.01%	0.12%	2.54%	21.65%	1.02%	99.99%

FORECASTED DISTRIBUTION OF POPULATION

Historical Population

From 1980 to 2010, the population of Travis County grew at an average rate of 3.02% per year from 419,573 residents in 1980 to 1,024,266 in 2010. In comparison, population of the five counties (Travis, Williamson, Hays, Bastrop and Caldwell) that make-up the region’s Metropolitan Planning Organization (MPO) grew at a combined average rate of 3.65%. In 2010, most of the population within the 5-county region, 60%, resides within Travis County. By 2035, the County’s percentage of the 5-county region will decline to 48%. See *Figure 13*.

Figure 13: Historical Population and Forecast by County

County	1980 Census	1990 Census	2000 Census	2010 Census	2025 Forecast	2035 Forecast
Travis	419,573	576,407	812,280	1,024,266	1,318,000	1,555,300
Williamson	76,521	139,551	249,967	422,679	702,700	1,026,500
Hays	40,594	65,614	97,589	157,107	271,600	371,200
Bastrop	24,726	38,263	57,733	74,171	149,200	215,500
Caldwell	23,637	26,392	32,194	38,066	65,300	82,100
5-County Total	585,501	846,227	1,249,763	1,716,289	2,506,800	3,250,600

Source: CAMPO 2035 Regional Transportation Plan, June 2010.

Much of the new population in the region between 1980 and 2010 has located in low density single family uses on the fringe of the existing urban areas. A large percentage of the region’s growth is occurring outside municipal boundaries, with limited land use control powers. Travis County continues to have little ability to regulate the location, quality, and impacts of development. An example of the extent of this continued growth is represented in the increase in estimates of Travis County’s unincorporated population. Since 2000, an additional 100,000 persons are living in the unincorporated area of Travis County. See *Figure 14*. In the 2010 Census, it is estimated that the unincorporated population of Travis County makes up 17.5% of Travis County’s total population. This unincorporated population percentage has increased from the 2000 Census which showed approximately 9.1% of the total population living in the unincorporated portion of the County.

Figure 14: Travis County Incorporated vs. Unincorporated Population (2000 and 2010)

Travis County	2000 Census	% of County Total	2010 Census	% of County Total
Incorporated	740,119	90.9%	845,371	82.5%
Unincorporated	72,161	9.1%	178,895	17.5%
Total	812,280		1,024,266	

Source: 2000 and 2010 US Census.

Population Forecast

The Land, Water, Transportation Plan 2035 will use the same demographic forecast that was developed in the Capital Area Metropolitan Planning Organization (CAMPO) 2035 Regional Transportation Plan. Reasons for using the same forecast include: the current CAMPO forecast is relatively current (June 2010), it has been adopted by various jurisdictions within the region, and the forecast is based on a new growth allocation approach known as the CAMPO Centers Concept which was vetted during the long range transportation plan adoption. The use of a centers growth allocation concept has been held up in the region as an opportunity to take a different approach to growth developed from the previously based trends forecasts. The Centers concept allows for higher density, mixed use developments located around public transportation and incorporates alternative mobility options with the goal of reducing investment that has been made in regional infrastructure that have been based on previous trends forecasts.

County Control Totals- CAMPO develops population and employment forecasts for use in the development of the region’s long range transportation plan. In each plan, the CAMPO policy board adopts County control totals that will be used in the development of the travel demand model. CAMPO reviewed several forecast scenarios with the board which adopted an averaged scenario of the Texas State Demographer’s highest (1.0) and medium growth (0.5) scenarios. The 1.0 Scenario assumes that trends from growth between 1990-2000 will continue into the future and is identified as being a high growth scenario. Since the 1990s were characterized by rapid growth in the region, demographers view the 1.0 Scenario as being unsustainable over time. Scenario (0.5) is an average of the zero (0.0) and (1.0) scenarios. It assumes rates of net migration to be one-half of those of those in Scenario (1.0). This scenario projects rates of population growth that are slower than Scenario (1.0), but show steady growth. After reviewing the

two scenarios, the Board felt that a Scenario that was between the two would allow for a forecast where in-migration occurs at a rate slightly lower than the high growth rate of Scenario (1.0).

In June 2010, the long range plan, CAMPO 2035 Regional Transportation Plan, was approved by the Transportation Policy Board and showed the five county total population was expected to grow to approximately 3.25 million residents by 2035. By 2035, Travis County will have added approximately 525,000 persons and will make-up 48% of the five county total. This amount of growth would equal, if the birth rate and death rates were held constant, 58 new persons, per day for 25 years (see *Figure 13*).

Allocation of Forecasted Population

As part of the demographic forecast, a Centers Growth Concept scenario was developed to guide where future population would be allocated forming the basis for the 2035 regional transportation plan and the travel demand model. The Centers Growth Concept is the implementation of a network of high density mixed use centers oriented around transportation investments included in the long range transportation plan. In Travis County, there are currently 18 centers, located mainly at the intersections of existing and/or future planned transportation systems which include rail, transit and roadway improvements (see *Map 14*).

Of these, only one center, (Webberville) is located completely within the unincorporated area of Travis County. Six of the centers, (Pflugerville, SH 130 and US 290, Manor, Webberville, SH 130 and SH 71, and Mustang Ridge) are located along the SH 130 corridor. Another six centers are located in the I-35 corridor (Ben White, Central Austin, Mueller, Highland Mall, Tech Ridge and I-35 and SH 45 N. To implement the Centers concept, it is expected that regional partners will implement strategies to encourage development. Targets have been identified to increase the percentage of regional population. For medium centers, the population target ranges from 9,000 – 75,000 persons, for small centers, the range is 1,000 – 10,000 persons. Locations of future population show in the forecast that growth has been allocated to these center locations (see *Map 15*).

Staff also expects that new Centers will be established at future transit stations being planned for in the City of Austin's Urban Rail project and more importantly for unincorporated Travis County along the rail stations being planned for in the Lone Star Rail project.

Emerging Projects and Preliminary and Final Plat Subdivisions as Growth Indicators - Another indicator of where growth will occur is through locations of undeveloped platted and existing platted subdivisions. In *Map 15*, for Travis County, there still are large areas of mainly agricultural land that do not show potential for new development to occur and have no emerging projects. These are

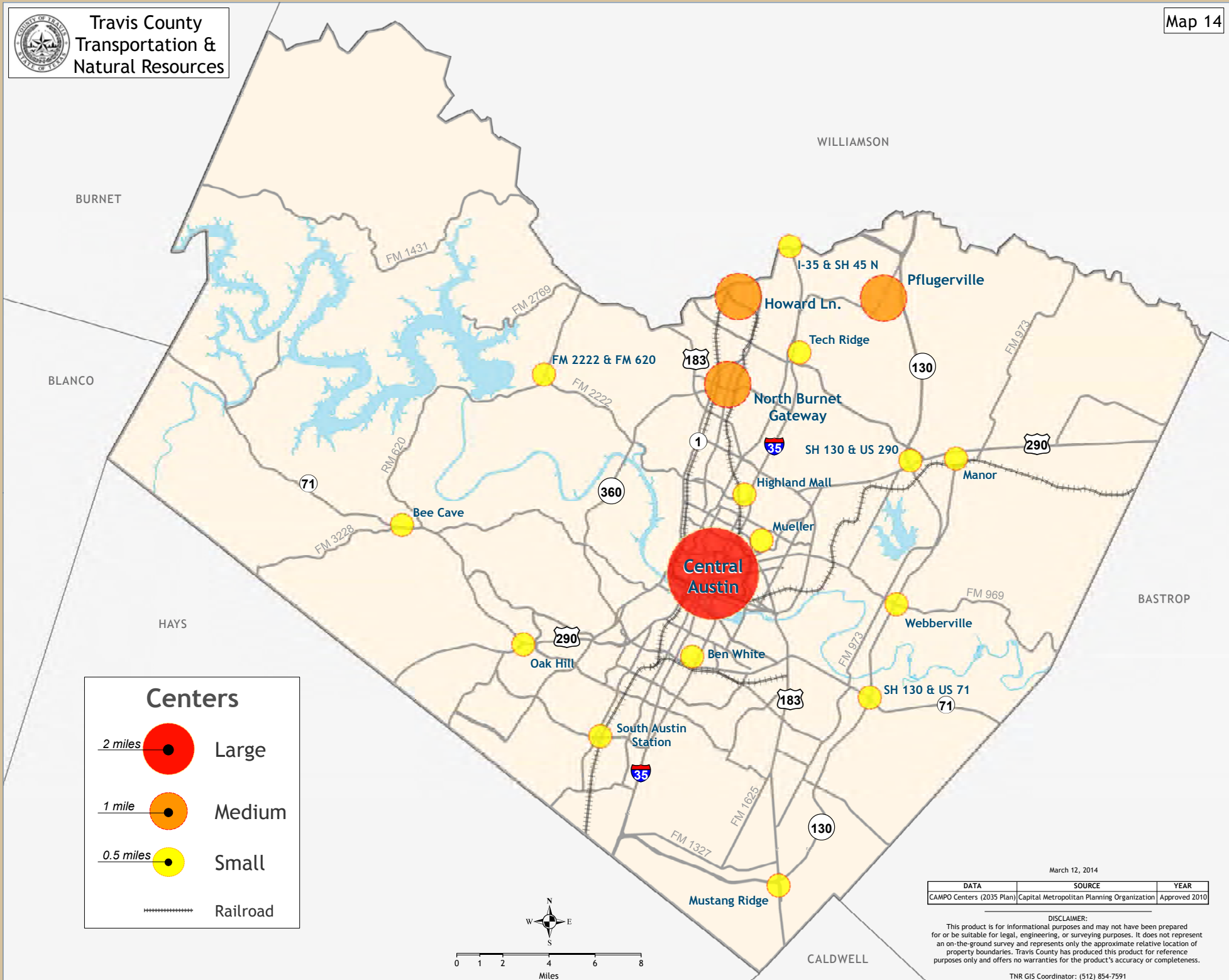
located mainly in northeast Travis County and to some extent large areas remain within the SH 130 corridor. In western Travis County, many potential areas for development are protected lands under the BCCP and cannot be developed. However, changes in future growth can be identified in the location of emerging projects.

SH 130 Corridor- Much of the forecasted growth is planned to occur along the SH 130 corridor. Large mixed use tracts that include single and multi-family residential are being planned that access the new transportation corridor that runs mostly in the unincorporated area of the County. Shown in *Map 15*, mixed use developments are planned at Wildhorse Ranch (US 290 west of the City of Manor), Whisper Valley (east of SH 130 along future Barker Lane) and Rio de Vida (along SH 130 between SH 71 E and FM 969). These three developments represent over 20,000 new planned residential units at build out.





SE Travis County- Another area of high growth is planned to occur in southeastern Travis County just west of SH 130. Two large mixed use developments, Goodnight Ranch (Slaughter Lane and Thaxton Rd.) and Brookfield (along future Slaughter Lane and William Cannon Drive west of US 183 S) have just over 19,500 residential units planned for these new mixed use developments. Additionally, further to the east of SH 130 is the new F1 site. While, the project was not included in the current population forecast, the impact on the surrounding area will be dramatic especially in the potential for new job growth.

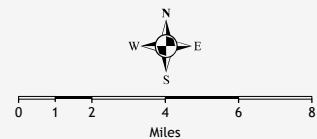
Center Locations- Other new growth will be occurring in new and existing centers planned within Travis County, see *Map B-5c*. In northeastern Travis County, the City Pflugerville and its ETJ are expected to see continued growth especially to the east of its incorporated area. In southwest Travis County, the Village of Bee Cave located at RM 620 and SH 71 W will see growth spreading along highway corridors. In northwestern Travis County, the cities of Jonestown and Lago Vista show continued growth north of Lake Travis. While it is not a defined center, the City of Lakeway will grow along its southern boundary west of the new medical Center and along Bee Creek Road.

Growth on County Boundaries- Other significant growth areas will impact Travis County just outside the County's boundary. In northern Travis County, a medium center (Robinson Ranch) is located west of Burnet Road along SH 45 and will include 10,000 new residential units. In southern Travis County, continued growth in Buda and Kyle is impacting the quality of life of residents in southwest Travis County along FM 1626. Plans for new development along I-35 at Estancia and the old Heap Ranch will continue to impact the people living in this area of the County.



Centers

-  **Large**
2 miles
-  **Medium**
1 mile
-  **Small**
0.5 miles
-  **Railroad**

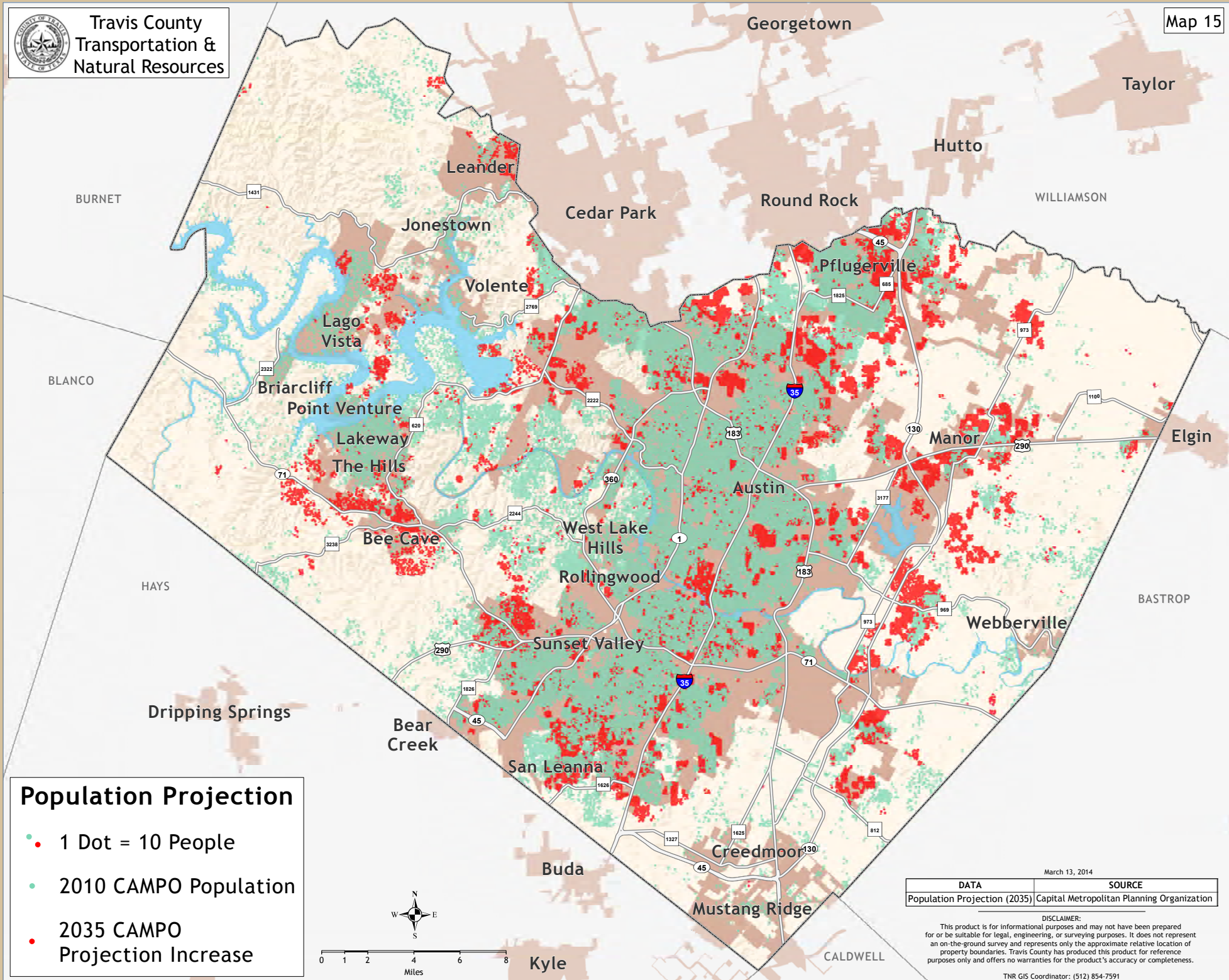


DATA	SOURCE	YEAR
CAMPO Centers (2035 Plan)	Capital Metropolitan Planning Organization	Approved 2010

March 12, 2014

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Population Projection

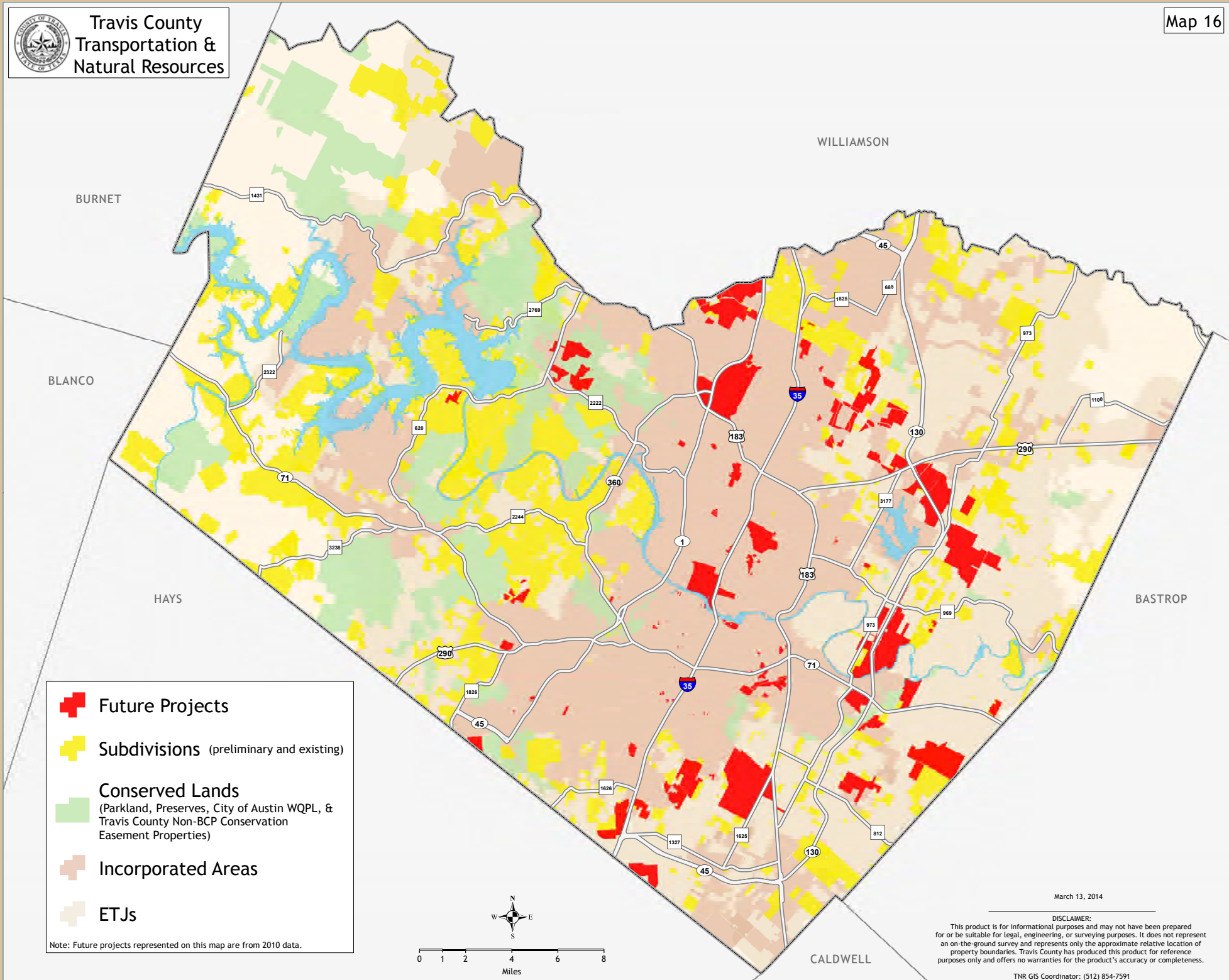
- 1 Dot = 10 People
- 2010 CAMPO Population
- 2035 CAMPO Projection Increase






DATA	SOURCE
Population Projection (2035)	Capital Metropolitan Planning Organization

March 13, 2014

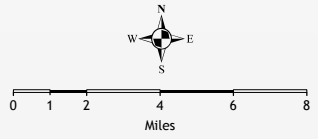
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-  Future Projects
-  Subdivisions (preliminary and existing)
-  Conserved Lands
(Parkland, Preserves, City of Austin WQPL, &
Travis County Non-BCP Conservation
Easement Properties)
-  Incorporated Areas
-  ETJs

Note: Future projects represented on this map are from 2010 data.



March 13, 2014

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Travis County Future Growth Areas (2010)

COUNTY LAND USE & DEVELOPMENT REGULATORY AUTHORITY

Texas counties have no comprehensive land use and development regulatory authority and for this reason Travis County has limited authority to regulate new development. However, the Texas Constitution and State Law granted some counties legal authority to handle growth. As a result Travis County has authority to approve subdivision of land and require land owners/developers to comply with state regulations for water supply. Construct and maintain subdivision roads in unincorporated area and assess costs to landowners, and specify minimum standards for roads construction and drainage facilities.

Below is a list of legal tools that Transportation and Natural Resources (TNR) currently utilizes to address development issues when handling new growth within the unincorporated areas.

Figure 15: List of Legal Tools to Address Development Issues

LWT Plan Section	Statutory Rule	County Legal Authority and Procedures
Land	Chapter 109.33, Alcoholic Beverage Code	Sales near school, church, or hospital: May prohibit within 300 feet of church, school, or hospital, or within 1,000 feet of a school if school board requests.
Land	Chapters 361.111 and 361.112, Health & Safety Code (unincorporated area). Chapter 364.011, Health & Safety code (unincorporated area outside extraterritorial jurisdiction).	Solid Waste Disposal Act: May regulate manner of collection, handling or disposal of solid waste. May regulate location of facilities, but may not exclude from county.
Land	Chapter 341.012, Health & Safety Code	Minimum standards of sanitation and health protection measures: County health authority may order landowner to abate nuisance.
Land	Chapter 751, Health & Safety Code	Texas Mass Gatherings Act: May grant or deny a permit based on various public health and safety criteria. Applies to gatherings of over 2,500 persons or over 500 persons if half are under 21 years old.

LWT Plan Section	Statutory Rule	County Legal Authority and Procedures
Land	Chapters 232.001 and 232.101, Local Govt. Code. Also subject to Chapter 242, Local Govt. code.	Subdivision platting requirements of property: Requires county approval of plat “to promote the health, safety, morals or general welfare” and “safer, orderly, and healthful development.” May not regulate use; bulk, height, or number of buildings; size of buildings; or number of residential units per acre.
Land	Subchapter B, Chapter 233, Local Govt. Code	Establish building and set-back lines: Limited to 50 feet from major highways and 25 feet from other roads.
Land	Subchapter C, Chapter 233, Local Govt. Code	May require compliance with International Fire Code, Uniform Fire Code, or more protective local-adopted measures: Applies only in a county of over 250,000 population adjacent to another county of over 250,000 population. Affects improvement of building for commercial or public use or multi-family dwelling.
Land	Subchapter F, Chapter 233, Local Govt. Code	Allows a local jurisdiction to require that builders give notice to the jurisdiction of the location of construction, approximate date of construction and the version of the International Residential Code that will be used to construct a new home or duplex. In addition, a local jurisdiction can require a builder to submit a summary notice of the inspections (foundation, framing/mechanical, and final) after construction is completed. The law also allows a jurisdiction to enforce the notice provisions, but not the building code itself.
Land and Transportation	Subchapter A, Chapter 234, Local Govt. Code, Chapter 396, Transportation Code	Automotive wrecking or salvage yards, flea markets, outdoor resale businesses: Statute sets minimums for

LWT Plan Section	Statutory Rule	County Legal Authority and Procedures
		screening and setbacks from roads and houses. County may adopt rules for screening and other visual and aesthetic standards. Statute requires operator to comply, “to the extent practicable.”
Land	Subchapter D, Chapter 234, Local Govt. Code	Massage parlors: May prohibit or regulate to promote public health, safety and welfare.
Land	Subchapter A, Chapter 235, Local Govt. Code	Matters relating to explosives and weapons: May regulate production, distribution, transport, transfer, use, handling, storage and possession. Applies only in a county of over 1 million population.
Land	Subchapter B and C, Chapter 235, Local Govt. Code	Discharge of firearms or hunting with bows and arrows on platted lot over 10 acres: May prohibit or regulate.
Land	Subchapter A, Chapter 240, Local Govt. Code	Establish regulations for keeping of wild animals: May prohibit or regulate the keeping of non-domestic animals found to be dangerous and in need of control.
Land	Chapter 241, Local Govt. Code	County zoning authority around airports: May specify permissible land uses, regulate type of structures and restrict height of structures and objects of natural growth.
Land	Chapter 243, Local Govt. Code	Establish reasonable and uniform regulations for sexually oriented businesses: May regulate as necessary to promote the public health, safety or welfare.
Land	Subchapter A, Chapter 244, Local Govt. Code	Location of correctional or rehabilitation facilities and shelter: May prohibit within 1,000 feet of a residential area, school, public park or place of worship.
Land	Chapter 250.002, Local Govt. Code	Regulation of amateur radio antennas: May require compliance with minimal practicable regulations for

LWT Plan Section	Statutory Rule	County Legal Authority and Procedures
		placement, height, and screening.
Land	Subchapter A, Chapter 183, Natural Resources Code	County Financing for Acquisition of Conservation Easement: Authorizes a county, in addition to other methods of financing, including the use of the county's general fund, to finance the acquisition of a conservation easement.
Land	Chapter 13.304, Parks & Wildlife Code	Wildlife management areas, sanctuaries and preserves: Acquire land for public recreation areas. Construct facilities for public use on land acquired for public recreation.
Land	Chapter 83.013, Parks & Wildlife Code	Habitat conservation plans: May participate in the study, development and creation of a habitat conservation plan.
Land	Chapter 203, Property Code	Enforcement of land use restrictions: If authorized by a commissioner's court, the county attorney may enforce plat and deed restrictions.
Transportation	Chapters 251.003, 251.0016, and 251.017 Transportation Code	General County authority relating to roads and bridges: May make and enforce all necessary rules for construction and maintenance of public roads and exercise general control over all roads, highways and bridges.
Water	Chapter 366, Health & Safety Code	Establish regulations to eliminate and prevent health hazards: General authority over the location, design, construction, installation and proper functioning of on-site sewage disposal systems. Rules are subject to TCEQ approval.
Water	Chapter 232.007, Local Govt. Code	Enforce minimum infrastructure standards for manufactured home: May require compliance with

LWT Plan Section	Statutory Rule	County Legal Authority and Procedures
		standards for drainage, water and wastewater services, and roads.
Water	Chapter 573, Local Govt. Code	Regulate stormwater management: Applies to a county with a population of 800,000 or more that contains a portion of the Edwards Aquifer. May require development to comply with stormwater quality regulations.
Water	Subchapter I, Chapter 16, Water Code	Flood Insurance Act: Allows a local jurisdiction to adopt necessary regulations and measures to prevent and reduce flooding throughout the jurisdiction.
Water	Chapter 31.092, Parks & Wildlife Code	Water Safety Act: May designate areas for bathing, fishing, swimming or otherwise restrict operation of boats and equipment of public lakes.
Water	Chapter 35.019, Water Code	Water availability for Counties in priority groundwater management areas: Requirements and standards for determining whether an adequate supply of water for a proposed subdivision is available.

SUMMARY OF LOCAL COMPREHENSIVE PLANS

This section focuses on Travis County’s local jurisdictions’ comprehensive plans and is intended to promote consistency between this Plan and comprehensive plans of the neighboring jurisdictions. The intent of the County is to focus on beneficial intergovernmental relations with nearby and overlapping jurisdictions and to coordinate plans, policies, and programs in order to address and resolve land use, transportation, natural resource, utility, facility, services or other issues of mutual interest. Intergovernmental communication, coordination, and cooperation are critical in implementing some of the recommendations in this Plan.

Of the 22 local jurisdictions, only 12 have adopted comprehensive plans. This section discusses which cities have adopted comprehensive plans and their key policies for relations with other agencies. Because many of the County's goals and objectives relate to issues that transcend municipal boundaries (e.g., transportation, natural resource, farmland preservation, land use), the County intends to maintain an active and open dialogue with surrounding cities and neighboring counties. See the Appendix C for a list of opportunities where the County can collaborate with local jurisdictions.

There is consistency among the 12 jurisdiction-adopted comprehensive plans that rural character and open spaces are important community amenities and should be preserved as much as is feasible. The methods by which rural character and open space preservation could be accomplished vary among the different jurisdictions; however, the idea of permanently preserving rural open space is common to all of the Plans.

In addition to the overall rural character of the County, there is consensus that certain natural resources need protection. These include, but are not limited to, water quality, farmland and streams. Flood control and the need for stricter environmental standards are important values, as is the conservation of water. Many are concerned about the quality and quantity of water resources and the capacity of the current water supply to keep up with growth.

There is consensus that transportation is an important issue affecting quality of life. Whereas, many of the complaints about traffic are associated with municipal growth, the timing of improvements to the transportation network concurrent with the impacts of development is a primary concern.

The City of **Austin** on June 15, 2012 adopted a new comprehensive plan called Imagine Austin which defines a vision and framework for how the city should grow and develop. The City first Comprehensive Plan, the Austin Tomorrow Comprehensive Plan (ATCP), was developed during the 1970s and adopted in 1979. It was amended numerous times through the adoption of neighborhood and transportation plans. However, Imagine Austin is based on sustainable growth by encouraging investments to support mixed-use development, transit and the creation of compact and walkable places. The policies prioritize City investments into transportation/utility/mixed-use corridors and include City incentives to help foster this type of development within the City and its extraterritorial jurisdiction (ETJ).

The Imagine Austin Growth Concept Map (*see Appendix B*) applies the Imagine Austin vision statement and existing development patterns to illustrate the desired manner to accommodate new residents, jobs, mixed-use areas, open space and transportation infrastructure over the next 30 years. This map illustrates how, in the future, Austin should coordinate transportation features—roads, transit, and urban trails with activity centers and corridors, in such a way as to reduce degradation of Austin’s environmental resources.

Austin is the largest city in Travis County comprising 306 square miles and over 300 square miles in the Extra Territorial Jurisdiction (ETJ). The City limits are in three different counties, Hays, Travis and Williamson. The 2010 estimated population of the City within Travis County is 754,691 residents. There are no known conflicts between the City of Austin’s Comprehensive Plan and the plans and policies of the County.

The City of **Bee Cave** is located in the southwest quadrant of the County about 12 miles west of the City of Austin. In 2010, the City had an estimated population of 3,925 residents. Their Plan emphasizes that the City should establish itself as a progressive and growing community that intends to plan for future growth and development while maintaining the integrity and security of a family-oriented, sub-rural or suburban community. They intend to achieve these goals by designing the City on a human-scale by limiting the size of nonresidential buildings and the density of residential development and by emphasizing pedestrian traffic, whenever possible.

One of the City’s goals is to protect their watershed areas, especially Little Barton Creek. Another goal is creating a greenbelt system along the local creeks with hike and bike trails within large parks and developments. The third goal is to establish and maintain scenic roadways. The City strives to develop a local transportation planning process that ensures coordination with the regional planning goals by having stronger coordination with surrounding municipalities, CAMPO and the Texas Department of Transportation (TXDoT) on roadway planning issues. The plan also provides a clear statement of future roadway alignments, capacities (i.e., number of lanes) and right-of-way requirements within the City and its ETJ. There are no known conflicts between the City of Bee Cave’s Comprehensive Plan and the plans and policies of the County.

The Village of **Briarcliff** is located in the southwest quadrant of Travis County on the South shore of Lake Travis 30 miles west of Austin, and in 2010 had an estimated population of 1,438 residents. The Village of Briarcliff does not have an adopted Comprehensive Plan.

The City of **Cedar Park** is located in the northwest quadrant of the County, and a portion of the City is located in Williamson County. In 2010, the City's estimated population was 56,072 of which only 489 residents lived within Travis County. In 1998, the City of Cedar Park adopted its first Comprehensive Plan, and the last update was in 2007. The updated Comprehensive Plan builds on and refines the 1998 Plan to include the mission that Cedar Park is a place to live, work and play. In order for the City to achieve that goal, there need to be residents, employment centers, retail and entertainment, and parks and recreation. The stated Goals and Objectives only apply to the jurisdictional lines. The plan makes a brief reference that they intend to continue to annex land within their ETJ, but nothing is specified in their Plan. There are no known conflicts between the City of Cedar Park's Comprehensive Plan and the plans and policies of the County.

The Village of **Creedmoor** is located in the southeast quadrant of the County and is about 15 miles south of the City of Austin. In 2010, the estimated population was 202. The Village of Creedmoor does not have an adopted Comprehensive Plan.

The City of **Elgin** is located in the northeast quadrant of Travis County 19 miles east of Austin. Most of the City is located in Bastrop County and in 2010 had an estimated population of 9,917 residents of which 909 were in Travis County. In 1998, the City of Elgin adopted its first Comprehensive Plan and the last update was in 2008. The stated Goals and Objectives only apply within the jurisdictional lines, Bastrop and Williamson Counties. The plan makes a brief reference that they intend to continue to annex land within their ETJ, but nothing is specified in their Plan. There are no known conflicts between the City of Elgin's Comprehensive Plan and the plans and policies of the County.

The City of **Jonestown** is located in the northwest quadrant of the County and is about 20 miles northwest of the City of Austin. In 2010 the estimated population was 1,834. The Plan calls for slow, steady growth and to become a disaster-resistant community through an active understanding of its floodplains, creek systems, drainage patterns and the City's role in the management of floodplain resources. The plan suggests a desire for retail and commercial service areas in identified nodes on FM 1431 to increase opportunities for residents and business development. A transition of compatible land uses is encouraged in the ETJ. As areas become incorporated, zoning decisions should account for future adjacent uses with the intent of protecting property values.

The Plan calls for the City to coordinate with FEMA, the LCRA, Travis County and private development to study the drainage systems to minimize duplication of efforts and individual entity costs, to actively pursue the acquisition of flood-prone properties and to

explore partnerships with Travis County, Pedernales Electric Cooperative and the Lower Colorado River Authority in order to leverage resources for expanded park, recreation and open space development/preservation.

The City of Jonestown adopted their first Comprehensive Plan in 2002, and it was last updated in 2006. There are no known conflicts between the City of Jonestown’s Comprehensive Plan and the plans and policies of the County.

The City of **Lago Vista** is located in the northwest quadrant of the County and on the north shore of Lake Travis 20 miles northwest of Austin. In 2010, the City had an estimated population of 6,041 residents. The original Lago Vista Comprehensive Master Plan was adopted in 1988. Since then the Plan has been revised several times, and in 2001 the City adopted a new master Plan which was amended in 2008 and 2010.

Their Plan proposes to maximize future benefits for its residential neighborhoods while maintaining a viable business and economic environment. The policies are written to ensure that all new development (both residential and nonresidential) is environmentally sensitive, aesthetically pleasing, improves the tax base, does not adversely affect existing neighborhoods and businesses, and is not a fiscal burden.

The City anticipates growth and the need for an expansion of the “park and ride” program by examining the feasibility of additional bus routes within Lago Vista and into Austin and the surrounding areas to assist in minimizing traffic. The City also wants to expand existing hiking and scenic viewing trails throughout the community and consider linking these trails to the Balcones Canyonlands National Wildlife Refuge. There are no known conflicts between the City of Lago Vista’s Comprehensive Plan and the plans and policies of the County.

The City of **Lakeway** is located in the southwest quadrant of the County 16 miles west of Austin. In 2010, the City had an estimated population of 11,391 residents. Retirees continue to comprise a significant segment of the city’s population, but there is a surge of urban working families with children that have started to make Lakeway their home. Lakeway’s popularity among new residents will continue to grow, and careful planning is required to assure that the culture and character of the community are preserved. The City adopted their first Comprehensive Plan in 1999 and it was last updated in 2006.

The City will continue to be a unique, prestigious, growth-managed community that will meet the needs of its citizens through the efforts of its local government and civic-minded volunteers, who will ensure a continued high quality of life by providing safe, secure neighborhoods and cost effective government services. One of their goals is to ensure that improvements are made along the intersection of RR 620 and SH 71. The plan also calls for the development of other commercial corridors in a manner that reflects the special character while protecting the residents' quality of life. The City wants to work with Travis County to ensure the timely completion of the County bond project that will build a new road from the Flintrock Subdivision area south to SH 71 and to consider an inter-local agreement with Travis County and the Village of the Hills in making improvements to Serene Hills Drive. There are no known conflicts between the City of Lakeway's Comprehensive Plan and the plans and policies of the County.

The City of **Leander** is located in the northwest quadrant of the County is located about 22 miles northwest of Austin and the majority of the city is located in Williamson County. In 2010, the City had an estimated population of 26,551, of which 1,077 residents were within Travis County. The original Leander Comprehensive Plan was only partially adopted from the draft comprehensive plan submitted in 2001. Since then, the Plan has been revised several times, and in 2001 the City adopted a new Master Plan which was amended in 2008 and 2010.

The Plan calls for continued growth and development that improves the community's overall quality of life and economic viability. The Plan has taken an approach that encourages density at major intersections of arterials and collectors while respecting existing developments and neighborhoods. While the City is expecting growth to occur, they also want to protect the Old Town area and assure that it maintains a pedestrian-oriented atmosphere with a greater flexibility of land uses as well as unique local retail services. The Plan's goals and objectives are focused on the growth that is occurring in Williamson County rather than the Travis County portion of the City. There are no known conflicts between the City of Leander's Comprehensive Plan and the plans and policies of the County.

The City of **Manor** is located in the northeast quadrant of the County 12 miles northeast of downtown Austin. In 2010, the City had an estimated population of 5,037 residents. The City of Manor does not have an adopted Comprehensive Plan.

The City of **Mustang Ridge** is located in the southeast quadrant of the County about 18 miles southeast of downtown Austin. In 2010, the City had an estimated population of 434 residents. The City of Mustang Ridge does not have an adopted Comprehensive Plan.

The City of **Pflugerville** is located in the northeast quadrant of the County 14 miles northeast of downtown Austin. In 2010, the City had an estimated population of 46,936 residents. In 1998, the City adopted its first Comprehensive Plan and amended in 2004 and 2007. The City adopted Pflugerville 2030 Comprehensive Plan in 2010, and this plan updates and superseded the 2004 Land Use and Transportation Plans.

The Plan's vision for Pflugerville is a vibrant community center, and new development will be planned by promoting a mix of uses, in-fill development, and higher densities to limit the amount of sprawl and to minimize impacts on government services and finances. The goal is to concentrate growth along the recently opened toll roads of SH 130 and SH 45 because the City anticipates that these corridors will be the primary drivers of economic growth in Pflugerville. The City also intends to minimize development in the unincorporated areas, which will promote open space preservation and allow for the continuation of viable agricultural enterprises, as appropriate. There are no known conflicts between the City of Pflugerville's Comprehensive Plan and the plans and policies of the County.

The Village of **Point Venture** is a residential community on the north bank of Lake Travis located in the northwest quadrant of the County. In 2010, the community had an estimated population of 800 residents. The Village of Point Venture does not have an adopted Comprehensive Plan.

The City of **Rollingwood** is located in the southwest quadrant of the County and is located three miles west of downtown Austin. In 2010, the City had an estimated population of 1,412 residents. The City of Rollingwood does not have an adopted Comprehensive Plan.

The City of **Round Rock** is a city in Travis and Williamson counties. A small portion of the City is located in the northeast quadrant of Travis County and is located 20 miles north of downtown Austin. In 2010, the City had an estimated population of 105,412 residents of which 1,362 resided within Travis County. The City last amended their Comprehensive Plan in 2000, and in 2010 the City adopted Places and Spaces: General Plan 2020, which updated and superseded the 2000 Comprehensive Plan. This Plan seeks to diversify the City's economy by including diverse economic sectors and a range of employment, provide a range of transportation options, and ensure there is a diversity of housing choices, a diversity of cultural and recreational options and a diversity of educational

opportunities. There are no known conflicts between the City of Round Rock’s Comprehensive Plan and the plans and policies of the County.

The Village of **San Leanna** is located in the southwest quadrant of the County 11 miles south of downtown Austin. According to the 2010 U.S. Census, San Leanna has a total population of 497. In 2002, the Village of San Leanna adopted its first Comprehensive Plan and no other amendments have been subsequently adopted. The Plan does not intend to seek out annexation, but all the goals and policies are concentrated within the Village limits. There are no known conflicts between the Village of San Leanna’s Comprehensive Plan and the plans and policies of the County.

The City of **Sunset Valley** is located in the southwest quadrant of the County and is five miles south of downtown Austin. According to the 2010 U.S. Census, Sunset Valley has a total population of 749. The City of Sunset Valley does not have an adopted Comprehensive Plan.

The Village of **The Hills** is located in the southwest quadrant of the County 16 miles west of downtown Austin. In 2010, the City had an estimated population of 2,472 residents. The Hills does not have an adopted Comprehensive Plan.

The Village of **Volente** is located in the northwest quadrant of the County on the north shore of Lake Travis. In 2010, the City had an estimated population of 520 residents. In 2004, Village of Volente adopted its first Comprehensive Plan and there are no known conflicts between the Village of Volente’s Comprehensive Plan and the plans and policies of the County.

The Village of **Webberville** is located in the northeast quadrant of the County 16 miles east of downtown Austin. In 2010, the City had an estimated population of 392 residents. The Village of Webberville does not have an adopted Comprehensive Plan.

The City of **West Lake Hills** is located in the southwest quadrant of the County five miles west of downtown Austin. In 2010, the City had an estimated population of 3,063 residents. The City of West Lake Hills does not have an adopted Comprehensive Plan.

D. PUBLIC OPINION

PLANNING PRIORITIES

Overview

Information about planning priorities is taken from the 2010 Community Survey Executive Summary Report (Community Survey) completed for the City of Austin in 2010. In summary, it revealed the following:

- Transportation is a top priority. The survey shows that the respondents feel that the largest share -- 25% -- of capital improvement dollars should be allocated to transportation improvements, and identifies “reduced traffic congestion” as a top priority for the future.
- Availability of parks and open-space is a “major strength” of the city and having parks, recreation, sports facilities and biking/walking trails and sidewalks nearby is “very important”. The survey also shows that there is a willingness to invest in parks and land acquisition.

2010 Community Survey Executive Summary Report¹⁰

The City of Austin conducted the “Community Survey”¹¹ in 2010 as part of their comprehensive long range planning process. Statistically valid information from households throughout Austin was gathered via both mail and telephone surveys. The survey was tailored to strategic issues related to planning the future. Major survey findings are provided below.

¹⁰ Insert reference

¹¹ Insert reference

Major strengths for the City:

- Arts, music, and cultural amenities (79%)
- University of Texas (76%)
- State Capital (75%)
- Unique local identity (74%)
- Availability of parks and open space (73%)
- Quality of local businesses (73%)

Nearby facilities that were deemed “very important” by the greatest number of households included:

- Fire stations (93%)
- Grocery stores (92%)
- Hospitals and medical facilities (91%)
- Parks, recreation, and sports facilities (87%)
- Shopping (84%)
- Place of employment (82%)
- Biking/walking trails, sidewalks (80%)
- Schools (80%)

Potential Areas for Growth and Development- The areas where households most support growth and development occurring are: near public transportation stations, stops, and routes (56%), centers outside of downtown (50%), and along roadway corridors (43%).

Transportation issues to emphasize next two years:

- Ease of travel on freeways (49%)
- North/south travel in Austin (37%)
- Quality of public transportation-bus service (33%)
- Major streets (31%)
- East/west travel in Austin (30%)

Allocation of \$100 for transportation:

- Public transportation -\$33
- Freeways -\$27
- Major streets- \$18
- Neighborhood streets -\$13
- Walking and biking -\$12
- Other -\$2

Best represents household's vision for the future:

- Quality of public schools-38%
- Affordable tax rate -32%
- Affordable housing-28%
- High paying jobs/employment opportunities -27%
- Reduced traffic congestion – 26%

Allocation of \$100 for Capital Improvements:

- Transportation- \$25
- Health and human services-\$21
- Repair/restore infrastructure-\$16
- Public safety-\$13
- Parks and recreation (trails)- \$9
- Acquire open space- \$6
- Community facilities (libraries, arts, music, etc.)- \$5
- Other-\$2

INCOMPATIBLE LAND USE

Overview

Public opinion regarding incompatible land uses in unincorporated Travis County is determined through citizens' requests to the court for regulatory action. Siting and expansion of landfills and sewage sludge farms and permitting of aggregate mining operations have emerged as the most contentious issues that residents have asked the county to regulate better.

Landfill Siting and Expansion

Over the years, residents living near landfills in northeast Travis County have pushed for the closure of these sites. "The landfills have been the subject of more than 800 odor complaints since 2001 and were cited by the Texas Commission on Environmental Quality in 2002 for storm water violations..."¹² Windborne trash is reported as a constant problem. Citizen lobbying of the Commissioners Court intensified in 2005 when permit applications were submitted to TCEQ to expand existing landfills. In protracted public hearings with the court, citizens lobbied them to not support the applications nor engage in negotiations with waste management operations to adopt performance standards.

Sewage Sludge Siting

Numerous sewage sludge land application projects brought before the court over the past ten years garnered strong opposition from the community. Citizens objected to a proposal for a sludge land application farm near Manor in 2003, a proposal for a site near the intersection of Taylor Lane and FM 969 in 2005, and most recently, a proposal for a site near Richards Drive and State Highway 71. Opponents were concerned about companies' failure to comply with conditions of permits, lax monitoring, runoff polluting surrounding land and water, health hazards of being exposed to water and wind borne contaminants, quality of sludge trucked in from other counties, noxious odors, and degradation of the rural character of their community. Citizens lobbied the court to request TCEQ to deny permits.

¹² The Austin Chronicle, Naked City, edited by Lee Nichols and Cheryl Smith, August 19, 2005.

Aggregate Mining

In October 2008, an application was submitted to Travis County for development permits for a proposed Hornsby Bend sand and gravel mining operation near the junction of Dunlap and Hunters Bend roads. The mine activity would occur on 786 acres near the north bank of the Colorado River and bisect three adjacent watersheds where they converge (Gilleland Creek, Decker Creek, and Elm Creek).

In a series of public meetings held by the commissioners court in late 2009 and early 2010, citizens who reside near the proposed operation -- in Austin's Colony, Chaparral Crossing, Twin Creek Meadows, and other areas -- made their concerns known relative to the closeness of mining to their homes: excessive noise, truck traffic, and blowing dust would negatively impact their standard of living and quality of life. Opponents vigorously lobbied the court to deny the permits.

PARKS AND OUTDOOR RECREATION

Overview

As shown in the 2010 Community Survey results above, parks, open space, and trails are highly valued by the community. The "Recreation Survey for the City of Austin and Travis County, Texas" completed by the US Corps of Engineers (USCOE), citizens' requests to the county for park improvements, and voters' approval of county park bond packages confirm this support. More specifically, public opinion with respect to parks and outdoor recreational preferences is as follows:

- The USCOE study showed that walking and nature-based recreation are the most popular outdoor recreational activities; and that "lack of trails" and "not knowing where trails are located" were the top constraints to not running, jogging, and walking on paved or unpaved trails more (whereas "not having time" to recreate more is the single greatest constraint to participating in other activities).
- Residents of the Oak Hill and Lake Way areas would like the county to provide additional ball fields in their community
- Residents and elected officials in the City of Lago Vista would like the county to improve Arkansas Bend Parks as a recreational and economic resource for their community.

- Travis County voters have demonstrated their support for county park improvements by passing four park bond packages for land acquisition and park improvements.

A Recreation Survey for the City of Austin and Travis County, Texas

The USCOE contracted Responsive Management in 2004 to study recreational needs in the Austin Metropolitan Area (AMA) for their Onion Creek Flood Damage Evaluation project (The results of the survey were used in an economic analysis of the costs and benefits of buying out flood-prone residences and converting land to parks). A total of 1,228 statistically representative households in the AMA were interviewed about their participation in ninety-nine different recreational activities. Reported findings of the survey relevant to outdoor recreation are as follows¹³.

Outdoor Recreation: Most of the top-ten recreational activities are outdoor activities. Walking and swimming were the most popular activities. Cultural activities were also an important activity in which more than half the residents participated. Swimming in natural waters and picnicking are the most popular nature-based activities.

- Walking (General) – 81%
- Swimming in Outdoor Pools – 67%
- Walking on Roads/Sidewalks – 64%
- Outdoor Cultural/Arts Activities – 57%
- General Fitness – 56%
- Indoors Cultural/Arts Activities – 55%
- Swimming in Natural Waters – 54%
- Picnicking – 52%
- Running, Jogging (General) – 49%
- Using Playgrounds – 48%

¹³ The full study can be viewed at www.responsivemanagement.com

Recreational Interests: “Interest” is a measure of the combined number of people who participate in an outdoor activity and the number of people who would like to participate in that activity. The activities that respondents are most interested in are walking on roads and sidewalks, swimming in outdoor pools, visiting nature/outdoor recreational centers, and cultural activities. The three nature-based activities with the greatest interest are visiting nature centers, picnicking, and swimming in natural waters.

- Walking on Roads and Sidewalks – 79%
- Swimming in Outdoor Pools – 75%
- Visiting nature/Outdoor Educational Centers – 72 %
- Outdoor Cultural Activities or Arts –72 %
- Picnicking – 69%
- Walking on Paved Trails – 68%
- Swimming in Natural Waters – 67%
- Walking on Unpaved Trails – 63%
- Using Water Parks – 56%
- Using Playgrounds – 54%

Constraints to Participation: Time was the most important constraint against participation overall. Nonetheless, facility related constraints (lack of nearby facilities/areas, lack of information about facilities/areas, expensive fees, and perception of safety/health problems) were also important for many activities. For running, jogging, and walking on paved or unpaved trails, lack of trails and not knowing where the trails are located were the top constraints, followed by time constraints.

Demand for Ball Fields in Southwest Travis County

Residents of southwest Travis County, particularly those living in Oakhill and Lakeway areas have asked the county – as well as the City of Austin – to provide baseball and soccer facilities because they maintain that existing facilities do not meet the demands in their community.

Arkansas Bend Park Improvements

Elected and appointed officials and residents of Lago Vista have lobbied the county in recent years to improve Arkansas Bend Park. Because they only have access to Lake Travis on Property Owner Association (POA) lands, they rely on Arkansas Bend Park for recreational access to the lake. Little investment has been made in this park, however, so it isn't a comfortable or attractive place, is perceived by many to be unsafe, and therefore underutilized. Improving it, they argue, will greatly enhance its recreational value to the community, and an improved Arkansas Bend Park will also be an economic development resource for the city (As a result of this lobbying and strong community support for improving this park, funding for park improvements were included in the 2011 bond package approved by voters).

Voter-Approved Park Bond Referendums

Travis County voters have consistently demonstrated their support for improving the county's park system by passing four park bond referendums over the past 15 years: they approved approximately \$19 million in 1997, \$28.6 million in 2001, \$62 in 2005, and \$74 million in 2011 to purchase parkland and build recreational facilities in Travis County parks (an additional \$8,332,500 was included in 2011 bond proposition for acquisition of land conservation easements).

Although bond planning processes start with staff proposing specific bond projects, for each of these elections, a 15-member citizen bond advisory committee is appointed by the court to vet the projects through public meetings and hearings, thereby ensuring that the projects meet the needs of Travis County residents. A focus on building metropolitan parks – parks that are at least 200 acres and have both developed recreational facilities and preserved natural areas and are sited in the developing parts of unincorporated Travis County -- dominated the 1997 and 2001 bond programs. Although metropolitan park development was a large part of the 2005 bond package, an initiative to protect natural areas kicked off in the 2005 bond program and continued in the 2011 bond program.

LAND CONSERVATION

Overview

Findings of both the 2010 Community Survey and Imagine Austin Priority Program Survey, as described above, show that the public values “open space”: approximately three-fourths of the respondents identify “availability of parks and open space” as a major strength for the city, and are willing to allocate \$6 out of \$100 to acquire open space; and a “network of parks, trails, and natural areas” is a top planning priority.

More evidence of public support for land conservation is demonstrated through community-based planning initiatives, petitions to the court, and market behavior. Highlights of these opinions are as follows:

- Residents in both southwest Travis County and along Wilbarger Creek, in far eastern Travis County, advocate for land conservation in those specific regions.
- Conservation of floodplains along the Colorado River and creeks in eastern Travis County emerge as critical lands to be conserved (note: much critical land in western Travis County has already been protected).
- The development community supports and participates in the implementation of the Balcones Canyon Conservation Plan.
- Land conservation advocates prompted the 2011 Texas State Legislature to give Texas counties authority to acquire conservation easements; Travis County voters, in turn, approved the bond referendum allocating funds for this purpose.

Southwest Travis County Growth Dialogue

In 2004, people living in far southwestern Travis County feared that the character of the region was threatened as market forces made the area more attractive to home buyers and growth was poorly planned. This concern was exacerbated when the LCRA Board of Directors approved extension of water service to Sweetwater Ranch on SH 71 W. west of Bee Cave. In response, the Hill Country Alliance (HCA) formed to “...raise public awareness and build community support around the need to preserve the heritage of the Central Texas Hill Country”. At the same time, Travis County and the LCRA co-sponsored the Southwest Travis County Growth Dialogue (SWGDD) to facilitate discussions with concerned citizens. The SWGDD subsequently issued its report, recommending

preservation of 6,000 acres through the “...combined initiatives for open space preservation, historic ranch land conservation...” and conservation developments. The SWGD also prompted the development and adoption by the county of the Conservation Development Ordinance, which is applicable to the entire county. Detailed recommendations of the SWGD are provided in the SOUTHWEST TRAVIS COUNTY GROWTH DIALOG, Advisory Panel Final Report, May 31, 2005.

The Travis County Greenprint for Growth

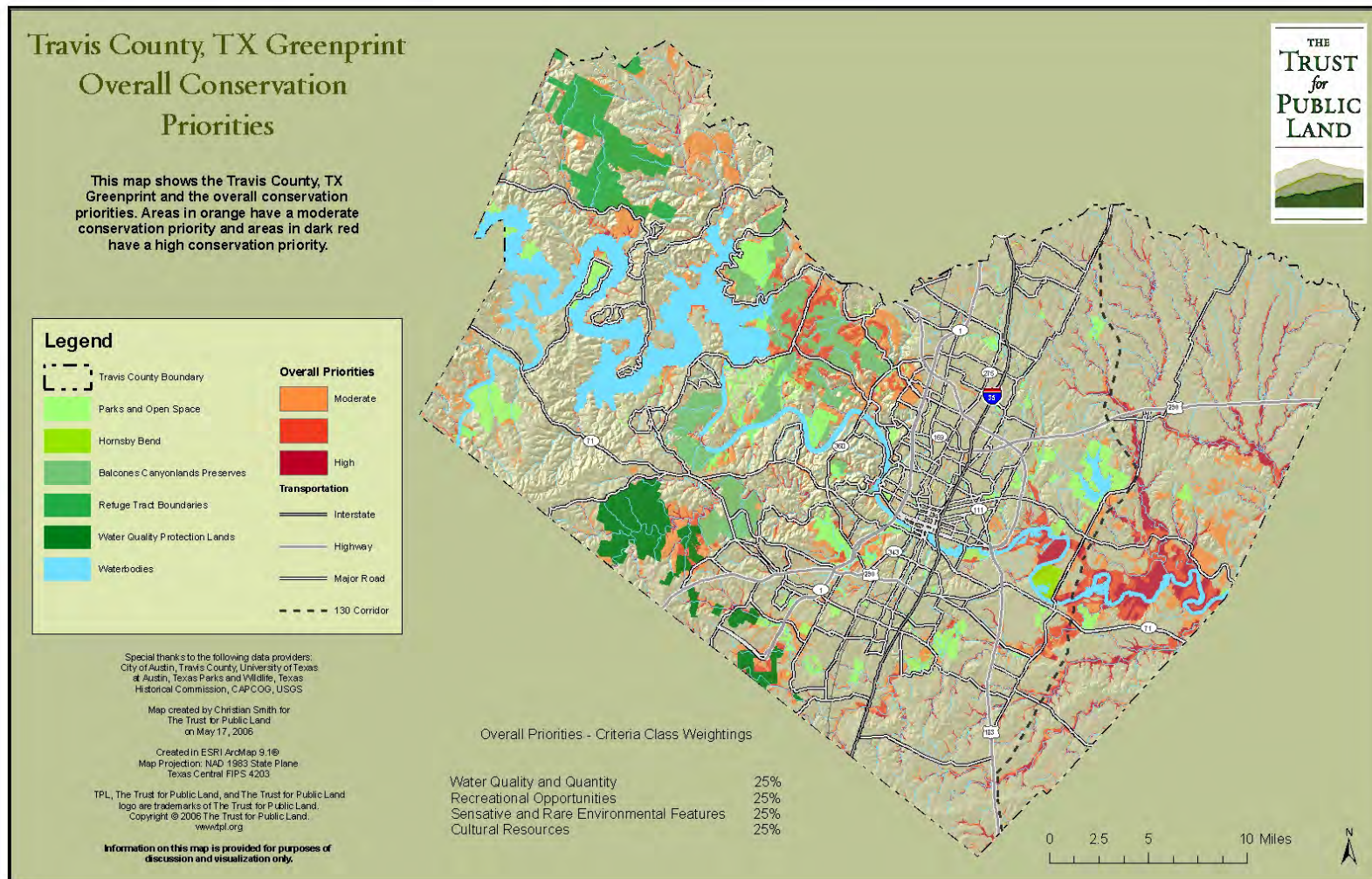
In 2005, The Trust for Public Land (TPL) undertook, with technical assistance from Travis County, City of Austin, Capital Area Planning Councils of Government (CAPCOG), and the University of Texas, a comprehensive study to systematically identify land conservation priorities in Travis County. The Travis County Greenprint for Growth was developed using a GIS process that incorporates community values into the spatial analysis of high conservation priorities. The process consisted of collecting the best available GIS data about natural and cultural conditions in the county, setting and weighting prioritization criteria, and mapping of high priority lands. TPL worked closely with a stakeholder group comprised of citizens, advocates, and civic and business leaders throughout the process. Based on their input, the following were set as the criteria for prioritizing conservation needs: a) protecting water quality and supply, b) providing recreational opportunities, c) protecting sensitive and rare environmental features, and d) protecting cultural resources. As can be seen in *Figure 16*, the floodplains of the Colorado River and its tributaries emerged as the highest land conservation priorities. Much of the land prioritized for conservation in western Travis County – such as endangered species habitat – has already been preserved.

Willbarger Creek Conservation Alliance

The Willbarger Creek Conservation Alliance (WCCA) formed in 2011 for the purpose of “conserving cultural heritage and sustaining ecosystem services in the Willbarger Creek watershed”. They are particularly concerned with conserving farms and ranches in an area of prime agricultural soils, protecting the heritage of the historically African-American Littig community, and preserving scenic views and natural functions of the land relative to flood control, wildlife habitat, erosion control, water quality, and riparian and upland ecosystems in an approximately 2100-acre area in far eastern Travis County.

Figure 16

Travis County Greenprint



2011 Legislative Action

WCCA's first project was the conservation of a 287-acre ranch on Wilbarger Creek funded through a landowner donation, grant from the USDA Natural Resources and Conservation Services' Farm and Ranchland Protection Program, and public-private participation. It is notable because the landowner's request for county participation spurred the 2011 Texas State Legislature – at Travis County's behest -- to grant counties authority to purchase conservation easements. Travis County agreed to participate in this conservation project as a co-holder of the easement following the granting of this authority.

2011 Voter-Approved Land Conservation Referendum

While the initial request for county participation was made by one landowner, the 2011 Citizen Bond Advisory Committee (CBAC) -- charged with recommending a community-vetted bond package to the Travis County Commissioners Court -- heard strong support for a county-initiated land conservation program at the public meetings they held throughout the county in mid-2011. With its newly acquired legislative authority and CBAC's recommendation to fund a land conservation easement program, Travis County Commissioners allocated \$8.3 million of the 2011 park bond package to this purpose. Voters approved the park bond package in November 2011.

Balcones Canyonland Conservation Plan: A Win-Win Situation

In 1973, the United States Congress passed the Endangered Species Act (ESA). While this act protected species, it increasingly set up conflicts between environmental protection agencies and landowners and resulted in increased restrictions on landowners and concerns for economic development. Lawmakers responded to the situation by amending section 10 of the ESA in 1982 to authorize the "incidental take" of a species following the creation of a Habitat Conservation Plan (HCP). An HCP requires study of what impacts an activity will have on a species and their habitat and then lays out a strategy for minimizing and mitigating that disturbance. An HCP accompanies a request for an incidental take permit.

In 1996, Travis County and the City of Austin were jointly issued a regional permit from the U.S. Fish and Wildlife Service that allows “incidental take” of eight locally occurring, federally-listed, endangered species under Section 10(a)(1)(B) of the Endangered Species Act (“Take” includes both killing, harassing, or harming an endangered species including the removal of occupied endangered species habitat or species displacement due to development of habitat areas). It was the first multi-species, regional permit issued in the nation and is based on the agreement with Permit Holders that they would implement the Balcones Canyonlands Conservation Plan (BCCP) which requires, in part, assembling a minimum of 30,428 acres of endangered species habitat in western Travis County in the Balcones Canyonlands Preserve (BCP) to protect habitat for two endangered bird species, six karsts (cave) invertebrates, and twenty-seven species of concern (including two rare plants and twenty-five karst species) by 2016. This is being accomplished in partnership with the Lower Colorado River Authority (LCRA), The Nature Conservancy, and the Travis Audubon Society.

By participating in the BCCP, private landowners are provided a streamlined method of mitigating for “take” of endangered species habitat and do not have to pursue their own 10(a) permit with the U.S. Fish & Wildlife Service; they are able to develop land within the Permit area without further endangered species restrictions. To date, the Permit Holders have processed 660 Habitat Determination Applications with landowners, and have issued 246 Participation Certificates to landowners allowing for 11,856 acres of endangered species habitat in Western Travis County to be “taken” and mitigated under the Permit. In 2005, the Home Builders Association of Greater Austin called the BCCP a “win-win situation for both developers and endangered species by establishing (1) a habitat preserve, and (2) the ability of developers to pay into the BCCP in return for development rights elsewhere.”

WATER RESOURCES

Overview

Public opinion about water resources is based on two particular cases in which residents petitioned the county to take greater action to protect water resources. ~~and a stakeholder forum assembled by the county to address water issues. Findings are as follows:~~

- Residents of Lick Creek in southwestern Travis County petitioned the court to take greater regulatory action regarding a problem plagued detention pond.

- Residents near existing and proposed aggregate mining operations in eastern Travis County, near the Colorado River, petitioned the court to not permit the operations.

Lick Creek

In June, 2004, the Lower Colorado River Authority (LCRA) shut down construction of a master-planned community off SHWY 71 in western Travis County. For nearly a year, residents along Lick Creek watched as sediment from a “problem plagued” detention pond and dam at the headwaters of the east fork of Lick Creek, darkened creek water. Although primary regulatory responsibility fell to the LCRA and Texas Commission on Environmental Quality (TCEQ), residents were surprised to learn, as they lobbied the county for help, that counties have little regulatory control on developments. And although the county could – and did – issue violation notices for silt-containment failures, it had more limited enforcement powers at that time.

Aggregate Mining

As described above, residents living close to the proposed Hornsby Bend sand and gravel mining operation objected to its permitting on the basis of it being incompatible with nearby residential land use. They were concerned, however, with the impact of excavations on groundwater wells and lobbied the court to not approve the permit for this reason as well. Whereas the surface geology of the project area, consisting of alluvium and fluvial terrace deposits with layers of clay, silt, sand, and gravel laid down within the floodplain of the ancestral Colorado River, makes it attractive for mining, it is also, as an alluvial aquifer, a plentiful supply of groundwater.

TRANSPORTATION

Overview

In the last 5 years, many surveys and forums have been completed to gauge transportation preferences and values within the Central Texas region. This type of public participation has been the most common tool used to identify community values used in guiding the development of transportation planning documents. It provides insight into what is valuable or preferable to a community and is used to articulate the framework to guide the plan and any proposed improvements to the transportation system. In this region, many of the identified regional values are long-standing and have been consistently identified during the region's high growth rate over the last 20 years. However, more recent surveys show new values or values that have not been as accepted within the region are becoming more identifiable and recognized as viable solutions to area concerns. These values have emerged as changes to how transportation services and improvements are or are not being provided within the region and as fuel costs continue to rise.

“Relief of congestion” continues to be a major concern for most residents within the region. This value is demonstrated most recently in the release of the 2010 Urban Mobility Report by the Texas Transportation Institute (TTI) for the Austin Metro area. The report shows that congestion continues to be a major challenge with too little progress being made to ensure that the future transportation system can keep up with future job growth.

Public comment views congestion as a major concern for the area; additional concerns attributable to congestion can also be identified. Congestion in the region can reduce quality of life, impact public safety, and an area's economic vitality. Some associated impacts are:

- Poor air quality can result from idling and slow-moving vehicles.
- Economic impacts associated with rising costs from business deliveries and shipments stuck in traffic.
- Commuter frustration with constant delays and increasing travel times.

While congestion concerns stay constant, responses to how the region should work towards reducing congestion have begun to change. Previously, “adding capacity” was the popular solution. Now, more opportunities for mobility options are viewed by the public as a more responsible solution to the problem. Public views are shifting to include providing for more choice in transportation modes and new mobility options. More and more, the idea that congestion relief will not occur through the widening of roadways for single occupancy vehicles are being voiced. Views now include that improvements in mobility will only occur through a multi-modal transportation system. While the views of adding more capacity to the transportation network remain, desires for additional and more efficient transit alternatives, new modes such as commuter and urban rail, and new development patterns that provide for walkable and transit oriented development are being expressed. Finally, efficiency in the provision of these alternatives is being voiced not only in the operation and management of the transportation network, but through more responsible financing of projects, ones that leverage multi-modal opportunities.

Other opinions on transportation are brought forward through discussions with the public at Commissioners Court and at regional planning meetings such as the CAMPO Transportation Policy Board meetings.

CAMPO Public Participation Surveys

The Capital Area Metropolitan Planning Organization (CAMPO) has developed many surveys to measure local values and preferences in transportation especially during the update of the region’s long range transportation plan adopted in May 2010. Two main surveys used in the plan’s development were Round 1 and Round 2 public participation surveys.

CAMPO 2035 Plan Round 1 Public Involvement

As part of its planning effort in the development of the CAMPO 2035 Regional Transportation Plan (adopted May 24, 2010), CAMPO staff developed a survey to identify the region’s key transportation challenges and asked how transportation funding should be allocated in the region. The survey was completed in March 2009 and approximately 1,200 surveys were received.

Question 1 asked respondents whether they agreed with a list of regional challenges (created by CAMPO staff) and to add additional challenges they felt were left off the list. **Sixty five percent** of the responses agreed that the following were the key regional challenges:

- continued population growth
- population growing older
- economic instability
- infrastructure aging
- congestion and system reliability
- gas tax revenues not keeping up with inflation
- project costs increasing
- energy and fuel costs increasing
- preserving air quality
- climate change
- preserving our environment and quality of life
- safety and security of the transportation system
- low-density development patterns (may be transportation in-efficient)

Additional challenges from Question 1 found the following important views within the region:

Importance of Providing for Mobility Choices, Multimodal Opportunities “Overall, comments expressed preference for a multimodal transportation system that offers choice and balance for the region. Among the most common interests were rail service, and enhanced bus services, resource protection, maintaining existing infrastructure, and reaching system affordability.”

Better and Enhanced Transit Service

“Respondents voiced that more transit services should be provided, whether through newly planned services or enhanced services from better coordinated efforts among existing transit providers. Several requests for reliable transit connections between rural, suburban, and urban communities were made, and respondents expressed interest in creating better connections for commuters from periphery and surrounding communities to Austin.”

Land Use and Transportation Connection

Interest in transit-oriented development and land-use transportation planning integration region-wide was identified.

No to new Tolls and Tolling Existing Roadways

Survey found that residents prefer that policy makers not create additional toll roads or impose tolls on existing roadways.

Congestion Reduction, Connectivity, and Safety Concerns Remain Important to Region

“On the region’s major roadways, congestion was reported, and safety concerns were voiced. Respondents asked that CAMPO properly plan for freight travel and minimize safety hazards that freight travel may create. Maintaining aging infrastructure and reducing levels of congestion were wide-spread concerns. Also, comments reflected the community’s desire to create adequate connections among the region’s major roadways and provide better connections between the eastern and western portions of the region.”

In Question 2, the importance of providing additional and improved mobility choices is shown. The two most popular transportation improvements where residents think funding should be allocated relate to rail and transit. These ranked above adding capacity and building new roadways. The results were as follows:

Question 2: If you had a dollar to spend toward transportation improvements between now and the year 2035, how would you spend it? Allocate 0-100¢ toward each of the following activities. Total sums to 100¢.

Responses:

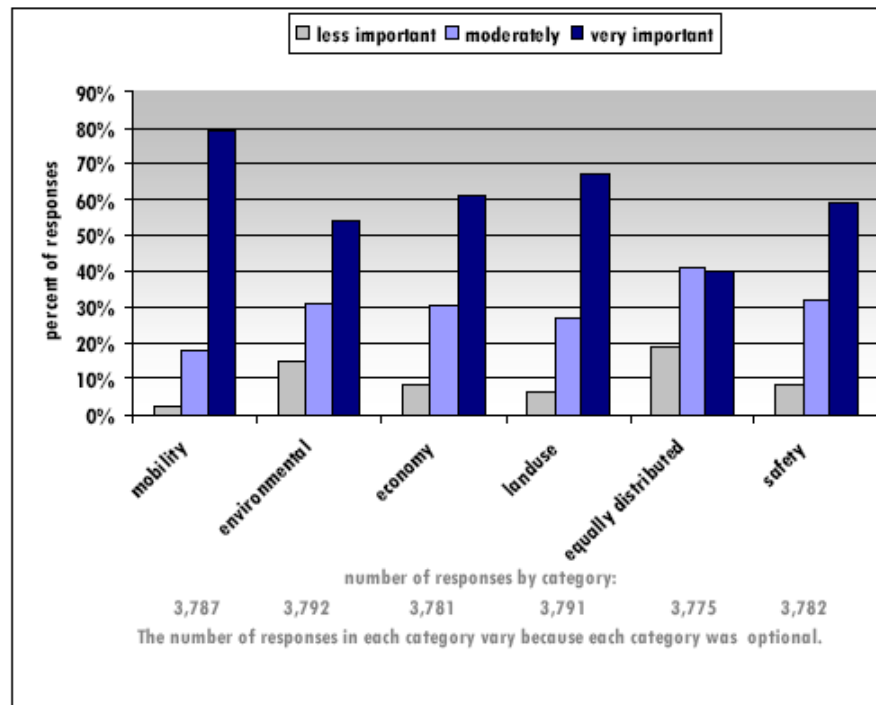
- Build new passenger rail lines- 20¢
- Implement new transit routes and improve bus service- 14¢
- Add lanes to existing roadways- 12¢
- Make safety and operational improvements to the existing transportation system- 11¢
- Improve maintenance of existing transportation system- 11¢
- Construct bicycle lanes and sidewalks- 10¢
- Build new freeways- 8¢
- Build new arterial roadways- 7¢
- Add high-occupancy vehicle or other managed lanes to highways- 7¢

CAMPO 2035 Plan Round 2 Public Involvement

CAMPO staff developed a public input survey for Round 2 to receive comments on transportation priorities, growth preferences, and prioritization of projects. Since the survey was an open survey, it is not considered a representative survey. Approximately 4,100 responses were received during September - October 2009. Results from this survey show that the region would accept a change in how future growth was being forecasted through the CAMPO Centers Concept of higher density, mixed use centers around the region.

Question 1: Please indicate how important each of the following is to you regarding the development of the regional transportation system. Respondents were asked to rank using Less Important, Moderately Important, or Very Important (see Figure 17).

Figure 17

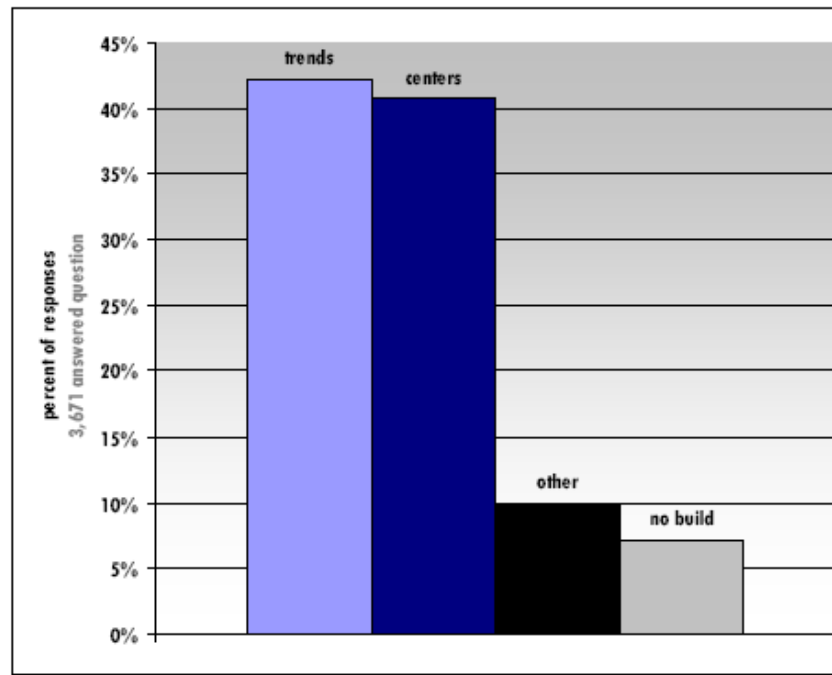


Question 2: Which of the following statements best describes your opinion?

Respondents were asked to choose among three basic land use and transportation concepts, or define an “other” recommendation (see Figure 18).

- The region should put in place policies to encourage more growth in mixed use development **centers** throughout the region, and transportation system investments should be made to support development of these centers.
- Growth **trends** should continue in the region and transportation system investments should be made according to the location of current and future growth.
- Past growth trends should continue in the region and **no major projects** should be added to the regional transportation system. Available funding should be used to support improved operation and maintenance of the existing system instead.

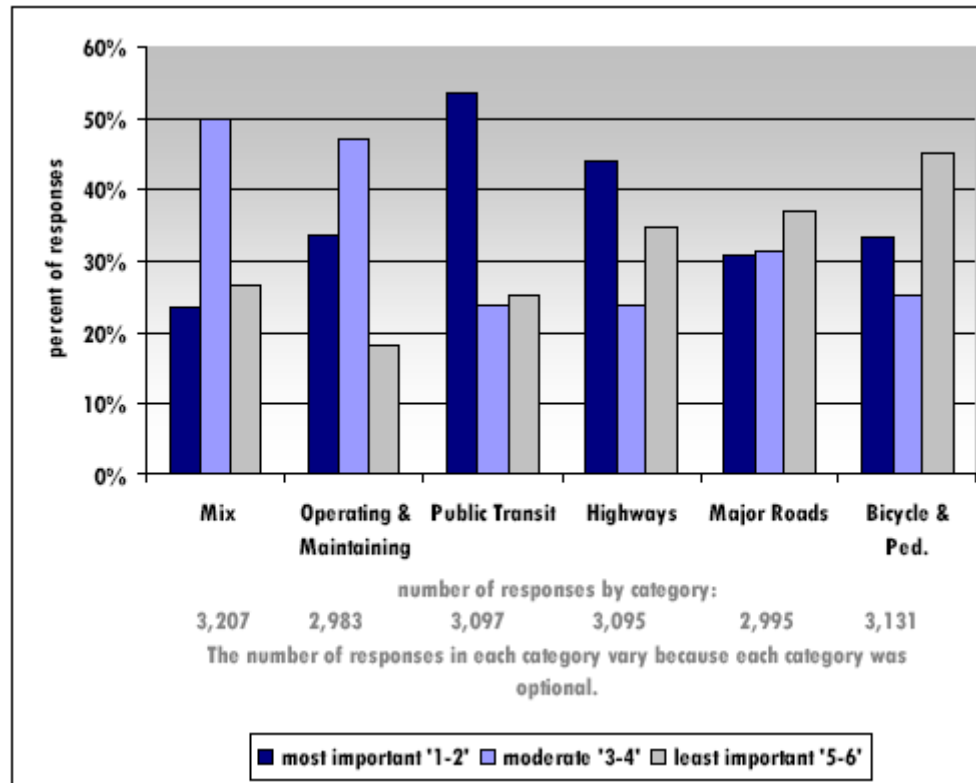
Figure 18



Question 3: How should CAMPO prioritize regional transportation system projects over the next 10-30 years?

Please rank the following in order of importance to you, with 1 being most important, and 5 being least important (see Figure 19).

Figure 19



City of Austin Strategic Mobility Plan (ASMP) Community Objectives (April 2010)

In the development of the City of Austin's Strategic Mobility Plan (Spring, Summer 2010) that lead to a voter approved \$85 million Mobility Bond election in November 2010, City staff developed a survey to help rank a set of community values that were used in the ASMP Project Prioritization Process. Staff developed the eight values from previous work used in the CAMPO 2035 planning process, Envision Central Texas, and the US Department of Transportation's new principles for livability. Through forums and an on-line survey, the eight criteria were ranked with efficiency, regional integration and mobility choices receiving just over 50%.

- Efficiency 19%
- Regional Integration 18%
- Mobility Choices 14%
- Sustainable Growth 12%
- Environmental Stewardship 11%
- Investment and Economic Development 10%
- Safety 9%
- Neighborhood Connectivity 7%

Community Mobility Forums (February 2010)

Community Forums during February and March 2010, participants were asked to identify which four of eight community objectives were most important to them. The results were as follows:

- Mobility Choices (172) Rank 1
- Sustainable Growth (140) Rank 2
- Regional Integration (126) Rank 3
- Efficiency (110) Rank 4
- Safety (96) Rank 5
- Investment and Economic Development (81) Rank 6
- Environmental Stewardship (80) Rank 7
- Neighborhood Connectivity (63) Rank 8

Online Survey (March 2010)

Question: You have \$40 to spend. Look at the following eight statements and indicate how much of your \$40 you'd spend to achieve each of these objectives. You can spend \$40 on one, \$5 on each, or any other combination you choose, but you must spend all \$40.

- Efficiency \$8.02
- Regional Integration \$7.28
- Mobility Choices \$5.16
- Investment and Economic Development \$4.59
- Sustainable Growth \$4.58
- Environmental Stewardship \$4.27
- Safety \$3.16
- Neighborhood Connectivity \$2.91

CAMPO /Central Texas Sustainability Indicators Project

Since 2000, the Central Texas Sustainability Indicators project has been measuring sustainability indicators where there is no adequate or publically available data. In 2008 and 2010, CAMPO collaborated with CTSIP to add transportation related survey questions. Two surveys have been completed, 2008 and 2010. CAMPO plans on continuing to ask transportation questions to measure travel data, and receive input on values within the region.

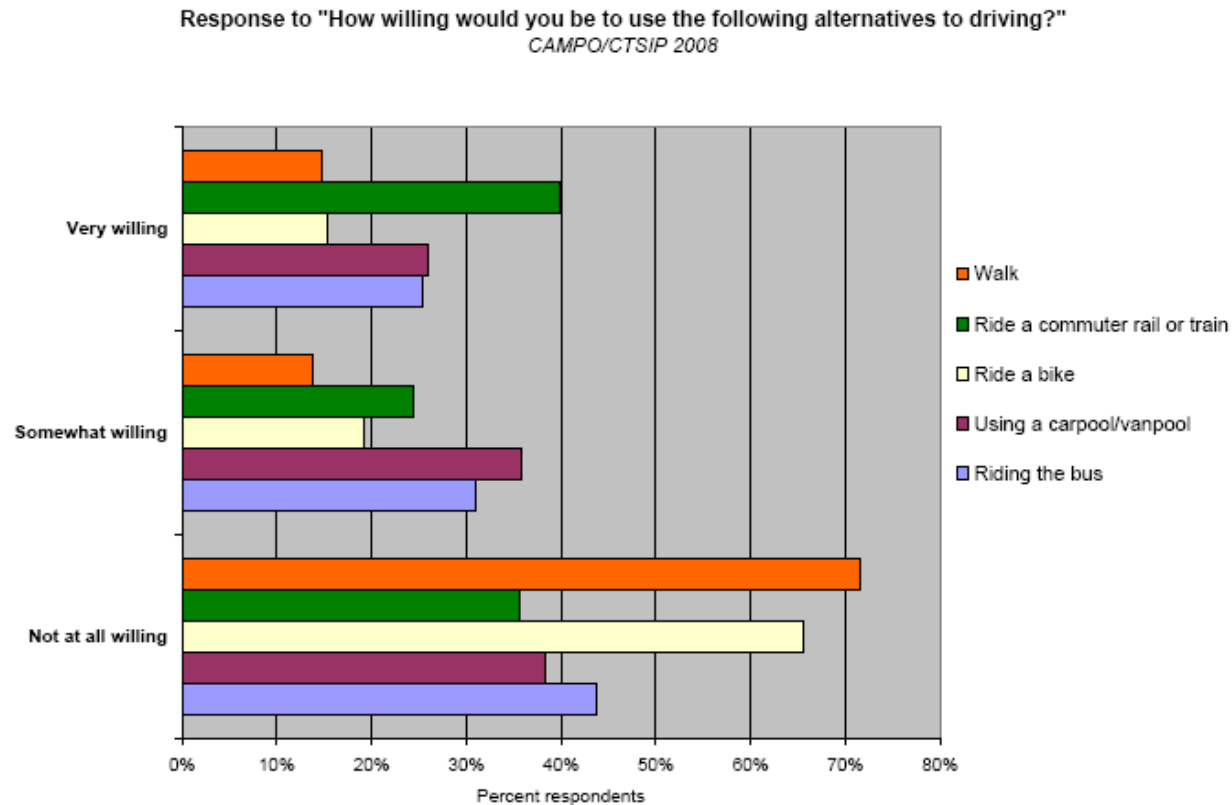
CAMPO /Central Texas Sustainability Indicators Project 2008 Community Survey

In 2008, 2,392 surveys were completed for the six-county region which includes the five County CAMPO region plus Burnet County. Of the transportation questions asked, two questions examine the values and preferences of persons within Central Texas.

In Question 1, concerning alternatives to driving, riding commuter rail or train was the most favored alternative to driving followed by carpooling and riding the bus. The least favorite alternative was walking, followed by riding a bike (see *Figure 20*).

Results of the survey are as follows:

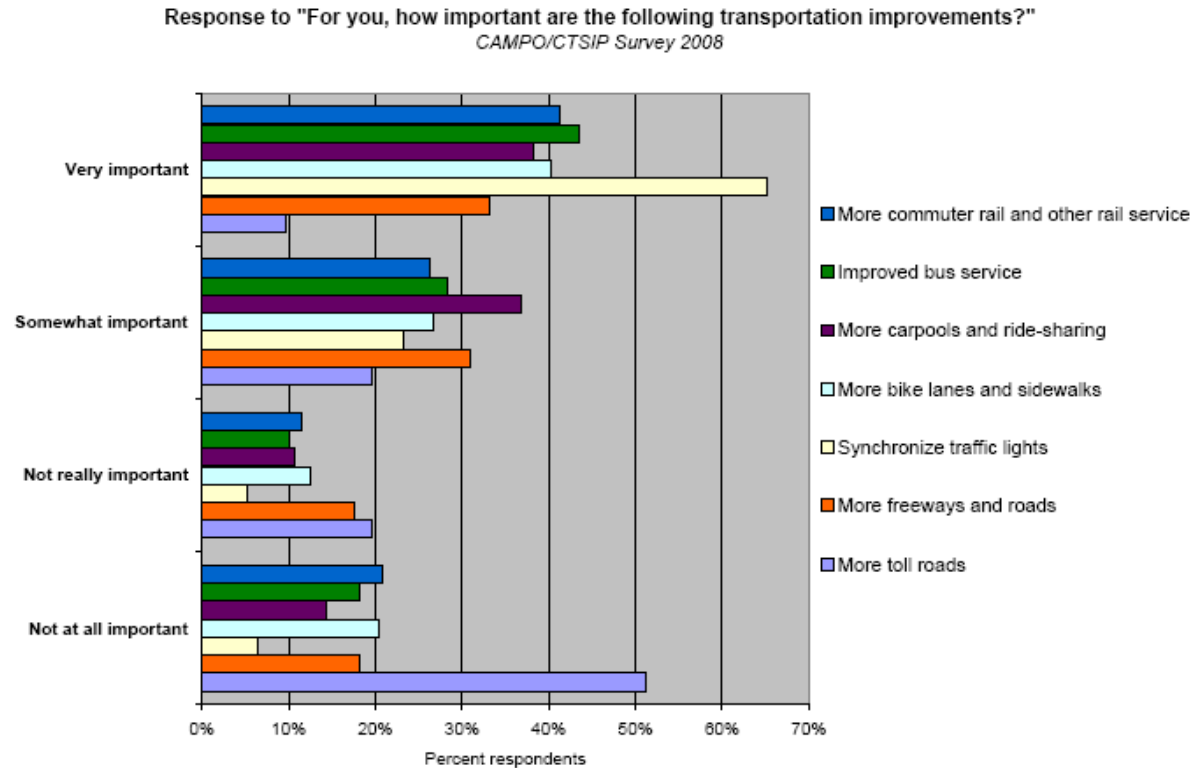
Figure 20: Willingness to Use Alternatives to Driving



In the following question, a mixture of transportation alternatives is shown to be either “very important” or “somewhat important” within the region with most alternatives receiving around 60-69 % response in those categories except for “more toll roads” which showed a strong negative opinion as an alternative for the region (see *Figure 21*).

Results of the survey are follows:

Figure 21: Importance of Transportation Modes



Surveys on Environmental Justice Populations

2008 Toll Road Opinion Survey “An Examination of Use and Opinion for Targeted Communities in the Austin Metropolitan Area”

The first survey, 2008 Toll Road Opinion Survey, was conducted by the Texas Transportation Institute. The purpose of the survey was to assess the use of existing toll roads in the Austin area by members of Environmental Justice (EJ) communities. EJ

communities are defined as traditionally under-represented groups made up of racial and ethnic minorities and low income individuals and families. This survey provided input into the CAMPO 2035 plan update. In short, the survey found that disadvantaged communities do not have a disproportionate reaction to existing toll roads, and have the same negative opinion regarding new toll roads as do other segments of the region.

Summary of Results from the Report:

- “Respondents use toll roads to the same extent as all regional travelers.
- Respondents were more likely to use transit and use it frequently. Almost 20 percent of all Core (EJ) respondents claim to use transit once a week or more.
- Respondents are more likely to use toll roads for non-discretionary trips, with the primary reasons for using the toll roads are congestion avoidance and convenience for trip making.
- Respondents were more likely not to use toll roads because they were not convenient (alternate routes provided easier ways to reach their destinations).
- Respondents perceived toll roads as less congested and saving time.
- As to raising new revenues, respondents perceived tolling as unfavorable, but increasing gas taxes were even more unfavorable.”

Transportation Needs Survey for Environmental Justice Populations in the CAMPO Area - July 2008

Another survey was conducted on behalf of the Environmental Justice Workgroup. The survey results were derived from 734 completed surveys of persons within EJ areas. The survey was offered in English and Spanish.

Summary of results:

Top 3 concerns:

- Existing roadway conditions
- Not enough bicycle and pedestrian facilities
- Cost of gas or diesel

“Not surprisingly, the cost of gas and diesel was selected by the most people as their primary transportation concern. Lack of bicycle and pedestrian facilities, existing roadway conditions and transit routes were also identified by many people as major transportation concerns.”

Top 3 safety issues:

- Not enough sidewalks
- Not enough bicycle lanes
- Speeding in your neighborhood

“Insufficient sidewalks and bicycle lanes and neighborhood speeding were the top safety concerns identified during the survey on both the English and Spanish surveys. Additionally, respondents on the Spanish survey ranked school crossings as a main transportation safety concern.”

Top 3 solutions to Areas Transportation Problems:

- More transit options
- More bicycle lanes
- More sidewalks

“The number one solution identified was increasing transit options. Nearly 60 percent of participants identified this solution. Participants were asked to rank their top five solutions. Increasing the number of roads, making improvements to existing local roads, more bicycle lanes, and increasing the number of buses were all highly ranked as solutions to the CAMPO area’s transportation problems.”

Envision Central Texas Infrastructure Forum

In March, 2010, Envision Central Texas (ECT) convened approximately 250 Central Texans from the public, private and civic sectors to discuss the challenges facing our region in providing efficient and coordinated infrastructure in a time of limited resources. Leaders and subject-matter experts from public sector entities and private firms shared their knowledge and insights on the issues

through a series of presentations and panel discussions. Attendees at the Forum participated in table discussions and a real-time polling process through which they provided their input on a series of questions about the topics.

Results of Interactive Poll: The audience participants voted on what they perceived to be the two most important challenges to regional coordination. The results of interactive polling are shown below. (# of Respondents: 226)

<u>Challenges to Coordination... (Top two)</u>	<u>Responses</u>	
Lack of common goals and objectives	107	23%
Thinking local rather than regional	76	17%
Conflicting / competing funding priorities	76	17%
Political will	67	15%
Lack of regional authority	43	10%
Different priorities between urban and rural	46	10%
Lack of education on regional issues	37	8%
Totals	452	100%

Results of Interactive Poll: The audience participants voted on what they perceived to be the two most important consequences if we do nothing different in the future. The results of interactive polling are shown below. (# of Respondents: 225)

<u>Consequences for our Region... (Top two)</u>	<u>Responses</u>	
Declining quality of life	135	30%
Declining economic vitality	92	20%
Unsustainable growth	85	19%
Increased cost of infrastructure	61	14%
Increased taxes	34	7%
Silos remain / become more entrenched	22	5%
Chaos	21	5%
Totals	450	100%

Results of Interactive Poll: The audience participants voted on what they perceived to be the two most important near-term tools needed to improve regional coordination of infrastructure. The results of interactive polling are shown below.

<u>Near-Term Tools Needed... (Multiple choice - top two)</u>	<u>Responses</u>	
Legislative reform to permit local funding	98	27%
More intergovernmental collaboration	73	20%
County land use authority	73	20%
Regional comprehensive plan	64	17%
Implement optional transportation modes	31	8%
Inventory of plans	30	8%
Totals	369	100%

2011 Bond

Part of Travis County’s Transportation and Natural Resources Department (TNR) responsibilities are to ensure that available transportation funding is allocated to address short-range and long-range prioritized needs. A main product of that planning process is the development of the County’s long-range transportation plan and development of the County’s roadway capital improvement projects. Travis County is a member of the area’s metropolitan planning organization, Capital Area Metropolitan Planning Organization (CAMPO), along with other key transportation stakeholders. The main transportation function of the MPO and member jurisdictions is the development of the Long-Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP). The area’s current long-range transportation plan and the plan that is adopted by Travis County is known as the *CAMPO 2035 Regional Transportation Plan*. This document is updated every five years and provides information on what arterial roadway projects are expected to be completed in the next 25 years. The long range plan is a resource that provides identification of future transportation needs.

Traditionally, the County has used voter approved general obligation bond elections to fund large investments into its transportation system (see *Figure 22*). The most recent bond election occurred in November 2011. In February 2011, the Travis County

Commissioners Court appointed a 15-member Citizens Bond Advisory Committee (CBAC) to help with determining whether an election was needed, and if so, what would be a potential capital improvement budget and potential projects. The CBAC worked with County staff to develop a preliminary list of projects that were presented at six public meetings held throughout the County during June 2011. After receiving public comment, the CBAC presented their recommendations to the Commissioners Court in July 2011. In August 2011, the Commissioners Court approved holding a November 2011 bond election and a list of projects were put forward in two Propositions totaling \$214,945,000. Proposition One was formed to include roadway, drainage, bridge and bike/pedestrian projects and totaled \$132,840,000. Over \$400 Million of mobility improvements have been approved by voters since 1997. Below are the funding totals for the last five bond elections with the 2011 bond election showing the second highest amount of funding for mobility improvements since 1997.

Figure 22: Voter Approved Transportation Bond Referendums (1997-2011) (Roads, Bridges, Right-of-Way, Sidewalks/Trails)

1997	\$45.2 Million
2000	\$28.0 Million
2001	\$153.2 Million
2005	\$62.8 Million
2011	\$132.8 Million
Total:	\$422.0 Million

Bicycle Task Force

In March 2011 Travis County Commissioners Court approved the formation of a Bicycle Task Force that included representatives from TXDOT, the City of Austin, the bicycle community, TNR and others to address bicycle safety on Travis County roads in the unincorporated area. State law allows that bicyclists may ride on public roadways; however, the condition of some roads can make bicycling difficult. As Travis County’s population continues to grow, more people are bicycling and using rural roads for recreation and commuting. However, funding for roadway construction and maintenance is declining thereby increasing risks for bicyclists. The Task Force was charged to:

- Develop materials and methods to educate the public, cyclists, and elected officials about the issues of cycling on rural roads.
- The cycling community can report bicycle obstacles and potential hazards to jurisdictions for quicker response and better planning.

- Build partnerships between cyclists and elected officials and agency staff.

At the same time this group was created, the Citizens Bond Advisory Committee was formed by the Commissioners Court to investigate whether to hold a capital improvement bond election, and if so, recommend a size and a draft list of proposed projects for the Courts consideration. The Task Force took this opportunity to ask for funding to help in providing for safer roadways for the bicycling community. In November 2011, voters approved \$3,333,000 to make improvements for bicycle safety. Currently, the group is going to compare their local use maps with CAMPO 2035 Priority Bicycle Corridors to come up with a list of priority projects. A portion of the funds allocated to Bicycle Safety may be used to help in the planning for project identification.

Views on Transportation Funding

INADEQUATE TRANSPORTATION INFRASTRUCTURE FUNDING SOURCES

County transportation improvements have traditionally been provided by developer participation through the subdivision platting process and tax financed voter approved bond funding. With unprecedented population growth continuing within the County, both are viewed as inadequate sources to fund comprehensive regional transportation improvements. Competing budgets and inadequate funding sources have required the County to seek alternative ways to fund new transportation infrastructure.

Currently, through the County's subdivision platting process, the private sector is required to provide for localized arterial improvements within or abutting (boundary street) their proposed subdivisions. Off-site improvements to intersections and additional lanes have been funded by the private sector when identified as directly related to the traffic generated from the subdivision. Regional transportation needs have relied on taxpayer funded revenue (bond funds) to fund major transportation improvements. Travis County staff views these processes as localized piecemeal approaches (development by development) with the burden of larger, regional, more costly projects being funded by the public through tax revenues and not from the developments that generate the additional traffic. The County seeks to shift the cost of providing transportation capital improvements from the taxpayer to new development generating the demand for the improvements.

The Commissioners Court has discussed the need for a regional solution to deal with large development projects that place tens of thousands of vehicle trips on an existing roadway network that doesn't have the capacity to accommodate future traffic at an

acceptable level of service. The following are alternative mechanisms the County has or may use to finance future transportation projects:

Developers Pay Their Share Under a Regional Phasing Agreement

Historically, the main way of financing road improvements necessitated by development is for the developer of a large tract of land, as a condition of preliminary plan approval by the County, to enter into a phasing agreement with the County requiring the developer to improve the arterials providing access to the project as individual plats are approved for each phase of the project. The developer pays for 100% of the improvements by obtaining a loan and/or equity contribution from private sources.

The Public- Private Partnerships (P3's) under the 2005 and 2011 bonds involved large tracts and built on this historical model. As would have happened under a phasing agreement, the developer obtained private capital to pay to build two new lanes of road. The County used bond funds to pay the developer to build a third and fourth lane. P3s where the developer has paid its share using private financing include Elroy Road, Scofield Ridge Parkway, Wells Branch Parkway, and Heatherwilde Boulevard.

Another way phasing agreements can be used to finance arterial improvements is for the developer to pay to the County a fixed sum of money each time a lot in the project is platted or sold. Once enough money is deposited or collected, the County can use it to pay for improving the arterials necessitated by the development projects. This technique allows the developer to avoid some of the cost or difficulty of raising private capital.

Developers Pay Their Share Using a District

Another mechanism developers in Travis County are currently using to finance arterial improvements necessitated by their projects is to create a special district that generates revenue to pay those costs by levying *ad valorem* taxes or special assessments on the land owners who benefit most from the arterials. Three basic types of special districts are currently being used: road districts, municipal utility districts, and public improvement districts.

County Road Districts - State law allows the Commissioners Court to create a road district without the consent of landowners in the district. However, Chapter 83, Travis County Code, provides that the Commissioners Court will consider creation of a road district only upon application of a landowner.

The governing body of a road district is the Commissioners Court, but the district itself is a political subdivision separate from the county. The district may levy an *ad valorem* tax and use the proceeds to issue bonds to purchase or construct an arterial or other road. However, issuance of bonds must be approved at an election of all landowners in the district.

Travis County's most recent use of a road district to pay for arterial improvements was the creation of the Travis County Bee Cave Road District No. 1 (Galleria) in 2007. The district issued bonds to pay for Galleria Parkway, which linked RR 2244 and RR 620 and was necessitated by construction of the Hill Country Galleria Mall.

Municipal Utility Districts (MUD) and Other Special Districts - Like a county road district, MUDs, water control and improvements districts (WCID), and various other special districts are independent political subdivisions. However, MUDs and special districts have their own governing board.

Only the Texas Legislature can give a MUD or other special district the power to levy an *ad valorem* tax and use the proceeds to issue bonds to construct roads. The Legislature has authorized the following special districts in Travis County to pay for road construction: Pilot Knob MUD (Easton), Rio de Vida Planning and Improvement District No. 1, Travis-Creedmore MUD, Travis County Water Control and Improvement District No. 17, and Southeast Travis County MUD (Brookfield Residential).

Brookfield Residential has proposed using the Southeast Travis County MUD to pay for arterial improvements to both William Cannon Drive and Slaughter Lane under a P3 agreement with Travis County using 2011 bonds.

Public Improvement Districts (PID) - Unlike county road districts, MUDs, and other special districts, PIDs are not independent political subdivisions. Rather, PIDs are simply a mechanism a county can use to levy special assessments on a defined group of landowners to pay for roads or other public improvements that benefit these landowners more than citizens countywide. A county may use the revenue from these assessments to issue bonds to pay for the improvements. Or, instead of issuing debt, the county may let the assessments accrue over time until a certain amount has accumulated and then use the accrued funds to pay for the improvements.

A county can create a PID only upon petition of (i) the owners of land constituting 50% of the total appraised value of all land in the PID, and either (ii) 50% of the total number of land owners in the PID, or (iii) owners of 50% of the land area in the PID.

Currently, the developers of the Indian Hills project are using PIDs to pay for their share of the cost to construct Decker Lake Road under a P3 agreement with Travis County. Travis County is paying its share with 2005 bond funds. The same developers are using PIDs to pay their share of the cost to construct Braker Lane through the Whisper Valley project, also under a P3 agreement in which Travis County is paying its share with 2005 bond funds.

Funding of Developer Share by Tax Increment Financing by the County

Another mechanism raised by developer stakeholders in the stakeholder meetings is for the Commissioners Court to divert the incremental increase in *ad valorem* tax revenue from growth in the area in question away from general county services. Instead, it would be used to pay for improvement of the arterials necessitated by the five large development projects in the area. Travis County has never done this before.

Issues

Developers are reluctant to commit to any funding mechanism that would not apply equally to all developers who benefit from the project. They believe that, unless all developers who they believe benefit from the roads commit to the funding mechanism, it unfairly creates a competitive advantage or disadvantage among them.

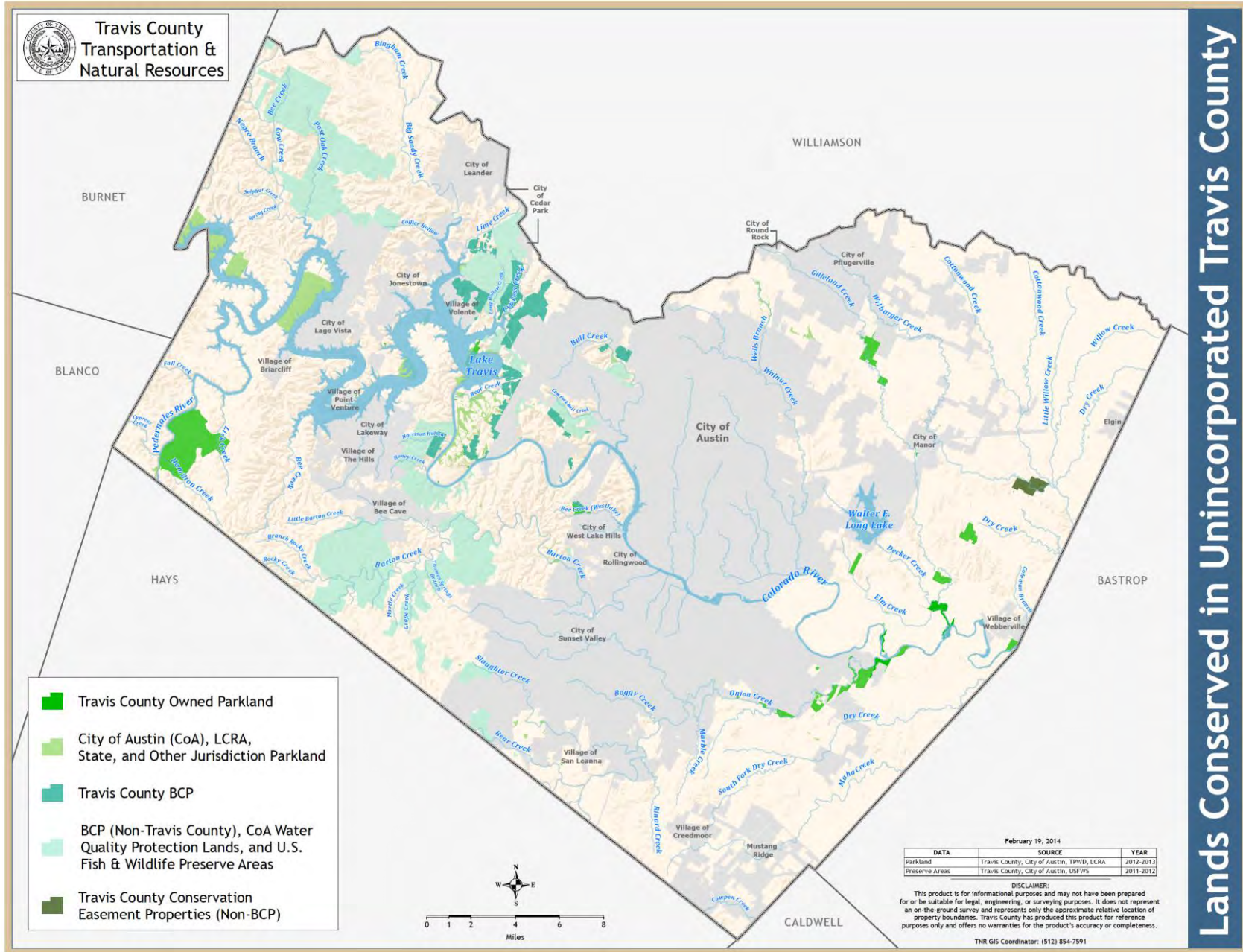
Financing mechanisms tied to per lot fees under a regional phasing agreement or the collection of PID assessments over time, can take years to accumulate sufficient funds to carry out a project. MUD's can make improvements faster; however, MUD's require legislative action and risk not passing.

The most significant downside of tax increment financing are the diversion of revenue away from basic County services and the uncertainty that property values will increase as projected and accumulate sufficient funds to carry out a project.

Rough Proportionality

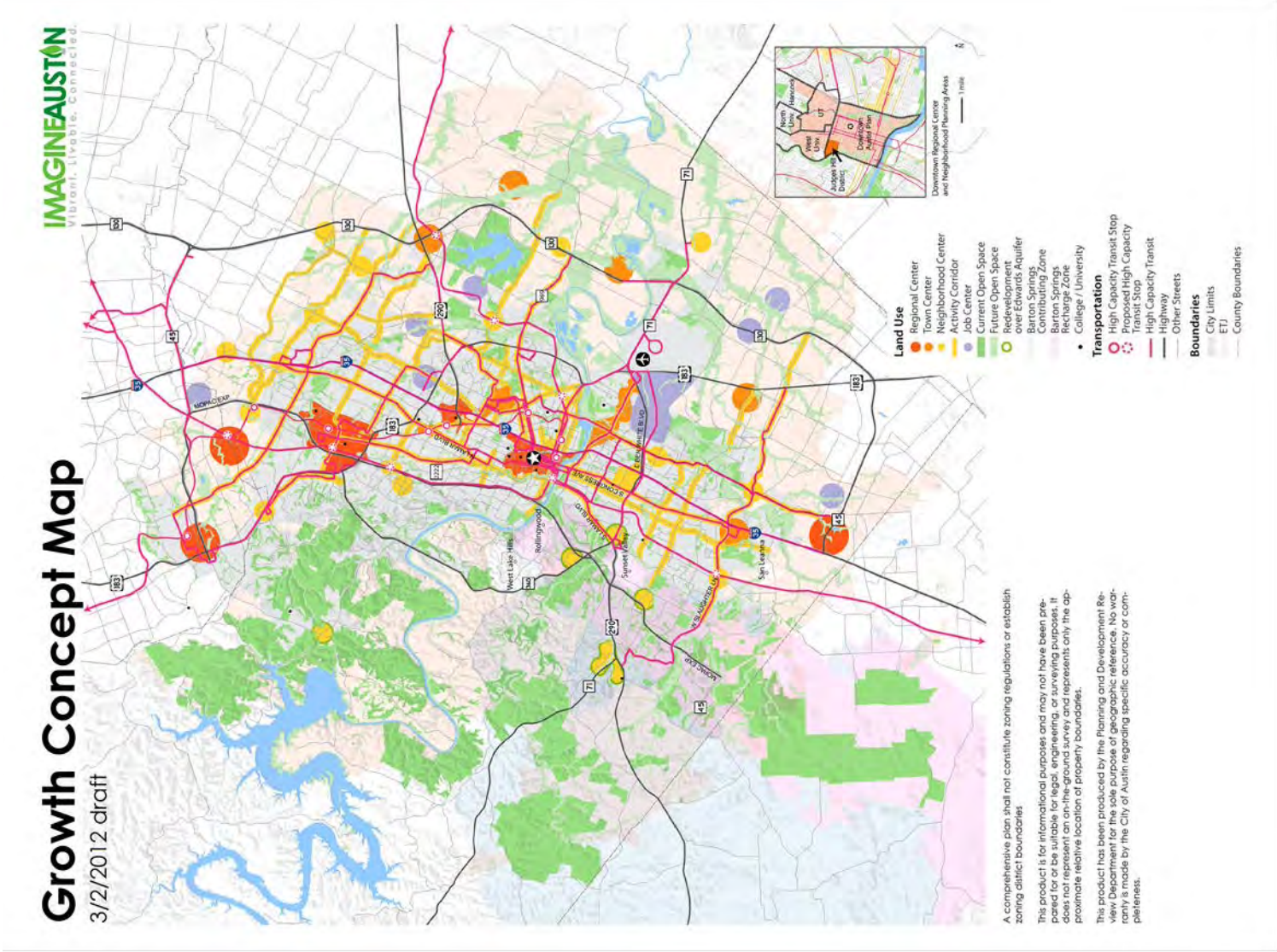
Transportation and Natural Resources (TNR) staff and the City of Austin continue to work on a mechanism that derives what a subdivision's proportionate share is (rough proportionality) of the cost of the future regional transportation system thereby making growth pay for attributable costs of the needed transportation infrastructure. The County identifies a "rough proportionality" between the burden a subdivision places on the transportation system and the cost of the burden to system.

APPENDIX A: Lands Conserved in Unincorporated Travis County



Lands Conserved in Unincorporated Travis County

APPENDIX B: IMAGINE AUSTIN GROWTH CONCEPT PLAN



APPENDIX C: MUNICIPAL COLLABORATION OPPORTUNITIES

The following municipal comprehensive plans were reviewed to identify opportunities as of 2012 for collaborating on land, water, and transportation issues. Language from each plan is noted in each category followed by comments on Partnerships and County Related Initiatives.

<u>Municipality</u>	<u>Page</u>
1. Bee Cave Comprehensive Plan.....	C-2
2. Cedar Park Comprehensive Plan.....	C-3
3. Elgin Comprehensive Plan.....	C-4
4. Imagine Austin Comprehensive Plan.....	C-6
5. Jonestown Comprehensive Plan.....	C-14
6. Lago Vista Comprehensive Plan.....	C-16
7. Lakeway Comprehensive Plan.....	C-17
8. Leander Comprehensive Plan.....	C-20
9. Pflugerville Comprehensive Plan.....	C-21
10. Round Rock Comprehensive Plan.....	C-23
11. San Leanna Comprehensive Plan.....	C-25
12. Volente Comprehensive Plan.....	C-25

Bee Cave Comprehensive Plan

LAND RESOURCES

Actions Immediate/Short Term

None

Actions Ongoing Mid/Long Term

1. It is in the best interest of the City of Bee Cave, to require areas within the ETJ to be annexed prior to development rather than after development has occurred. Page 10-5
2. Establish and/or enhance green space and natural areas along existing floodways and within the 100-year flood plain. Page 3-8

WATER RESOURCES

Actions Immediate/Short Term

None

Actions Ongoing Mid/Long Term

1. Maintain guidelines to ensure the protection of watershed areas, especially the area in and around Little Barton Creek. Page 3-8

TRANSPORTATION RESOURCES

Actions Immediate/Short Term

None

Actions Ongoing Mid/Long Term

1. Coordinate land use and roadway decisions within Bee Cave and its ETJ area and with other communities in the vicinity, future compatibility problems between roads and adjacent land uses can be minimized. 4-17
2. The basic major thoroughfare system should be considered as the structuring framework for future neighborhoods and as the framework for any redevelopment and rehabilitation of existing areas within the City, as well as neighborhoods located within the ETJ. Page 4-24

3. Continued local efforts will be necessary to finance future thoroughfare development and, in some cases, require widening of rights-of-way at the time of subdivision platting and development. Page 4-25
4. The City of Bee Cave should coordinate with TXDOT and other local jurisdictions, such as surrounding communities and Travis County, when planning transportation improvements. Page 4-26
5. Develop a regular proactive program to coordinate with and lobby CAMPO and TXDOT to promote transportation and roadway planning, funding, and construction. Page 10-7

PARTNERSHIPS

1. Coordinating with/lobbying CAMPO and TXDOT to influence roadway planning, funding, and construction. Page 10-4

Cedar Park Comprehensive Plan

LAND RESOURCES

Actions Immediate/Short Term

None

Actions Ongoing Mid/Long Term

1. Utilize the current GIS technology to its fullest potential in order to assist City personnel and offer developers and residents increased information services. Page 53
2. Pursue the collection of additional statistical information to assist in tracking the City's growth, as well as indicating the relative success of various policies and initiatives. Page 53

WATER RESOURCES

Actions Immediate/Short Term

None

Actions Ongoing Mid/Long Term

None

TRANSPORTATION RESOURCES

Actions Immediate/Short Term

None

Actions Ongoing Mid/Long Term

1. Address the ever increasing commuter traffic volumes through the City. 51
2. Develop a comprehensive inventory of bicycle routes and sidewalks to formulate a building plan. Page 51

PARTNERSHIPS

1. Strategic Prioritization—“Prime the Pump to put money and resources where the best long-term impact will result. Page 54

Elgin Comprehensive Plan

LAND RESOURCES

Actions Immediate/Short Term

1. Work with regional and national land conservancy organizations, such as the Pines and Prairies Land Trust, and/or the American Farmland Trust to hold a community presentation or to meet with farmers and landowners who are interested in learning about options for farmland preservation and supporting the tools necessary to preserve the land for family farming and/or ranching. Page 153

Actions Ongoing Mid/Long Term

1. Accommodating population growth using existing streets and infrastructure rather than needing to extend services to outlying areas of the City. Page 35
2. Protecting the rural landscape by establishing policies to direct annexation and service provision away from agricultural areas. Page 35
3. Work with local farmers and the Texas Department of Agriculture to determine if there is interest and significant benefit in establishing an agricultural district to promote active farming and agricultural business. Page 159

WATER RESOURCES

Actions Immediate/Short Term

None

Actions Ongoing Mid/Long Term

None

TRANSPORTATION RESOURCES

Actions Immediate/Short Term

None

Actions Ongoing, Mid/Long Term

1. Work with TXDOT and the Counties to examine the intersection improvement locations identified as problem areas as part of the Comprehensive Plan effort. Page 158
2. Taylor Road- Preserving rural character in areas where existing conditions and land use designations do not require the need for additional capacity. Page 79
3. Promoting efforts in providing additional capacity through transit improvements along important arterial corridors, as appropriate. Page 79

PARTNERSHIPS

1. Work with regional and national land conservancy organizations, such as the Pines and Prairies Land Trust, and/or the American Farmland Trust to hold a community presentation or to meet with farmers and landowners who are interested in learning about options for farmland preservation and supporting the tools necessary to preserve the land for family farming and/or ranching. Page 153

Imagine Austin Comprehensive Plan

LAND RESOURCES

Use green infrastructure to protect environmentally sensitive areas and integrate nature into the city.

Actions Short Term (1-3yrs) Pages 177-178

1. Create an integrated green infrastructure plan and ongoing green infrastructure program.
2. The plan should:

- a. Perform an initial inventory and evaluation of existing green infrastructure resources, such as conserved land, the urban forest, habitat, trails and bike paths, greenbelts, community gardens, urban farms, parks and recreation areas, and green streets. Identify current plans, such as the **Travis** and Hays County Greenprint plans, networks, and identify gaps.
 - b. Develop green infrastructure targets (such as percentage of tree cover, connectivity, or current or anticipated residents within walking distance of parks, see Figure 4.11) and priorities for new areas for conservation, parks and open space, green streets, and urban trails.
 - c. Include a series of interactive maps illustrating the components of the green infrastructure network, along with priority c
 - d. Include implementation strategies and approaches to promote interdepartmental, intergovernmental, and interagency coordination.
 - e. Calculate direct and indirect costs and savings from green infrastructure projects, when compared with traditional “grey” infrastructure, including the asset value of ecosystem services and contribution to long-term risk management.
 - f. Develop and implement unified, comprehensive land management of all City of Austin lands for integrated environmental sustainability, including carbon sequestration, wildlife habitat, water quality and quantity, and education.
 - g. Identify a lead to oversee ongoing implementation of the plan and program conservation and restoration areas.
3. Continue funding support and acquisition of land in the Balcones Canyonlands Preserves and in other environmentally significant areas to protect water quality conserve endangered species habitat, and provide open space for passive public use.
 4. Protect farmland and conduct and stimulate research to facilitate growing techniques that minimize water usage and build healthy soils accounting for regional climate change.
 5. Identify approaches to track and monitor the costs and savings associated with green infrastructure projects. Solicit research and funding partners, such as the University of Texas’ Lady Bird Johnson Wildflower Research Center and the Trust for Public Lands.
 6. Promote Austin's and the surrounding area's green infrastructure by utilizing web-based tools such as maps and other resources. Page 213
 7. Create a system for identifying, defining, and mapping environmentally sensitive areas for their protection. Page 222.
 8. Create a green infrastructure program to protect environmentally sensitive areas and integrate nature into the city. Page 222
 9. Collaborate regionally to align conservation and sustainable development regulations and policies to protect environmentally sensitive areas that cross political boundaries. Page 222
 10. Encourage designs and building practices that reduce the environmental impact of development and that result in accessible green space. Page 222
 11. Identify existing areas with limited access to parks, open space, and trails and create mechanisms to address these gaps (P 223).
 12. Develop regulations and incentives to protect prime farmland such as transferable development rights, farmland trusts, farmland mitigation, and conservation easements. Page 223

13. Support local farmers by creating incentives and removing regulatory barriers, offering tailored small business support, and creating public information campaigns to promote local food. Page 223
14. Expand the City of Austin’s acquisition of environmentally significant land, conservation easements, and/or development rights for the protection of sensitive areas. Page 223
15. Develop and implement unified, comprehensive land management of all City of Austin lands for integrated environmental sustainability, including carbon sequestration, wildlife habitat, water quality and quantity and education. Page 223
16. Limit, buffer, or prohibit public access to certain environmentally sensitive areas to maintain their value (i.e. wildlife protection and erosion control). Page 225
17. Expand partnerships between local organizations and the City of Austin to maintain and improve local parks and open spaces. Page 225
18. Restore trees and vegetation along degraded waterways, especially in eastern watersheds. Page 226
19. Create a trails master plan to ensure connectivity and provide consistency with regional, city and neighborhood-level trail and transportation goals to provide pedestrian and bicycle connections between neighborhoods and destinations; incorporate trails throughout the city and region; encourage developers to connect to or complete the trail system; and use protected land along creeks and floodplains in an environmentally sustainable way. Page 226
20. Develop multi-disciplinary, cross-jurisdictional planning teams for projects that involve major natural features, such as the Colorado River or Onion Creek Greenway. Page 226

County Related Initiatives:

- Travis County Parks and Natural Areas Master Plan (2006)
- The Travis County Greenprint for Growth (2006)
- Concept Plan for the Onion Creek Greenway (2010)
- 2011 Park Bonds Program (2011)
- 2011 Conservation Easement Program (2012)
- Colorado River Corridor Plan (2012)
- Tri-Party Agreement (TXI, COA, County, TBD)

Create a “Healthy Austin” program Page 187

Actions Short Term (1-3yrs) Page 187

1. Create a Healthy Austin Program plan to develop and document program priorities; findings, recommendations, and outcomes related to:
 - a. Increasing healthy behaviors;
 - b. Educating the public and providing better access to information on healthy lifestyles and community health resources;
 - c. Expanding access to health care services in underserved populations;
 - d. Promoting healthy foods and discouraging unhealthy ones; and
 - e. Improving coordination between the Health and Human Services Department, other City of Austin and **Travis County departments**, non-profits, and the community.
2. Create a healthy community code, including revisions to Austin’s land development ordinances that make it easier to produce and access healthy, sustainable food and to lead a more active lifestyle.
 - a. Support and expand farm direct programs that link local farmers and food vendors to consumers.
 - b. Expand the market for local food producers by connection them to hunger-relief organizations, community institutions, restaurants, and retail food markets.
3. Encourage use of public land for community gardens.
4. Establish strategies, incentives, or investments in healthful outdoor activities and venues that generate economic benefits to local businesses while promoting wellness. Page 221
5. Identify and map food deserts and provide incentives for full service grocery stores and farmers markets to locate in these underserved areas. Page 223

County Related Initiatives:

- Travis County Parks and Natural Areas Master Plan (2006)
- Concept Plan for the Onion Creek Greenway (2010)
- Colorado River Corridor Plan (2012)
- Onion Creek Farmers Market (TBD)

Develop and maintain household affordability throughout Austin. Page 185

Actions Ongoing and Long Term (3+yrs) Page 185

1. Replicate and adopt best practice models for affordable housing in Texas to make state lawmakers aware of the statutory barriers that impede household affordability, such as the inability of cities to provide property tax relief to low-income renters and the challenges of meeting market demand.

Revise Austin’s development regulations and processes to promote a compact and connected city.

Generally, these actions:

1. Integrate nature into the city and protect environmental sensitive areas.
2. Implement a transfer of development rights program to transfer development rights from environmentally sensitive areas to areas identified on the growth concept map for new development or redevelopment.

County Related Initiatives:

- Conservation Development Ordinances (to be revised)

Annexation Page 201

Annexation is an important tool to guide growth and development and is the only way to expand municipal boundaries. The City of Austin uses annexation to apply zoning and development regulations, to protect and expand the tax base, to more efficiently deliver municipal services such as public safety and utilities, and to provide these services to developing areas. To be consistent with Imagine Austin, provide efficient, equitable, and environmentally sensitive utility services, and coordinate the extension of municipal services, the City of Austin should continue to maintain its annexation program. This program should be based on the following policies:

1. Annex areas that can be the most economically served with existing and proposed infrastructure and services.
2. Annex areas that will be provided with municipal services and utilities through coordinated municipal utility and service extension plans and the capital improvements program.
3. Continue to annex major industrial and commercial areas on the periphery of the city.
4. Use limited purpose annexation in cooperation with landowners to expand environmental, land use, and development regulations on land currently **in the extraterritorial jurisdictions.**
5. Consider annexing areas served by aging or substandard septic systems where quality degradation is probable or citizens have submitted petitions for annexation.
6. Annex residential areas to broadly distribute the cost of services.

7. Provide City consent to independent utility or improvement districts only where the City is the water and wastewater utility provider. The districts must promote sustainable development in accordance with the growth concept map. Proposed districts must be financially viable, located entirely within Austin’s extraterritorial jurisdiction, and provide extraordinary public benefits.

WATER RESOURCES

Sustainably manage our water resources. Page 173

Actions Short Term (1-3yrs) Page 173

1. Enact a new watershed protection ordinance to streamline, expand protection of headwaters and to promote low-impact stormwater management strategies, and to reduce capital expenditures required to mitigate water quality problems, erosion, and flooding.

Actions Ongoing and Long Term (3+yrs) Page 174

1. Participate in state and regional water resources planning, including regional efforts to improve water quality and quantity of the Edwards Aquifer.
2. Develop a regulatory framework to incentivize the use of Low Impact Development (LID) design features such as rainwater harvesting, increased permeable surfaces, rain gardens, green roofs, green streets, and natural-looking water quality features such as bioswales to manage stormwater.
3. Create a system for identifying, defining, and mapping environmentally sensitive areas for their protection. Page 222.
4. Establish regulations, programs, and funding sources to allow offsite, including regional, stormwater detention and water quality controls to be used in concert with green infrastructure and low-impact development techniques in areas identified for compact, walkable development or redevelopment and identify opportunities for recreational uses and habitat creation or restoration. Page 230
5. Participate in national, state, and local efforts to identify, assess, and reduce emerging contaminants in water, such as pharmaceuticals and personal care products. Page 231
6. Strengthen flood control, erosion, and water quality programs, incentives, regulations, and enforcement to incorporate best practices and meet or exceed national standards. Page 231

County Related Initiatives:

- Travis County Greenway (Park land acquisition and bottomland restoration)

- Water Quantity Available Rules
- Water Quality Protection Rules
- Conservation Development Ordinances (to be revised)

TRANSPORTATION

Invest in a compact and connected Austin Work Program. Page 170

Actions Short Term (1-3yrs) Page 170

1. Develop criteria and guidelines for coordinating business recruitment, expansion, and retention to support activity centers and corridors, transit, and urban trails plans in line with Imagine Austin and the growth concept map.

Actions Ongoing and Long Term (3+yrs) Page 174

1. Work with federal, state, and local public and private agencies, organizations, and businesses to identify potential funding sources for partnerships to implement transportation improvements.
2. Coordinate with **Travis County** and local school districts to manage infrastructure investments.
3. Give priority to City of Austin investments to support mixed use, transit, and the creation of compact walkable, and bikeable places. (CIP) Page 208 Use incentives and regulations to direct growth to areas consistent with the growth concept map that have existing infrastructure capacity including roads, water, wastewater, drainage and schools.
4. Add Park and Ride Facilities Page 210
5. Implement first and last mile solutions such as carpooling, vanpools and bicycle and car sharing Page 210
6. Ensure that the construction, operation, and management of rail, bus rapid transit, local bus systems, and future public transportation are integrated and coordinated across City Departments and with our partners such as other local governments, agencies and districts. Page 210
7. Create a network of on and off-street physically separated bicycle and walking routes or trails linking all parts of Austin and the region. Page 211
8. Encourage the relocation of the Missouri-Pacific road freight line from its current alignment through the middle of Austin.
9. Work with employers to locate their place of business along activity centers and corridors in proximity to residential areas that could provide housing for their employees. Page 216
10. Improve Austin's transportation and economic connections between other major cities in Texas by supporting the construction of a high speed rail network. Page 218

11. Collaborate with sponsoring organizations, sponsors, and transportation companies to develop special Event transportation plans to mitigate traffic congestion associated with these events. Page 238

County Related Initiatives:

- Waller Creek TIF
- Lone Star Rail TIF
- Transportation, Parks CIP
- Comprehensive Bike/Pedestrian Plan (to be completed)
- Thoroughfare Plan (to be completed)

PARTNERSHIPS ACTIONS, Page 201

1. The City of Austin cannot implement Imagine Austin by itself. It will need to enter into Partnerships with public, private, and non-profit organizations and develop coalitions with our regional neighbors to address mutual concerns. The City of Austin currently has relationships with a number of surrounding local governments and agencies such as **Travis County**, the Capital Metropolitan Transportation Agency, and Central Health. To implement Imagine Austin these relationships may need to be strengthened and those with other organizations such as area school districts, colleges, and universities made more firm. For example, to achieve the desired land use patterns, transportation improvements, environmental protections, and service coordination within Austin's extraterritorial jurisdiction, coordination with **Travis County** is essential.
2. Create a regional planning initiative to encourage local governments in Central Texas to promote a mix of housing and land uses for diverse populations and income groups, located near work, shopping, and services.
3. Preserve and promote iconic and unique Austin facilities and events that attract tourists, convention business, corporate relocations, and the recruitment of skilled workers. Page 219
4. Develop economic development programs and incentives to promote the employment of historically under-employed segments of the population. Page 220
5. Create a regional economic development task force, led by the Greater Austin Chamber of Commerce, that includes the City of Austin, nearby municipalities and surrounding **counties**; the University of Texas, Austin Community College and other area institutions of higher learning; area transportation providers such the Capital Area Metropolitan Planning Agency, Texas Department of Transportation, Central Texas Regional Mobility Authority, and Capital Metropolitan Transportation Agency, major Employers and representatives from major industries, and other regional partners to develop a strategic direction for the Austin region by (Page 221):
 - a. Developing a shared direction for the region;

- b. Sharing information between the public and private sector;
 - c. Establishing collaborative communication links among regional planning efforts;
 - d. Analyzing the impacts of publically-owned land;
 - e. Collaborating and co-locating institutional uses;
 - f. Attracting and supporting target industries;
 - g. Assisting with grant research and writing.
6. Create a public-private task force between the State of Texas, the City of Austin, Travis County, local universities, the Chamber of Commerce, and local industries to invest in research and development and green tech, biotech, high tech, and other emerging technologies.
 7. Create a regional task force to address inter-jurisdictional environmental sustainability issues. Page 224
 8. Conduct and maintain a comprehensive existing Austin Fire Department and Austin-Travis County Emergency Management Services building condition report to assess the need for remodeling, expansion, replacement, or consolidation of facilities. Page 227
 9. Develop an integrated emergency mitigation and response plan through coordination with our public and private sector regional partners: -Surrounding municipalities and counties... Page 227
 10. Improve communication between City of Austin departments, as well as other local governments and school districts, regarding future facility planning to ensure that opportunities for shared facilities are discussed at the earliest stage of the planning process. Page 227
 11. Continue expansion of public safety regional service delivery model. This may be accomplished through Interlocal agreements with surrounding municipalities and agencies or a confederation or consolidation of public safety agency operations. Page 227
 12. Collaborate with counties, the hospital district, and school districts to dedicate funding to mental health & substance abuse programming. Page 231

County Related Initiatives:

- Waller Creek TIF
- Lone Star Rail TIF
- Transportation, Parks CIP
- Comprehensive Bike/Pedestrian Plan (to be completed)
- Thoroughfare Plan (to be completed)
- Greenway Development (working with PARD)

Jonestown Comprehensive Plan

LAND RESOURCES

Actions Immediate/Short Term

None

Actions Ongoing Mid/Long Term

1. Maintain a continuous and coordinated planning process and dialogue that involves citizens, stakeholders, the City Council, Planning and Zoning Commission, city departments, and other local entities in deliberations concerning policy development and decision-making. Page 21
2. A transitioning of compatible land uses is encouraged in the ETJ. As areas become incorporated, zoning decisions should be cognizant of future adjacent uses, with the intent of protecting property values. Page 23
3. Begin discussions and coordination with the Travis County Emergency Services District #1, which provides fire services and Austin/Travis County EMS, which provides emergency medical services, to determine optimum locations for future stations. Page 23-24
4. Explore partnerships with Travis County, Pedernales Electric Cooperative, and the Lower Colorado River Authority in order to leverage resources for expanded park, recreation, and open space development/preservation. Page 30

WATER RESOURCES

Actions Immediate/Short Term

None

Actions Ongoing Mid/Long Term

1. It is in the City's long-term interest to work toward and incrementally developed community wastewater service system in order to protect the environment and to achieve development in desired areas. Page 22
2. Coordinate with FEMA, the LCRA, Travis County and private development in studying the drainage systems, to minimize duplication of efforts and individual entity costs. Page 23
3. Actively pursue the acquisition of flood-prone properties. Page 23

TRANSPORTATION RESOURCES

None

PARTNERSHIPS

1. Intergovernmental cooperation can be another tool to work on implementation of the Goals, Policies, and Programs contained in this Plan. Page 43

Lago Vista Comprehensive Plan

LAND RESOURCES

Actions Immediate/Short Term

None

Actions Ongoing Mid/Long Term

1. Protect Lago Vista's environment by acquiring or protecting significant drainageways, maintaining healthy forests and protecting wildlife and natural resources. Page 5 of updated plan
2. Develop a comprehensive drainage plan and ensure that it adequately addresses decreasing flood damage and protection of the environment. . Page 5 of updated plan
3. Consider annexation for the purpose of encouraging nonresidential development and increasing the tax base. Page 9 of updated plan
4. Alleviate the occurrence of substandard and/or deteriorated development within the City and its extraterritorial jurisdiction through the use of regular, consistent development review and code enforcement practices. Page 10 of updated plan
5. Alleviate the occurrence of substandard and/or deteriorated development within the City and its ETJ through the use of regular, consistent development review and code enforcement practices. Page 12 of updated plan
6. Fully develop existing hiking trails and scenic viewing trails throughout the community. Consider possibly linking these trails to the Balcones Canyonlands National Wildlife Refuge. Page 16 of updated plan
7. Ensuring annexations are consistent with the Plan. Page 18 of updated plan

WATER RESOURCES

Actions Immediate/Short Term

None

Actions Ongoing Mid/Long Term

1. Utilize as much of the City's drainage corridors and floodplain areas as possible for open space, parks, wildlife habitat and other uses that are compatible with the flood hazard. Develop a system of walking trails throughout the community and coordinate with surrounding communities to develop a regional hike and bike trail. Page 16 of updated plan

TRANSPORTATION RESOURCES

Actions Immediate/Short Term

None

Actions Ongoing Mid/Long Term

1. Proactively pursue state and county planning and funding that benefit the city transportation system. Page 15 of updated plan

PARTNERSHIPS

None

Lakeway Comprehensive Plan¹

LAND RESOURCES

Actions Immediate/Short Term

1. WORK WITH LAKEWAY CITY PLANNERS TO ENSURE THAT LAND AVAILABLE FOR FUTURE PARKS AND GREENBELTS IS DEVELOPED ON A TIMELY BASIS, CONSISTENT WITH AVAILABLE RESOURCES, COMMUNITY NEEDS, AND TOPOGRAPHICAL LIMITATIONS. Page 6-9

¹ Note: The Plans GOALS are all caps. Other statements are plan "Objectives".

2. Establish cooperative relationships with public agencies and other private organizations having mutual interests in improving the physical integrity of park and recreation resources. Page 6-11

Actions Ongoing Mid/Long Term

1. THE CITY WILL SERVE AS A STEWARD OF THE ENVIRONMENT TO PROTECT CRITICAL AREAS, MAINTAIN WATER QUALITY, AND CONSERVE LAND, AIR, AND ENERGY RESOURCES BY ASSURING THAT PROPOSED DEVELOPMENT MEETS ENVIRONMENTAL STANDARDS AND REQUIREMENTS. **Page 2-1**
2. Where possible, ensure site design protects existing terrain, preserves vegetation and scenic views, and incorporates native shrubbery into landscape plans.
3. Control development in sensitive/critical environmental areas.
4. Ensure plant and wildlife habitat areas are protected in accordance with Federal and State requirements.
5. Ensure that no new development is detrimental to air or water quality.
6. *PROTECT AND PRESERVE EXCEPTIONAL TREES THREATENED BY DEVELOPMENT. Page 2-11*
7. Continue to educate builders and developers on the importance of protecting trees throughout the entire construction process. Page 2-11
8. REDUCE THE THREAT OF WILDFIRE IN THE GREENBELTS. Page 2-13
9. Educate property owners living along the greenbelts on the importance of creating defensible space around their homes. Page 2-13
10. Maintain a constant surveillance to ensure that large, new residential developments will be adequately served by streets, utilities, schools, parks, greenbelts, City services, and other community facilities. Page 3-2
11. ENCOURAGE MAINTENANCE OF CURRENT LAND USE PATTERNS TO ENSURE CONSISTENCY BETWEEN CURRENT LAND USE AND FUTURE DEVELOPMENTS IN THE ETJ. Page 3-3
12. While recognizing the rights of individuals to use and develop private property in the ETJ, encourage compliance with the City's development and building ordinances for new construction in order to accommodate future annexation if desired. Page 3-3
13. ALL LAND IN THE CITY'S ETJ SHALL BE EVALUATED FOR ANNEXATION POTENTIAL. Page 3-9
14. Identify potential annexation areas that are developed and appropriate for inclusion in the City's Municipal Annexation Plan. Page 3-9

WATER RESOURCES

Actions Immediate/Short Term

1. Encourage sewer service to new construction and discourage individual septic systems. Page 2-1

Actions Ongoing Mid/Long Term

1. *PLAY A LEADERSHIP ROLE IN PROVIDING ASSISTANCE TO AFFECTED RESIDENTS, SHOULD THEY DECIDE TO PURSUE INSTALLATION OF SANITARY SEWERS IN THEIR AREAS OF LAKEWAY, AND TAKE A PROACTIVE ROLE SHOULD ENVIRONMENTAL ISSUES ARISE REGARDING LAKE TRAVIS THAT COULD HARM PROPERTY VALUES. Page 5-2*
2. *MONITOR THE IMPACT OF NEW DEVELOPMENT ON EXISTING STORMWATER SYSTEMS AND REACT TO EMERGING PROBLEMS WITH ENGINEERING STUDIES LEADING TO FISCALLY RESPONSIBLE SOLUTIONS. Page 5-5*

TRANSPORTATION RESOURCES

Actions Immediate/Short Term

1. Working with Travis County, ensure the timely completion of the County bond project that would build a new road from the Flintrock Subdivision area south to SH 71. Page 4-2
2. At the completion of this County bond project, consider joining with Travis County and the Village of the Hills in making improvements to Serene Hills Drive. Page 4-2
3. Work with TXDOT and Travis County in establishing an access management policy. Page 4-8

Actions Ongoing Mid/Long Term

1. Discourage commercial development that may cause serious traffic problems unless the impact can be mitigated through project engineering to the satisfaction of the City Council. Page 3-2
2. Promote ease of travel through the residential sectors of the City while respecting the character of these areas. Page 4-1
3. **PLAY AN ACTIVE ROLE IN PLANNING FOR AND CONTINUE TO SUPPORT ANY TEXAS DEPARTMENT OF TRANSPORTATION (TXDOT), CAPITAL AREA REGIONAL TRANSPORTATION PLANNING ORGANIZATION (CARTPO), THE CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION (CAMPO), AND TRAVIS COUNTY TRANSPORTATION INITIATIVES TO IMPROVE ROADWAY SYSTEMS THAT DIRECTLY AFFECT LAKEWAY RESIDENTS. Page 4-1**

PARTNERSHIPS

1. Transportation- County should work closely with Lakeway on several transportation projects.

Leander Comprehensive Plan

LAND RESOURCES

Actions Immediate/Short Term

None

Actions Ongoing Mid/Long Term

1. Identify entities and agencies that preserve and regulate for endangered species and establish a line of communication for the benefit of the City so that future listings will not have an unintended consequence to facilities and needs of the Citizens. Page 68.

WATER RESOURCES

Actions Immediate/Short Term

1. None are listed. The County regulates general storm runoff volume, which limits runoff from a developed track to no more than “undeveloped” volume, to protect the downstream property owners from increased flood waters.

Actions Ongoing Mid/Long Term

1. Consider the creation of a Drainage Utility to manage storm water projects and facilities and to provide protection for Leander’s waterways. Page 77

TRANSPORTATION RESOURCES

Actions Immediate/Short Term

1. Adopt inter-connectivity requirements for adjacent developments that may be phased, over time.

Actions Ongoing Mid/Long Term

1. Consider taking all County roadways over for operation and maintenance so that the City would have control of access, signalization and safety patrol of these facilities. Page 34

PARTNERSHIPS

1. Create cooperative efforts with other jurisdictions. Page 71
2. Explore the possibility of Master Funding Agreements with TXDOT, Travis County and Williamson County. Page 72 and page 77
3. Identify policy agreements that the City can make with local and County jurisdictions. Page 72
4. Initiate an equipment and resource catalog for municipal and public works efforts and explore opportunities to share with other cities. Page 72

Pflugerville Comprehensive Plan

LAND RESOURCES

Actions Immediate/Short Term

None

Actions Ongoing Mid/Long Term

1. Study the opportunities and benefits of future annexations to guide implementation of the Preferred Land Use Vision Map. Page 57
2. Work with land owners in the ETJ to secure Non-Annexation Development Agreements that will prevent annexation if land owners do not develop the land. Page 57
3. Proactively solicit partnerships and coordinate the provision of parks and recreational programs with other governmental bodies, community organizations, and private entities that exist in Pflugerville. Page 69
4. Open Space Acquisition and/or Improvement and Trail Acquisition and/or Improvement. Page 139

WATER RESOURCES

Actions Immediate/Short Term

None

Actions Ongoing Mid/Long Term

1. Gilleland Creek and Wilbarger Creek and portions of their watershed areas were considered to be ‘Moderate’ through ‘High’ Priority areas for conservation. Page 65
2. Continue cooperative initiatives with other governmental entities to adopt and implement measures to reduce pollutants in the City’s creeks. Page 108
3. Apply appropriate preventative measures to protect against the risks of flooding and implement mitigation strategies to avoid future losses. Page 109
4. When new municipal utility districts (MUDs) are created in the City’s ETJ, the City must give consent. Page 134
 - a. Requiring annexation of drainage infrastructure.
 - b. Requiring green building practices (though cities are specifically restricted from exercising building code standards in the ETJ).

TRANSPORTATION RESOURCES

Actions Immediate/Short Term

None

Actions Ongoing Mid/Long Term

1. Cooperate with local, county, and state governmental entities in the expansion, maintenance, and enhancement of the roadway system. Page 91
2. Evaluate the potential for developing public transportation options. Page 91
3. Creating tax increment reinvestment zone (TIRZ) in areas the plan calls for commercial or mixed use development along SH 45 and SH 130 so as to attract developers to those locations by reimbursing them for installation or extension of public utilities, street networks, and other infrastructure. Page 133
4. Reinforcement of Centers. Page 139

PARTNERSHIPS

1. Coordination with other Organizations. Page 139

City of Round Rock Comprehensive Plan²³⁴

LAND RESOURCES

Actions Immediate/Short Term

None

Actions Ongoing Mid/Long Term

1. Protect and preserve the natural areas of the City to include parks, floodplains and open spaces. Page 6-1
2. Foster transportation systems that would support the development of major density centers. Page 6-1
3. ..., to enhance the value of Round Rock's parkland and other open spaces, compatible uses, such as residential development or office parks, should be encouraged to locate adjacent to parkland and other open spaces while incompatible uses, such as low-end industry, should be restricted. Page 7-3
4. Acquire development rights to key properties: Prevent key properties from being developed by acquiring the development rights to each property. Conservation easements may also be used to preserve property. This technique is recommended for the preservation of farmland, ranch land, or prairies in key areas. Funding to acquire development rights must be identified. Page 6.27

WATER RESOURCES

Actions Immediate/Short Term

None

Actions Ongoing Mid/Long Term

1. Provide for effective management of stormwater. Page 7-1
2. ..., to better regulate water use and pollutants which contaminate stormwater runoff, a regional partnership can be developed so that all municipalities which are built on the local aquifer can have a legitimate stake in its protection, and coordinate protection measures. Page 7-3

² City of Round Rock Comprehensive Transportation Master Plan, 2010

³ Places & Spaces: Round Rock General Plan 2020, July 2010

⁴ The Round Rock Strategic Parks and Recreation Master Plan,

3. Native or adaptive vegetation, soil management, and other physical design solutions should be introduced and/or protected in creek corridors to assist in flood control and maintaining the quality of stormwater runoff. Ordinances should be amended accordingly. Page 7-8

TRANSPORTATION RESOURCES

Actions Immediate/Short Term

1. Identify and plan for future connectivity and mobility needs and options. Page 8-1
2. Streets which provide access to open spaces should be single-loaded where possible and ordinances should be amended to maximize public access to open space. Page 7-8

Actions Ongoing Mid/Long Term

1. Improvements to the City's transportation system should be planned methodically to avoid costly mistakes that could be detrimental to the system's integrity in the future. This may require amendments to City ordinances and policies to protect future rights-of-way requirements. (SP 21.0) Page 13-3

PARTNERSHIPS

1. Goal 22.0 Foster transportation systems that would support the development of major density centers. Page A-2

San Leanna Village Comprehensive Plan

LAND RESOURCES

None

WATER RESOURCES

None

TRANSPORTATION RESOURCES

None

PARTNERSHIPS

Due to its limited system of small rural roads the Village restricts development to a scale conducive to lower traffic and reduced trips. The County and primarily the City of Austin should collaborate with the Village to maintain or improve their stated desires.

Volente Comprehensive Plan

LAND RESOURCES

Actions Immediate/Short Term

None

Actions Ongoing Mid/Long Term

1. Enact a Village Subdivision Ordinance to implement the guidelines, proposals, and standards recommended within the Comprehensive Plan. Page 11-6

WATER RESOURCES

Actions Immediate/Short Term

None

Actions Ongoing Mid/Long Term

1. Enact a Village Water Quality Ordinance to implement the guidelines, proposals, and standards recommended within the Comprehensive Plan. Page 11-6

TRANSPORTATION RESOURCES

Actions Immediate/Short Term

None

Actions Ongoing Mid/Long Term

1. Create a transportation system that will minimize the impact on the Environmental Quality of the Village. 4-33

2. Many of the major streets and thoroughfares that are improved in the Village of Volente will involve cooperation with TXDOT, Travis County and, in some cases, will involve some financial participation by the Village itself... It should be of prime importance for the Village to work with CAMPO and TXDOT on major improvement projects. Page 4-33

PARTNERSHIPS

1. Coordinating with/lobbying CAMPO and TXDOT to influence roadway planning, funding, and construction. Page 11-3

Exhibit F: Revised Summary of Select Plans, Ordinances, and Rules

DRAFT

November 25, 2014

Travis County

Summary of Select Plans, Ordinances, and Rules

LAND, WATER, AND TRANSPORTATION PLAN

The seal of Travis County, Texas, is a circular emblem. It features a central five-pointed star with a smaller star on its upper point. Below the star is a city skyline. The entire seal is surrounded by a wreath. The outer ring of the seal contains the text "COUNTY OF TRAVIS" at the top and "STATE OF TEXAS" at the bottom, with the year "1839" at the bottom center.

Travis County Commissioners Court

Judge Samuel T. Biscoe, Travis County Judge

Commissioner Ron Davis, Precinct 1

Commissioner Bruce Todd and Commissioner Sarah Eckhardt, Precinct 2

Commissioner Gerald Daugherty and Commissioner Karen Huber, Precinct 3

Commissioner Margaret Gómez, Precinct 4

PREPARED BY TRANSPORTATION AND NATURAL RESOURCES
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Introduction

The Land, Water, and Transportation Plan (LWTP) is built upon existing growth-related plans, ordinances, and rules that have been vetted by the public and adopted by the Commissioners Court. They pertain to a) regulating the subdivision of property, construction of streets and drainage in subdivisions, and development in floodplains, b) implementing endangered species protection, hazards mitigation, and storm water management programs, c) planning and implementing capital improvement programs, and d) maintaining roadways. The purposes, goals, capital improvement programs, implementation strategies, horizon issues, and next steps for each plan, ordinance, or rule are summarized in this chapter.

CHAPTER 64, TRAVIS COUNTY REGULATIONS FOR FLOODPLAIN MANAGEMENT AND GUIDELINES AND PROCEDURES FOR DEVELOPMENT PERMITS

1. DATE ADOPTED

December 15, 1975: Travis County Commissioners' Court originally approved Regulations for Floodplain Management.

January 29, 1976: County residents became eligible to purchase federally subsidized flood insurance.

May 3, 1976: Development permits are required for all new development within the unincorporated areas of the County.

September 28, 2008: Travis County Commissioners' Court adopted a new comprehensive floodplain management order.

2. PURPOSE

The flood hazard areas of Travis County are subject to periodic inundation which can result in loss of life and property, health and safety hazards, disruption of commerce and governmental services, extraordinary public expenditures for flood protection and relief, and impairment of the tax base, all of which adversely affect public health, safety and general welfare. The purpose of the regulation is to protect human life and health and enable Travis County to qualify for the National Flood Insurance Program (NFIP) so that property owners may obtain federally subsidized flood insurance. Flood Insurance through the NFIP is mandatory for federally backed mortgages on properties in flood hazard areas. In addition, On May 24, 1999 House Bill 1018 was approved requiring all political subdivisions of the State to adopt measures necessary to participate in the NFIP.

3. OVERVIEW

Chapter 64 provides a regulatory system to manage land use in the County in order to reduce the likelihood that land use will increase the dangers of flooding on both new and existing development. The chapter applies to all properties in the unincorporated areas of the County. As land is subdivided, flood hazard areas are restricted to drainage easements to ensure that the land is not developed in a manner incompatible with flood hazard areas. On existing platted or exempt tracts, the regulation does not prevent or restrict development rather it seeks to ensure that development does not increase the risk of flooding within the County. A person may build a structure in a flood hazard area, but that structure would have to be elevated to reduce the likelihood that it is inundated. Additionally the structure could not cause an increase in flood heights or velocities. Development outside a flood hazard area is also required to mitigate the effects of the increase in run off caused by the development. Certain land uses, such as the placement new solid waste facilities, are prohibited in flood hazard areas.

CHAPTER 82, TRAVIS COUNTY DEVELOPMENT REGULATIONS

1. DATE ADOPTED

Travis County’s Standards for Construction of Streets and Drainage in Subdivisions (Chapter 82) was originally adopted on January 28, 1980. [Amendments effective 7/26/2005 established storm water quality, riparian corridor, and other environmental requirements for development in unincorporated areas outside of municipal ETJs. Amendments effective x/x/2012 established water availability requirements for subdivision matters. On 8/14/12, Chapter 82 was amended with a new title “Travis County Development Regulations” and new subchapters H – L set out expanded water quality protection requirements.](#)

2. PURPOSE

The primary purpose of Chapter 82 is to provide for the safety and well-being of the general public by requiring roadways, streets, structures, and drainage facilities consistent with good practice and established standards of constructions for subdivision [and other](#) development. By following these requirements the facilities constructed during the development process, for the use by citizens of Travis County, will be able to be maintained without imposing a burden to taxpayers.

The requirements of Chapter 82 also assure that public facilities that meet requirements will be completed prior to public need and within a reasonable time. The subdivision of real property must also comply with the applicable portions of the County’s current Rules for Private Sewage Facilities and the County’s Regulations for Flood Plain Management and Guidelines and Procedures for Development Permits.

3. OVERVIEW

Travis County regulates the subdivision of real property under the authority set forth in Chapter 232 of the Texas Local Government Code and other statutes applicable to counties. Chapter 82 has been amended several times since it was originally adopted to reflect changes in our regulatory authority and in response to challenges associated with a rapidly growing population. Some of the more notable amendments have been to add manufactured home rental community regulations, water quality regulations, conservation subdivision regulations, and water availability requirements.

CHAPTER 48, TRAVIS COUNTY RULES FOR ONSITE SEWAGE FACILITIES

1. DATE ADOPTED

March 28, 1995: Travis County Commissioners' Court originally approved the Travis County Rules for Onsite Sewage Facilities

June 20, 2000: The current version of Chapter 48 was adopted by the Travis County Commissioners' Court

2. PURPOSE

The State is the primary regulator of onsite sewage facilities (OSSF) and as such they have established minimum criteria for the installation and maintenance of OSSFs within the State. The State did not have the resources to adequately review and inspect OSSFs in rapidly growing areas of the State like Travis County. Additionally, the States rules did not adequately address the unique geography and topography of the County. In order to address these issues, the County became an Authorized Agent of the State for OSSFs within its jurisdiction. This allowed the County to establish its own program for review and inspection of OSSFs. It also allowed the County to adopt more stringent regulations.

3. OVERVIEW

Onsite sewage facilities (OSSF) allow development on land that is not served by a municipal sewage treatment plant. They are typically located on a single tract and designed to process less than 5000 gallons of water per day. There are currently 35,000 OSSFs within the unincorporated areas of the County. The State is the primary regulator of onsite sewage facilities (OSSF) and as such they have established minimum criteria for the installation and maintenance of OSSFs within the State. The County acts as an Authorized Agent of the State for OSSFs. The County adopted Chapter 48 in order to enhance the States minimum criteria. It provides additional protection for the health and safety of its citizens. It also provides greater protection for the quality of ground and surface water.

CONSERVATION DEVELOPMENT ORDINANCE

1. DATE ADOPTED

The Commissioners Court adopted the Travis County Conservation Development Design Ordinance and associated Conservation Development Design Manual on December 19, 2006.

2. PURPOSE

The primary purpose of the Conservation Development Ordinance is the promotion of safe, orderly, and healthful development of the unincorporated areas of the County. The intent of the ordinance is to reduce the threat of flooding by limiting the amount of development in watersheds, conserve endangered species habitat, and encourage the type of economic development the County desires to promote.

The primary purpose of the Conservation Development Design Manual is to provide guidance for the practical execution of property development per the Conservation Development Ordinance. Key components of the manual include application submittal requirements, information for identifying conservation areas, and examples of ecological assessments and land plans. Incentives available to the developer for subdividing property under the Conservation Development Ordinance include: the County Executive will designate and assign a lead staff reviewer who will facilitate the timely processing and review of the application and County Executive will exempt the application of the parkland dedication or parkland fees-in-lieu of dedication requirement as well as all county fees associated with the processing of the application, inspection, and permit review. In addition to these incentives, the developer may benefit from lower infrastructure costs due to the potential to cluster subdivision improvements.

3. OVERVIEW

The Conservation Development Ordinance is the first set of guidelines adopted by Travis County that allows and promotes non-traditional subdivision development. The ordinance only applies to property located outside any municipality's extra-territorial jurisdiction (ETJ).

One of the first steps in subdividing property per the Conservation Development Ordinance is the submittal and approval of a conservation development agreement, which the property owner shall enter into with the county. The development agreement

shall: require the property to be developed only in compliance with the ordinance as it exists at the time the agreement is executed, constitute a conservation easement and covenant running with the property in favor of the county, include provisions for any conservation development incentive payments outlined in the ordinance, be approved or amended only by the Commissioners Court, and be recorded in the Official Public Records of Travis County.

Please note: an owner proposing to enter into a conservation development agreement with the County and/or to file a preliminary plan or final plat application under the ordinance shall follow each step of the process below in sequence unless steps are combined by the County Executive.

Step 1: The owner shall prepare and submit to the County Executive preliminary drafts of an ecological assessment of and a conceptual land plan for the property meeting the requirements of the Conservation Development Design Manual. The owner shall meet with the County Executive and staff in a pre-application meeting to acquaint staff with the proposed development, including its ecological assessment and conceptual land plan, to obtain preliminary staff comments, and to identify major issues or needs for additional information. The County Executive may require the owner to visit the property with County staff.

Step 2: At any time after the pre-application meeting, the owner may file a preliminary plan or final plat application meeting the requirements of the Travis County Code and shall provide the following materials and information meeting the requirements of the Conservation Development Design Manual: an ecological assessment; a land plan delineating the conservation areas and setting out planned development of the remainder of the property; a scenic view preservation plan; a historic site preservation plan and/or historic structure or relocation or preservation plan (if historic structures or sites are located on the property); an integrated pest management plan; an ecological assets management plan; any variance, waiver, and exemption requests, and a list and copies of all legal documents necessary for the proposed development, including the following:

- (A) Draft conservation development agreement, if not yet executed by the owner and the County.
- (B) Conservation easement for the conservation areas, if not yet executed by the owner and the County.
- (C) Title commitment including copies of all relevant deeds, easements, etc., if not yet provided to the County.
- (D) Conditions, covenants, and restrictions.
- (E) Excess or available creditable acreage or impervious cover transfer documents, with an accompanying narrative explaining the document's general provisions, purpose or justification.
- (F) Property owners association documents, including charter, bylaws, and any architectural and landscape design standards.

Step 3: To be considered complete, an application filed under the ordinance must indicate that approval under the ordinance is sought and must include the items outlined above.

Step 4: An application under the ordinance shall meet all requirements of the Travis County Code except as expressly or modified, waived, or exempted by the ordinance or the design manual. Unless otherwise specifically authorized by the Commissioners Court, for a development project to receive approval, reserved uses must be prohibited by covenants, conditions, and restrictions or other means approved by the County.

Step 5: The conservation development agreement, preliminary plan and/or final plat application, and all items required to be submitted under the ordinance are subject to the approval of the County. To implement this ordinance and ensure both that development will comply with this ordinance and that the ecological, historic, and other values of the conservation areas and buffers will be maintained, the owner must establish legally binding mechanisms, such as preliminary plan and plat notes, contracts, licenses, covenants, conditions, and restrictions, or property owners' association charters and bylaws enforceable by the County and other entities deemed necessary by the County. Historic structures or sites ranked as significant features in the ecological assessment may only be relocated or removed as approved by the County. A property owners association or other entity established in association with development of the property may be required to hold a license or enter into another contract for the operation and maintenance of the stormwater management facilities and/or the maintenance of the conservation areas and historic and rural buffers.

Step 6: If the County Executive determines that a preliminary plan or final plat application meets all requirements of the Travis County Code, the County Executive may approve it administratively. Also, the County Executive may administratively approve amendments or variances.

4. CONSERVATION DEVELOPMENT GOALS

The goals of the Conservation Development Ordinance include:

- allowing for greater flexibility and creativity in the design of subdivisions;

- encouraging the permanent preservation of open space, ranch and agricultural lands, woodlands and native prairie, wildlife habitat, natural resources including aquifers, water bodies and wetlands, and historical and archeological resources, and to promote interconnected green space and corridors throughout the county;
- protection of county water supplies;
- minimizing the amount of storm water runoff that flows into the floodplain as a result of development through limiting impervious cover;
- encouraging development that conforms to existing topography and natural features;
- facilitating the construction and maintenance of housing, streets, utilities, and public service in a more economical and efficient manner;
- facilitating the provision of community services in a more economical and efficient manner;
- encouraging economic development that is desirable for the affected area;
- fostering stewardship or caring for the land and wildlife as well as surrounding neighborhoods; and
- Preservation of the natural character of Travis County and central Texas.

5. CAPITAL IMPROVEMENT PROGRAM

N/A

6. IMPLEMENTATION STRATEGIES

There are several different types of incentives for conservation development projects. For instance, a lead staff reviewer is designated and assigned to the application to assist in facilitating the timely processing and review of the application. Other incentives for landowners to utilize the conservation development policy include:

1. Fee Waivers.

These include waivers of application review fees, construction plan review and construction inspection fees, driveway permit fees, and parkland dedication or fees in lieu of parkland dedication;

2. Reimbursement Payments

An ecological assessment of the property is required as part of the conservation subdivision application. The County may reimburse the owner an amount equal to reasonable costs and fees associated with conducting, preparing, and reporting of an ecological assessment or conservation development design/plan recommendations, including conservation area design.

3. Incentive Payments

In exchange for the owner's commitment to develop the property as a conservation development, the Commissioners Court may agree to make annual and/or lump sum payments to the owner up until the time of development. The Commissioners Court may also agree to make payments after the development is complete that must be used to for management of the area set aside for conservation;

4. Grandfathering

At the owner's option, simultaneous with pursuing a conservation development project, the owner may also prepare and submit to the County a master plan for a traditional subdivision. If the County subsequently breaches or fails to make any incentive payments under the conservation development agreement, the owner has the opportunity to pursue the alternative project free of any additional regulations that the County may have adopted since the effective date of the conservation development agreement.

5. Transfer of Impervious Cover and Conservation Area Credits

If the owner provides more conservation area than the minimum required or less impervious cover than the maximum allowed, the amount of the extra conservation acreage or impervious cover can be transferred to other conservation development projects.

7. HORIZON ISSUES

Although staff has conducted several meetings in 2006 and 2007 with interested property owners, no applications for a conservation subdivision have been submitted to Travis County. Chapter 82.237(c)(2) states the incentives for developing under the conservation development ordinance will expire after five years from the adoption of the ordinance or after five projects are given incentives; any new conservation subdivision applications will likely fall into the latter category.

8. NEXT STEPS

Several sections of the Conservation Subdivision Design Manual will need to be completed or updated. For instance, the Preferred Commercial Development Areas and Authorized Reserve Uses section (Section XIII) lists eastern and northwestern Travis County as areas where the preserved and reserved uses were to be determined at the time of manual's adoption. Southwestern Travis County identifies five preferred commercial development areas and authorized reserve uses yet does not state the exact distances. These areas of the manual will need to be reviewed by staff and completed.

TRAVIS COUNTY PARKS AND NATURAL AREAS MASTER PLAN

1. DATE ADOPTED

The Commissioners Court adopted the “Travis County Parks and Natural Areas Master Plan” (plan) on May 23, 2006.

2. PURPOSE

This plan describes Travis County’s intentions for developing, operating, and managing its park system. It provides the framework for capital improvement programs that have typically been funded through voter-approved bonds. It also is a means for developing more competitive applications to Texas Parks and Wildlife Department (TPWD) grant programs: although not a requirement for submitting an application, having a TPWD approved master plan generates additional points in the grant application process. TPWD approved the County’s parks master plan following Commissioners Court adoption by resolution in May 2006.

3. OVERVIEW

This plan continues the County’s commitment to improving Lake Travis parks (as prioritized in the County’s previous parks master plan) but limits investments in new metropolitan (metro) parks (also a previous priority) because the County has built three new metro parks in the SH 130 Corridor that address needs for this type of facility. The plan also kicks off the County’s initiative to build linear parks along waterways.

Projects proposed for western Travis County include improving Lake Travis parks, developing a linear Pedernales River park, developing a Northwest Metro Park, and developing a Big Sandy Creek greenway (see *Figure 1*). Projects proposed for eastern Travis County, include developing greenways along eastern creeks (see *Figure 2*). This includes a Gilleland-Wilbarger Creek greenway north of the river and Onion Creek greenway south of the river. Rural conservation districts (orange circles) and spring protection zones (blue circles) are also included in the parks concept plan as “...desirable areas and features for conservation”.

4. IMPLEMENTATION STRATEGIES

Most funding for park improvements is obtained through voter-approved bond programs: since 1997, voters have approved approximately \$183 million for park projects. TPWD grants and parkland dedications are also used to acquire land and build improvements. Project priorities and estimated budgets for the current plan are as follows:

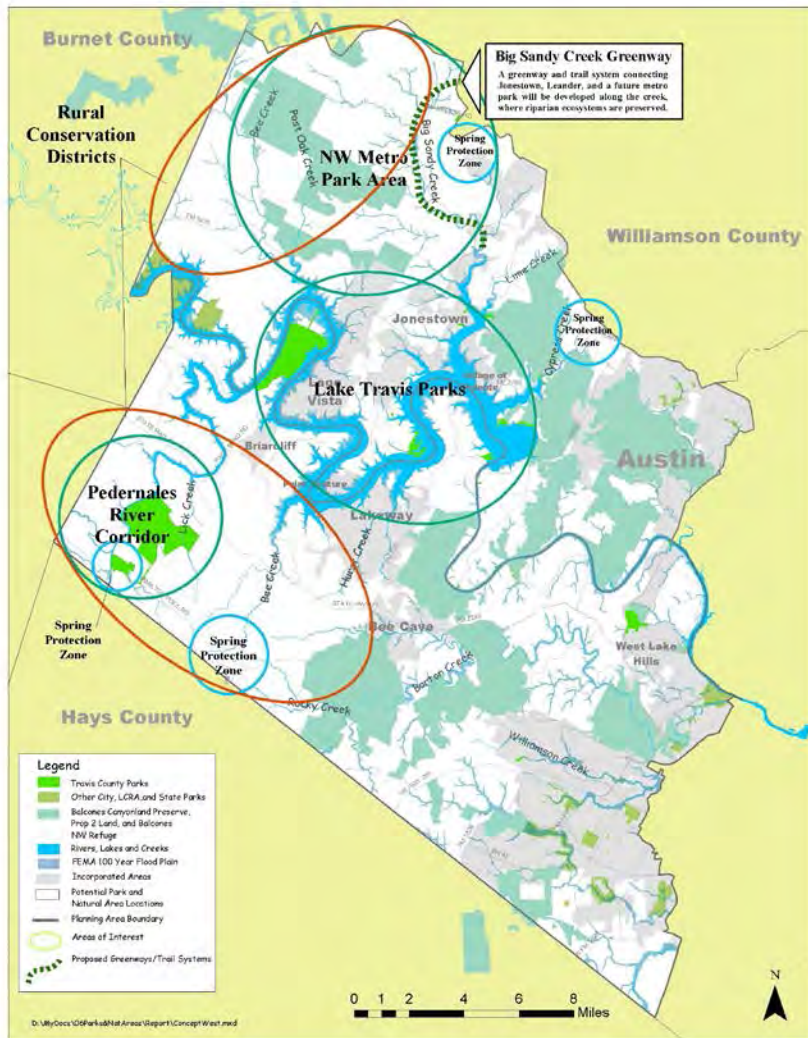


Figure 1: Western Travis County Concept Plan

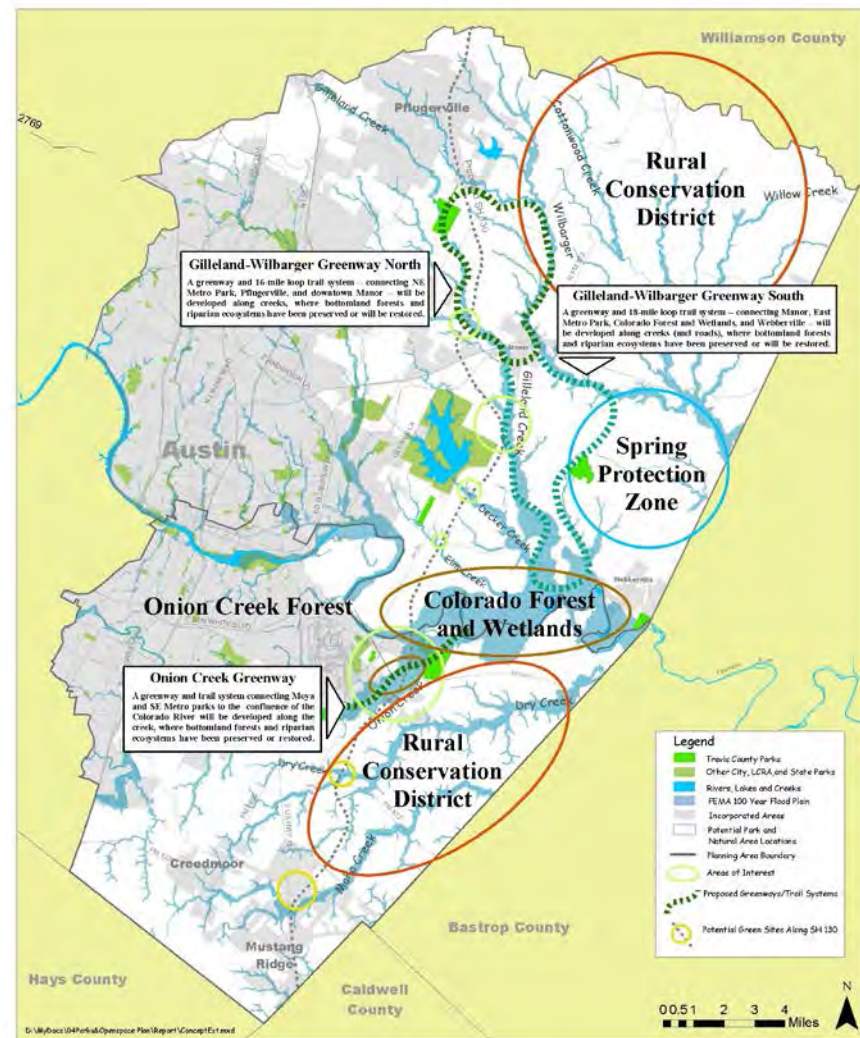


Figure 2: Eastern Travis County Concept Plan

Figure 3: Priorities and Estimated Budgets

Project	Budget
<u>NE Planning Area</u>	
East Metro Park Phase II Improvements	\$7,080,000
NE Metro Park Phase III Improvements	\$4,000,000
NE Natural Areas/Greenways	TBD
<u>NW Planning Area</u>	
Arkansas Bend Park Improvements	TBD
NW Metro Park Phase I	TBD
<u>SW Planning Area</u>	
SW Metro Park Phase II	\$7,580,000
SW Natural Areas	\$18,030,000
<u>SE Planning Area</u>	
Southeast Metro Park Phase III Improvements	\$3,310,000
Onion Creek Greenway	\$8,600,000
<u>NE and/or SE Planning Areas</u>	
Unallocated Proposition 2 Proceeds	<u>\$6,400,000</u>
Total	\$55,000,000

5. HORIZON ISSUES

The most pressing horizon issue is funding the operation and maintenance of county parks at an amount that ensures the current level of services in county parks and that new responsibilities – managing more extensive natural areas – are met.

6. NEXT STEPS

Update the parks master plan and obtain TPWD approval; complete 2005 and 2011 capital improvement projects; and complete a land conservation plan that complements the parks master plan.

LAKE TRAVIS PARKS MASTER PLAN

1. DATE ADOPTED

The Commissioners Court adopted the “Lake Travis Parks Master Plan” (LTPMP) in September, 2010.

2. PURPOSE

The purpose of the LTPMP is to provide a comprehensive framework for capital improvements in the nine parks Travis County owns and/or manages on Lake Travis.

3. OVERVIEW

Of the nine parks that Travis County manages on the lake, six of them – Arkansas Bend, Cypress Creek, Hippie Hollow, Mansfield Dam, Pace Bend, and Sandy Creek parks – are owned by the Lower Colorado River Authority (LCRA), one – Bob Wentz at Windy Point Park – is comprised of both LCRA-owned and county-owned land, and two – Dink Pearson and Tom Hughes parks – are owned by the county. As popular destinations, these parks are in danger of being “loved to death” by the growing population of nearby Austin and more distant central Texas. Investments in their infrastructure, buildings, amenities, and natural environment are required for them to be safe, comfortable, attractive places to visit (see *Figures 4-12*). Highlights of the plan are as follows:

- The most extensive capital improvement will be made at Arkansas Bend Park and Pace Bend Park.
- Camping will be eliminated at Cypress Creek Park because of its small size which makes it costly to operate. Campsites will continue to be available at nearby Sandy Creek Park.
- The feasibility of acquiring Windy Point (a private park adjacent to the county’s Bob Wentz at Windy Point Park) will be investigated.
- A boat ramp and related facilities will be built at Dink Pearson Park.

CAPITAL IMPROVEMENT PROGRAM

Arkansas Bend Park: Development of new facilities including improved entrance, beach/day use area, campground with improved camp sites, extensive bike/pedestrian and hiking trail system, boat ramp, and maintenance yard improvements.

Pace Bend Park: Development of new facilities including a ranger/administration center, beach/day use area, campground with improved camp sites, extensive bike/pedestrian and hiking trail system, and boat ramps.

Figure 4: Arkansas Bend Park Concept Plan

Figure 4: Arkansas Bend Park Concept Plan



Figure 5: Bob Wentz at Windy Point Park Concept Plan

Figure 4: Arkansas Bend Park Concept Plan



Figure 6: Cypress Creek Park Concept Plan

Figure 4: Arkansas Bend Park Concept Plan



Figure 7: Dink Pearson Park Concept Plan

Figure 4: Arkansas Bend Park Concept Plan

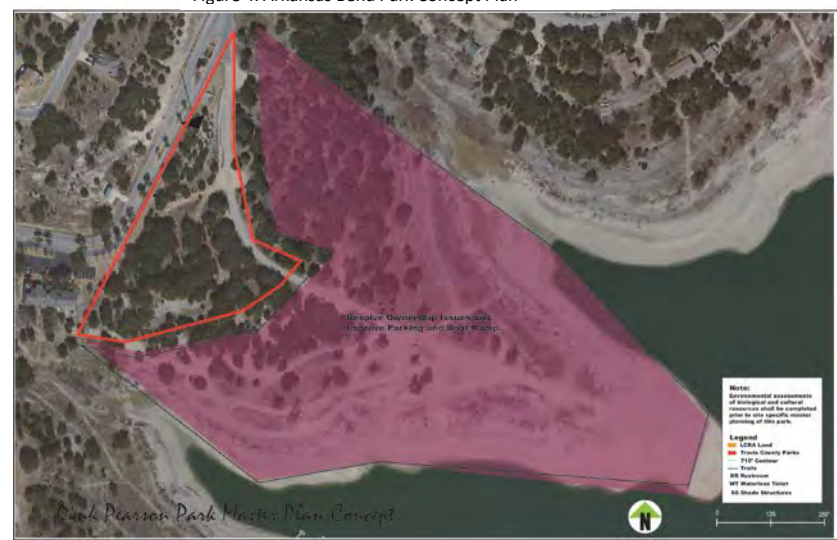


Figure 12: Tom Hughes Park Concept Plan



Bob Wentz at Windy Point Parks: Development of new and redevelopment of existing facilities including improved entrance, beach/day use area, bike/pedestrian trail system (including pedestrian bridge over causeway), pavilions, playground, and maintenance yard.

Cypress Creek Park: Development of new and redevelopment of existing facilities including improved entrance, boat ramp/parking, bike/pedestrian trail system including a pedestrian bridge over Cypress Creek.

Hippie Hollow Park: Redevelopment of existing facilities including improved entrance and parking lot, bike/ pedestrian trail system, fencing, and lockers at restrooms.

Sandy Creek Park: Redevelopment of existing facilities including improved entrance and vehicular circulation, bike/pedestrian and nature trails, restroom renovations, and courtesy dock for boat ramp.

Alternate: Joint LCRA/TC CIP Account Funded Projects (if no park bonds are approved by voters)

Cypress Creek Park Entrance: Replace fee booth and park entrance sign.

Hippie Hollow Park Entrance: Replace fee booth and park entrance sign.

Sandy Creek Park Entrance: Replace fee booth and park entrance sign.

Park Land Acquisition/Sale (in accordance with Chapter 26 of The Texas Parks and Wildlife Code)

Purchase privately-owned Windy Point Park that is for sale, and which is adjacent to the County's Bob Wentz at Windy Point Park (the County has spoken to the land owner but no agreement has been reached).

Purchase land adjacent to Dink Pearson Park to extend the park to the water edge and accommodate boat ramp improvements (the county has investigated this but complicated land ownership issues might make it difficult to accomplish).

4. IMPLEMENTATION STRATEGIES

Voter-approved bond funding is required to implement the major improvements proposed in this master plan. In November, 2011, voters approved a park bond package that includes approximately \$9.4 million for improving Arkansas Bend Park as described herein.

5. HORIZON ISSUES

Pressure on Lake Travis parks will increase as the population of Central Texas grows, threatening the environmental quality and recreational experience of the parks and lake. The need to fund and build the appropriate infrastructure to accommodate use increases accordingly, and as lake parks are improved, staff will need to grow as well to adequately maintain new facilities and manage restored habitat.

6. NEXT STEPS

The most immediate "next step" is to contract professional services for the design and construction of Arkansas Bend Park improvements. Advocacy for improving the Lake Travis parks also needs to continue to generate support for implementing additional large capital improvement projects.

CONCEPT PLAN FOR ONION CREEK GREENWAY

1. DATE ADOPTED

The Commissioners Court adopted “Concept Plan for the Onion Creek Greenway” (greenway plan) on March 16, 2010.

2. PURPOSE

The purpose of the plan is to provide a comprehensive framework for investing approximately \$8 million in bond funds that voters approved in 2005 for parkland acquisition along the creek. It is also a guide for developing future bond programs and coordinating with other public agencies owning land along the creek.

3. OVERVIEW

As shown in *Figure 13*, Onion Creek Concept Plan below, the greenway plan defines the broad limits of an approximately 21-mile linear park extending from the confluences of Onion Creek with Slaughter Creek to the Colorado River. It includes a conceptual trail alignment for a hike and bike trail extending its length that connects an array of nature-based facilities and active, capital intensive athletic complexes. Trails heads are sited strategically in both existing and new parks. Preservation of exiting ecosystems and restoration of degraded areas is a critical part of this plan also.

4. GREENWAY PLAN GOALS

The goals of the greenway plan are as follows:

- Support the health and wellbeing of county residents by providing access to parks and natural areas
- Protect water resources by conserving and restoring bottomland woods
- Provide recreational opportunities that people want
- Provide connectivity between parks, neighborhoods, schools and civic and commercial centers for recreational and active transportation purposes
- Enrich county residents lives by preserving our natural and cultural roots
- Provide open-air opportunities to learn about the natural environment
- Develop a strong “sense of place”
- Support the economic vitality of the community

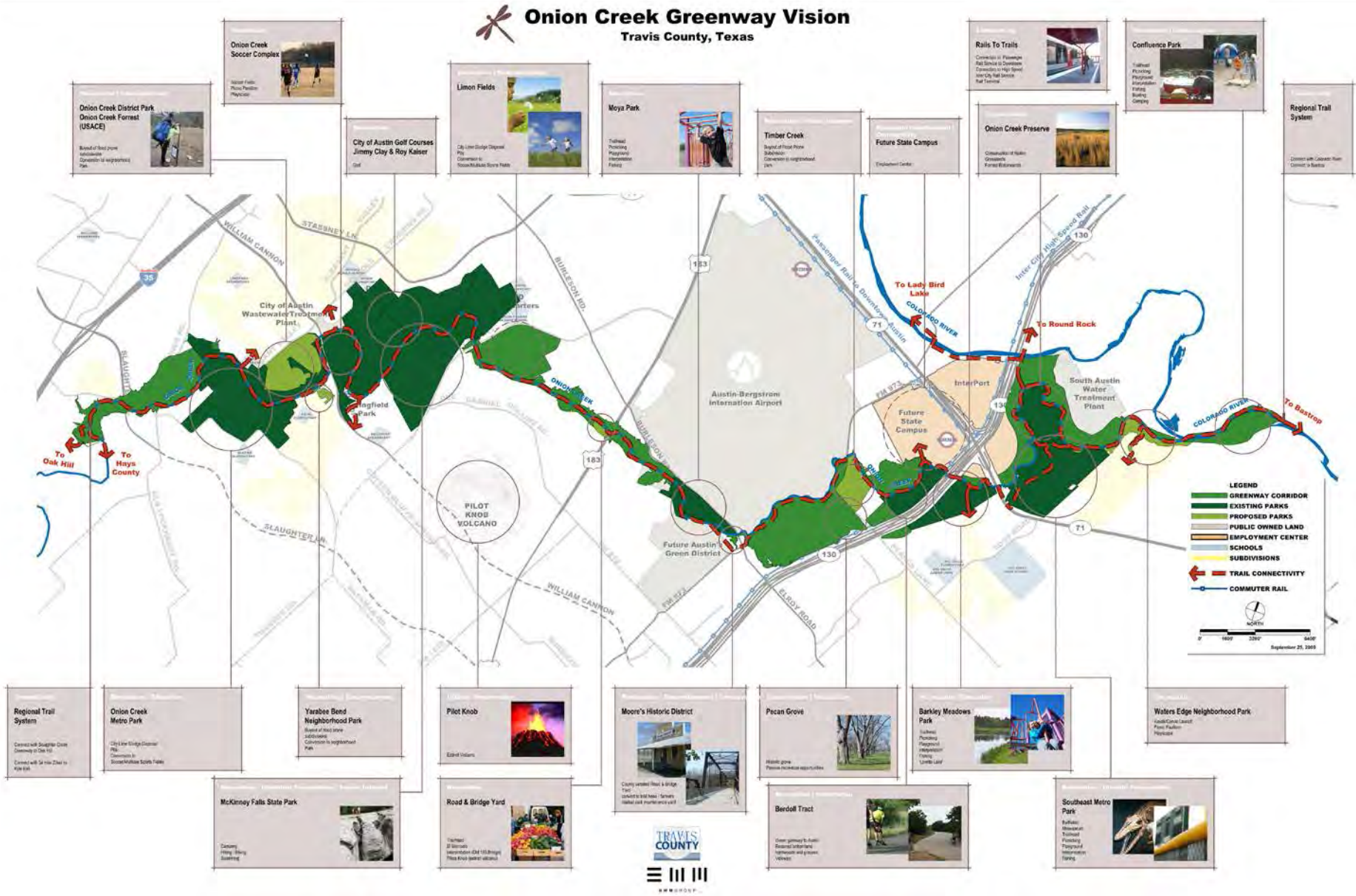


Figure 13: Onion Creek Greenway Vision

5. CAPITAL IMPROVEMENT PROGRAM

The capital improvements program is shown in Figure 14.

Figure 14: Onion Creek Capital Improvement Program

Project	Budget
1 Colorado Confluence Park	\$2,500,000
2 Barkley Meadows	\$2,500,000
3 Airport	\$500,000
4 Moore's Crossing	\$800,000
5 Pilot Knob	\$1,000,000
6 Nueve Parques	\$3,000,000
7 Slaughter Confluence	\$1,000,000
Total	\$11,300,000

6. IMPLEMENTATION STRATEGIES

Obtaining voter-approved bond funding of improvements is the primary strategy for implementing the plan. These funds will be leveraged when possible to match other local, state, and federal grants. Other agencies will fund improvements on their properties according to their capital improvement programs.

7. HORIZON ISSUES

The most pressing horizon issue is the funding of parkland acquisition and capital improvements. Budgeting for the additional staffing, operation, and maintenance of the greenway is another horizon issue, particularly as it relates to the management of large natural areas that are to be preserved or restored.

8. NEXT STEPS

- Parkland acquisition with 2005 bond funds has been ongoing; the first phase of improvements is being designed.

- Additional parkland will be acquired with a portion of \$approximately \$16.7 million allocated for parkland acquisition on eastern creeks and the Colorado River; major capital improvements will be made with 2011 bond funds totaling approximately \$13.3 million for the Onion Creek Greenway.
- Complete a land management plan.

COLORADO RIVER CORRIDOR PLAN

1. DATE ADOPTED

Commissioners Court approved the CRCP on May 15, 2012 by unanimous vote.

2. PURPOSE

The purpose of the Colorado River Corridor Plan is to coordinate regional and local planning to facilitate the preservation and enhancement of the many valuable environmental, economic, recreational, and cultural resources of this region over the next 25 years. The Plan includes objectives for improved protection of local bio-diversity, preservation and restoration of floodplains and natural areas; the creation of parks, open spaces and greenways; enhancement of Corridor quality of life through the long-term reclamation of mined sites; and enhancement of mobility through capital project development and new transportation alternatives.

3. OVERVIEW

Travis County, the City of Austin (COA), and the Lower Colorado River Authority (LCRA) partnered in the development of this plan. The project team sought to identify priorities, concerns of stakeholders and opportunities to proactively address these issues in the Colorado River Corridor. The study area covers over 30,565 acres on a 32-mile stretch of the Colorado River in eastern Travis County, bounded by US 183 on the west, the Travis-Bastrop County line on the east, FM 969 on the north, and SH 71 on the south.

4. GOALS, OBJECTIVES, AND POLICIES

The Corridor Plan identifies long- and short-term strategies for improving one of the Travis County's most important natural resources, the Colorado River. The Corridor Plan provides a framework for protecting and enhancing the scenic beauty and ecological integrity of the corridor and outlines goals, objectives and policies to increase the public's opportunities to enjoy the natural resources offered.

The Corridor serves multiple functions. The suggested goals and actions acknowledge the need to balance competing desires, as different strategies may be appropriate according to context (e.g., rural versus urban/village). The goals for the Corridor Plan were established by the advisory group and involved a consensus with stakeholders.

GOAL 1: Conserve and Protect Natural Resources

Protecting natural systems is critical to human, plant, and animal health and well-being. The concept of natural community planning calls for the protection of natural communities and habitats.

GOAL 2: Improve Quality of Life

Quality of life is an essential consideration in a person's decision to live in a community or a business' decision to locate there. In order to attract new residents as well as make the corridor livable for those already residing there, an attractive physical environment and necessary services and facilities need to be provided.

GOAL 3: Provide Improved Mobility and Transportation Choices.

Transportation has and will have a profound impact on the Corridor. Therefore, we must plan and design our transportation system with consideration for those who live with it as well as those who use it.

The Corridor Concept Plan is envisioned to maintain a rural, agricultural character while still allowing for the planned growth expected to occur over the next 25 years. In achieving this goal, high density growth would occur closer to the city limits in the western half of the Corridor and along major transportation corridors, but would scale down in density near the river and the county line to a more rural/agrarian lifestyle in the eastern half. Large areas of the Corridor would be used as working lands, providing food for the table, hay for livestock, growing grounds for nurseries and natural resources that the region needs to sustain itself. People living in this area would continue to enjoy a suburban-rural way of life. Rural roadway setbacks along FM 969 would help preserve the visual character of the Corridor as you drive into the city.

5. CAPITAL IMPROVEMENT PROGRAM

The Colorado River Corridor Plan communicates the values and intentions of the respective partners and helps ensure continuity in policy application and capital improvement project expenditures within and across jurisdictions. Capital improvement projects will compete for scarce funding sources which will require local jurisdictions to identify the most beneficial cost-effective improvements for mobility.

6. IMPLEMENTATION STRATEGIES

Plan implementation requires intergovernmental cooperation since multiple government entities are responsible for the various aspects of transportation, natural resource conservation and environmental protection in the Corridor. Based on these various factors, including ease of implementation, agencies involved, and funding availability, priority focus areas have been identified. The implementation strategy identifies and describes the projects and procedures that the County will need to initiate and carry out to successfully achieve its vision for the Colorado River Corridor.

From the onset of developing the implementation strategies staff engage in extensive discussions with stakeholders and the public to develop a time frame. Implementation does not occur over night and the recommended strategies reflect how the specific projects could be

implemented over time. Some projects might be triggered by the economy or political actions taken at a regional or state level; however, the main objective of the implementation strategy is to identify a course of action that allows the County to be at the forefront rather than reacting to change. Certain projects may take priority over others and be completed within 2 years, while others would be expected to occur 10 or 15 years from now, while some will be ongoing. The consensus was to phase the goals and objectives due to factors such as funding, operational constraints, physical constraints, and or community impacts.

7. NEXT STEPS

The Corridor Plan was developed in response to the need for a comprehensive plan that provides a vision and a framework for a positive long-range future for the Colorado River Corridor. At its heart, this plan acknowledges the unique and exemplary geographical and historic role for Austin and Travis County. This Plan is a first step. It will require periodic updates to account for changing community and resource protection needs and strategies as indicated by new information or research.

BALCONES CANYONLANDS CONSERVATION PLAN (BCCP)/ BALCONES CANYONLANDS PRESERVE (BCP)

1. DATE ADOPTED

August 3, 1995: Interlocal Agreement/Shared Vision Agreement with City of Austin

May 2, 1996: US Fish and Wildlife Service (USFWS) 10(a)1(B) Permit - BCCP

The acquisition and management of BCP land is the mitigation required by the permit.

2. IMPETUS FOR THE PROJECT

In the late 1980's and early 1990's, several species were listed as endangered in Travis County which were impacting the ability of landowners to develop their land. From 1988 through 1996, in order to help facilitate the continuation of development projects in western Travis County, a collaboration of local concerned citizens, business leaders, landowners, developers, environmental groups, scientists and the U.S. Fish and Wildlife Service (USFWS) worked together to create a Habitat Conservation Plan under the Endangered Species Act (ESA) for the Austin Area that led to the issuance of the following permit.

3. PURPOSE

The BCCP provides a quick and efficient pathway for the Permit Holders and private landowners to comply with federal law and mitigate for impacts that their land use practices may have on protected species. The Permit provides a streamlined alternative to the normal USFWS consultation and determination process.

4. OVERVIEW OF PROCESS

On May 2, 1996, the City of Austin (COA) and Travis County (TC) were jointly issued a regional USFWS Incidental Take (or Section 10(a)1(B)) permit as a result of this community effort. The 30 year Balcones Canyonlands Conservation Plan (BCCP) allows for the "incidental take" of two endangered bird species and six endangered karst species within Western Travis County.

An incidental take permit authorizes the loss of endangered species or their habitat associated with otherwise legal activities in exchange for minimization and mitigation measures that benefit the affected species. The BCCP is such a permit, and provides coverage for the following endangered species listed here, plus 27 additional species of concern:

Black-capped vireo (<i>Vireo atricapillus</i>)	Bee Creek Cave harvestman (<i>Texella reddelli</i>)
Golden-cheeked warbler (<i>Dendroica chrysoparia</i>)	Bone Cave harvestman (<i>Texella reyesi</i>)
Tooth Cave spider (<i>Neoleptoneta myopica</i>)	Tooth Cave ground beetle (<i>Rhadine persephone</i>)
Tooth Cave pseudoscorpion (<i>Tartarocreagris texana</i>)	
Kretschmarr Cave Mold Beetle (<i>Texamaurops reddelli</i>)	

In return, the COA and TC agreed to create the BCP to protect the 8 endangered species and 27 species of concern throughout 7 watersheds in western Travis County. Requirements of the Permit include:

- 1) Minimum Preserve Acreage - the BCCP Permit set a Preserve size of 30,428 acres and 62 specific karst features (including three cave clusters) as the minimum size.
- 2) Priority Macrosites - the Permit identified four priority macrosites that are considered critical to the success of the BCCP, and lists these according to acquisition priority: Bull Creek, Cypress Creek, South Lake Austin, and North Lake Austin.
- 3) Configuration: Minimum Specifications for Priority Macrosites - the BCCP requires that specific minimum acreage totals be acquired within each macrosite and also lists target acreage goals for each. When all target acreages in the seven macrosites are added together, they equal 30,428 acres, the minimum Permit acreage required. Configuration of each Preserve macrosite block must meet or surpass the minimum Preserve design standards that minimize the effects of habitat fragmentation, with no more than 20 percent of the total Preserve area occurring within 330 feet of the edge in each of the five largest macrosites.

5. RESULTS OF EACH PHASE (E.G., INVENTORY, DEMAND, NEEDS ASSESSMENT, PUBLIC INPUT, GOPS, ETC)

The permit was issued to the COA and TC, but its success is a multi-agency effort with BCP acreage managed by the COA, TC, Lower Colorado River Authority, Travis Audubon Society, The Nature Conservancy of Texas, St. Edwards University, Concordia University, Texas Cave Management Association, and numerous private land owners.

The BCP protects a unique cross section of the flora and fauna along the Balcones Escarpment of the Edward's Plateau and strives to maintain functioning ecosystems by managing for the benefit of all our native wildlife and plants, regardless of their regulatory status.

The Balcones Canyonlands Preserve not only provides habitat and protection for the endangered species, but also provides important air quality, water quality and open space benefits to communities in Central Texas.

6. FISCAL IMPACT/CAPITAL IMPROVEMENT PROGRAM

Funding for the program comes from several sources: the General Fund, funds received from landowners mitigating under the BCCP permit, Tax Benefit Financing, USFWS Section 6 grants, developer funding received as payment for management of landowner's individual 10(a)

permit requirements. Currently, the source of the majority of both land acquisition and land management funding is from Tax Benefit Financing.

7. CONCLUSIONS

The BCCP was the first Regional multi-species Habitat Conservation Plan in the nation and continues to serve as a national model for community-based conservation that seeks to balance a healthy economy with healthy ecosystems.

The Permit Holders are intensively managing the BCP to protect the endangered birds and karst species and all of the native flora and fauna found on the preserve. Management activities include surveys (for endangered species habitat, sensitive areas, creeks, springs, caves, rare plants, etc.); census and monitoring of golden-cheeked warbler, black-capped vireo, karst species, and Jollyville Plateau salamander; maintaining fences, signs, roads and trails; management of populations of deer, feral hogs, brown-headed cowbirds, and red imported fire ants; monitoring of adjacent development to prevent damage from erosion and sedimentation; and patrols to protect the tracts.

In a 2005 letter, the Home Builders Association of Greater Austin called the BCCP a “win-win situation for both developers and endangered species by establishing (1) a habitat preserve, and (2) the ability of developers to pay into the BCCP in return for development rights elsewhere. These arrangements allows for growth in parts of west Travis County where more and more people want to live, shop and work while supporting large, uninterrupted areas of endangered species habitat and natural beauty.”

The Permit Holders provide BCP education and outreach opportunities for the community. Students from elementary grades to graduate schools visit and explore the preserve each year. The BCP Hike and Lecture Series provides monthly guided hikes on the BCP as well as opportunities for the public to delve into the issues related to managing wild lands from some of the leading experts in the field of conservation. In Fiscal Year 2010, Travis County BCP provided education and outreach programs to 2,032 individuals. In 2010, City of Austin and Travis County BCP programs provided education and outreach events attended by over 6,700 citizens.

Volunteers annually dedicate thousands of hours to maintaining and restoring the different habitats found in the BCP. In 2010, almost 1,000 volunteers contributed over 6,000 hours of service on projects throughout the City of Austin and Travis County lands of the BCP.

Approximately 1/3 of the Preserve is currently open to the public including Barton Creek Greenbelt, Emma Long Park, Commons Ford Park, St. Edwards Park, Mount Bonnell Park, Wild Basin Preserve, Hamilton Pool, and Westcave Preserve. The public can visit other parts of the Preserve on regularly scheduled tours, on Hike and Lecture Series tours, and through Preserve Volunteer programs.

The Preserve serves as a living laboratory for Universities and researchers from across the nation studying the area's unique native wildlife. Recent and ongoing research on the BCP includes the U.S. Forest Service, University of Texas, St. Edwards University, Concordia University, Texas State University, Baylor University, Texas A&M University, Duke University, New Mexico State, San Diego State and others.

8. STATUS OF PLAN

To date, the Permit Holders have processed 660 Habitat Determination Applications with landowners, and have issued 246 Participation Certificates for 11,856 acres of land in Western Travis County which have been mitigated allowing development under the Permit.

As of June 2011, the Preserve includes 29,975 acres of the minimum 30,428 acres required for the benefit the golden-cheeked warbler (Warbler) and black-capped vireo (Vireo), and 45 of the 62 karst features listed in the BCCP have some form of protection.

As of June 2011, Travis County is currently managing about 7,000 acres out of this total acreage with the remainder of the BCP acres managed by the City of Austin or other partners.

9. NEXT STEPS

Travis County and the City of Austin as Permit Holders will continue with acquisition and management of the Balcones Canyonlands Preserve land and continue to administer the BCCP Public Participation process as required by the BCCP Permit.

A Balcones Canyonlands Conservation Plan: Completion Task Group Report was recently completed. The report found that Permit Holders still need to acquire 453 acres of habitat for the Warbler and Vireo to meet the minimum acreage requirement, plus an additional 17 karst features (including two cave clusters) for approximately 355 acres to complete the minimum acreage and caves required by the Permit. In addition, to meet the Preserve design configuration specifications outlined in the Permit, the Permit Holders are estimating that approximately 792 to 992 additional acres will be needed for the Warbler and Vireo. Therefore, the total acreage still needed for BCCP completion is approximately 1600 to 1800 acres. This is an estimate since the USFWS will make the final determination on the amount of additional acreage needed to meet the Preserve design configuration specifications.

Once all required actions are completed and a final "Completion Report" is submitted to USFWS, they will then review it and determinate compliance. USFWS may determine that the mitigation requirement has been completed or they may determine that additional acres or actions are still needed, and the BCCP Permit Holders will then work to complete these actions.

This report estimated that acquisition of this remaining 1600 to 1800 acres may cost from \$24 million to \$54 million. The majority of this acquisition cost is expected to be borne by Travis County, though some of the needed acreage may be acquired by the City of Austin or other parties. Funding for Travis County's portion of the land acquisition effort will come from Travis County's Tax Benefit Financing funds, and also BCCP Participation Certificate fees, grants, and land donations.

Biological monitoring and management of the Preserve will continue since they are requirements of the Permit. Long term funding for the management of Travis County's portion of the Preserve land will be paid using the BCCP's Tax Benefit Financing mechanism which is a funding source for Travis County that provides funding for Preserve land acquisition and long term land management as established in the City of Austin and Travis County Interlocal Agreement/Shared Vision Agreement and included in the BCCP 10(a) permit.

Monitoring and management activities include boundary fence installation; baseline biological survey of all significant biological features (endangered species habitat, sensitive areas, creeks, springs, caves, rare plants, etc) and ongoing monitoring of these features for biological health; GIS mapping of all roads, trails and environmental features; developing and conducting golden-cheeked warbler presence/absence surveys; maintaining roads and trails for staff use; management of populations of deer, feral hogs, brown-headed cowbirds, and red imported fire ants; management and oversight of adjacent developer activities on all preserve boundaries easements to prevent damage from erosion and sedimentation.

TRAVIS COUNTY DRAINAGE BASIN STUDY 2009

1. DATE ADOPTED

The Travis County Drainage Basin Study was completed in March 2009.

2. PURPOSE

The purpose of the study is to develop a plan to address flood problems through an evaluation of problems on a watershed-wide basis to help guide Travis County in implementing measures to reduce the threat of flooding to structures and roadways. Travis County maintains over 1,200 miles of roads in the unincorporated area, and over 72 miles of the roads are located within the 100-year floodplain.

3. OVERVIEW

The drainage basin study focused on areas of the County that were not being evaluated by others. Almost 100 preliminary areas of interest were identified by County staff and citizens. Detailed evaluation was conducted for each area. Criteria were developed as a basis for screening and ranking the areas of interest for additional study and alternative analysis. Criteria included threat to public safety, impact to emergency access, flooding of habitable structures and severity of the flood condition. Engineering analysis was performed to narrow down the list to 40 priority areas of interest for which mitigation alternatives were developed. Six of the areas include drainage retrofits to existing subdivisions; the remaining 34 are improvements to low-water crossings.

4. GOALS, OBJECTIVES, AND POLICIES

Travis County is located in an area well known as “flash flood alley”. With 72 miles of roads and nearly 7600 residents located within the 100-year floodplain, flooding poses a serious threat to public health and safety and the potential for loss of life. The primary goal of the study was to identify areas where flooding is a threat and to develop mitigation actions for each area.

Travis County has floodplain management regulations (Chapter 64 of the Travis County Code) and drainage design regulations. In order to accomplish its purpose and objectives, this chapter utilizes methods and provisions to:

- restrict or prohibit land uses that are dangerous to health, safety, or property in times of flood or cause excessive increases in erosion, flood heights, or velocities;
- require that uses vulnerable to floods, including facilities which serve such uses, be protected against flood damage at the time of initial construction;
- control the alteration of natural floodplains, stream channels, and natural protective barriers, which help accommodate or channel flood waters;

- control filling, grading, dredging, and other development which may increase flood damage; and
- regulate, including prohibiting, the construction of flood barriers which will unnaturally divert flood waters or which may otherwise increase flood hazards in other areas.

Travis County has drainage design regulations (Chapter 82 of the Travis County Code) in place for new development. In order to accomplish its purpose and objectives, this chapter utilizes methods and provisions to:

- establish width requirements for right-of-way in Subdivision;
- adopt based on the amount and kind of travel over each street or road in a Subdivision, reasonable specifications for the construction of each street or road;
- adopt reasonable specifications to provide adequate drainage for each street or road in a subdivision in accordance with standard engineering practices;
- adopt reasonable specifications that provide for drainage in the subdivision to efficiently manage the flow of stormwater runoff in the subdivision and coordinate subdivision drainage with the general storm drainage pattern for the area; and
- require lot and block monumentation to be set by a registered professional surveyor before recordation of the plat.

5. CAPITAL IMPROVEMENT PROGRAM

The study identified \$50,000,000 of mitigation actions. The improvements will require several years to implement. The County can use its own staff to implement some of the structural up grades. However, most are beyond the current capabilities of staff and will require additional expertise and funding.

6. IMPLEMENTATION STRATEGIES

The detailed ranking criteria developed in the study prioritized the potential flood mitigation projects, thereby allowing the County to focus in its budget and annual work plans on the most severe flooding problems first.

7. STATUS

TNR Road and Bridge Division is addressing 7 of the low water crossings as a part of its annual work plan. Two of the low-water crossing projects are included in TNR's CIP. An additional 2 projects to improve low water crossings were approved by voters in the 2011 Bond referendum.

8. NEXT STEPS

The Drainage Basin Study should not be considered an all-inclusive study for Travis County; many watersheds were excluded for the study because they were being studied by others. With the majority of the studies completed, it is important for the County to consolidate the results so that County wide priorities for flood mitigation can be developed.

2010/2011 HAZARD MITIGATION PLAN UPDATE

1. DATE ADOPTED

The completed plan was presented to the Commissioner's Court on January 20, 2011 in a work session, and then submitted to the Texas Department of Public Safety Division of Emergency Management. When the State review is complete, the plan will go to FEMA for review and approval. It will be re-submitted to the Commissioners' Court for adoption after any changes required by the State and FEMA are incorporated.

2. PURPOSE (SPECIFIC REASONS WHY THE COUNTY COMPLETED OR USES THE PLAN)

- FEMA requires local jurisdictions to update Hazard Mitigation Plans every 5 years to maintain eligibility for mitigation grants, including federal funds that become available after a declared disaster.
- Plans keep local understanding of risks of natural disasters current
- Updates to plans identify new mitigation projects

3. OVERVIEW

The plan examines Travis County's risks from natural hazards, analyzes hazards that have occurred in the past, and identifies measures to be taken to reduce life and loss of property due to hazards in the future.

Eight hazards were profiled: floods, tornadoes, wildland grass/brush fire, drought, severe storms, winter storms, seismic/earthquakes, and landslides. The hazards were ranked and evaluated using five criteria to identify those with the most potential impact to the County: 1) history, 2) potential for mitigation, 3) presence of susceptible areas, 4) data availability, and 5) federal disaster declarations and local emergency declarations. A detailed risk assessment was then undertaken for the two hazards of greatest significance to Travis County, floods and tornadoes.

Flooding remains the most significant risk in Travis County. An estimated 20% of buildings in the County are exposed to some degree of flooding. Nearly 6,800 buildings are located within flood hazard areas on FEMA maps.

4. GOALS, OBJECTIVES, AND POLICIES

Develop long-term disaster resistance to protect people and property from losses due to natural hazards.

- a. Review actions that can be taken to reduce the exposure of people and property to natural hazards, identified in 2004 HMP.
- b. Report on progress made implementing actions since original plan approval

- c. Re-evaluate and update risks to the community from natural hazards
- d. Identify new mitigation actions and/or update original actions

5. CAPITAL IMPROVEMENT PROGRAM

No capital projects are associated with this plan.

6. IMPLEMENTATION STRATEGIES

New action items for 2010/11 HMP Update:

- Evaluate feasibility of structural elevations as flood mitigation on Lake Travis
- Consider mitigation alternatives for Lake Travis properties, in light of new data and apply for grants to implement cost effective projects:
 - Elevation
 - Mitigation reconstruction
 - Acquisition / demolition
- Establish central information line for County residents to call for information during post-disaster recovery, cleanup, mitigation, permitting
- Complete acquisitions and demolition in Timber Creek to remove all remaining properties in 25-year floodplain
- Continue acquisition/demolition on Citation Ave
- Post information from Elevation mark Database on County web site

Continue progress on original, 2004 actions items:

- Improve consistency and efficiency of communications with public before and after natural disasters
- Review flood history and vulnerability of flood-prone roads and bridges; work with TXDOT to factor safety considerations into upgrade reviews
- Provide community outreach and education concerning winter storm alerts and preparatory actions for homes and businesses
- Encourage the construction of tornado-safe community shelters

7. STATUS

The State review is underway. When complete, the plan will go to FEMA for review and approval. It will be re-submitted to the Commissioners' Court for adoption after any changes required by the State and FEMA are incorporated.

8. NEXT STEPS

- Incorporate changes required by State and FEMA
- Adopt Plan in final form

TRAVIS COUNTY STORM WATER MANAGEMENT PROGRAM (SWMP)

1. DATE ADOPTED

The first Travis County Storm Water Management Program (SWMP) 5-year Plan was approved by the Commissioners' Court on January 29, 2008 and submitted to the Texas Commission on Environmental Quality (TCEQ) for their approval. On May 4, 2009, TCEQ approved the SWMP Plan. ~~This 5-year Permit Term~~The term for the SWMP ~~is ran~~ from August 13, 2007 through ~~August-December 12, 2012~~December 12, 2013. On June 19, 2009 the governor signed SB 1299 into law, amending Chapter 573 of the Texas Local Government Code to give Travis County additional, and explicit water quality authority to develop and enforce all aspects of the SWMP and to assess fees to support the program. A new SWMP was submitted to the TCEQ on June 10, 2014. The SWMP is expected to be approved by the TCEQ and will be implemented through December 12, 2018, the end of current permit term.

2. PURPOSE

The SWMP is a comprehensive long-range plan of on-going activities performed by the County to prevent and reduce storm water pollution to our streams and lakes from storm water runoff and pollution discharges. The SWMP is mandated by the Texas Pollutant Discharge Elimination System (TPDES) State regulations for Small Municipal Separate Storm Sewer System (MS4) Operators under the Federal Clean Water Act. The SWMP requirements apply in the County MS4 area, which includes all unincorporated areas outside all municipal city limits, where Travis County is considered the MS4 Operator.

3. OVERVIEW

The SWMP activities are grouped into ~~seven~~six primary areas, called Minimum Control Measures (MCMs). Each MCM consists of multiple specific Best Management Practices (BMPs) which are tasks that must be performed as scheduled in the ~~5-year plan~~SWMP. ~~The 5-year plan is required to be performed by the County within the Permit Term.~~ At the conclusion of ~~the first 5-year~~ Permit Term, a new 5-year SWMP plan will be implemented. ~~The second SWMP Permit Term is expected to run from August 13, 2012 to August 12, 2017,~~ with the Permit Term and a new SWMP repeating every five years.

TNR performs the majority of the SWMP activities through the Natural Resources and Environmental Quality (NREQ) Division and a core group of SWMP staff. In TNR, the Development Services Division, Road and Fleet Maintenance Division, and the Public Works/Capital Improvements Project (CIP) Division also have a large role in these activities. Other key County SWMP activities are performed by the Travis County Attorney's Office and the Travis County Sheriff's Office (Environmental Crimes Unit), the Texas AgriLife Extension Office in Travis County, the Austin/Travis County Health and Human Services Department (Environmental and Consumer Health Unit), and the Travis County Department of Emergency Services.

4. GOALS, OBJECTIVES, AND POLICIES

The mandated goal is to prevent and reduce pollutant discharges of storm water from the urban storm drainage system or MS4. Seven Minimum Control Measures (MCMs) are the objectives that include more specific implementation strategies, tasks, and schedules. The ~~seven~~ six MCMs applicable to Travis county include:

1. Public Education, Participation, and Involvement
- ~~2.~~ Public Participation
- ~~3-2.~~ Illicit Discharge Detection and Elimination
- ~~4-3.~~ Construction Site Runoff Controls (applies to Development Permits)
- ~~5-4.~~ Post-Construction Storm Water Management (applies to Development Permits)
- ~~6-5.~~ Pollution Prevention for County Operations (applies to Maintenance Operations)
- ~~7-6.~~ Authorization of County Construction Activities (applies to TNR capital road projects)

Each MCM has multiple specific Best Management Practices (BMPs) tasks with measurable goals that must be performed. These BMP objectives were developed and implemented with specific strategies and policies in mind, as explained below.

5. CAPITAL IMPROVEMENT PROGRAM

The TNR Capital Improvement Program implements ~~MCM #7 of~~ the SWMP, through the review and permitting of the CIP construction projects. Sufficient revenue must be included in bond project budgets to cover the cost of the temporary construction runoff controls and the permanent post-construction storm water ponds and controls required.

6. IMPLEMENTATION STRATEGIES

The County selected the BMPs and measurable goals for the SWMP using the following strategies. The County evaluated the MS4 General Permit requirements, potential sources of pollution, the BMPs used by existing local storm water programs, and other established, similar programs. Existing County efforts, legal authorities, organizational resources and constraints, recent community input, and County revenue sources were evaluated. The BMPs in the SWMP were then selected in order to:

- Meet the TCEQ-issued Small MS4 General Permit TXR040000 legal requirements;

- Use practices that have achieved success for other MS4 operators when performed correctly;
- Prevent and reduce storm water pollution to the maximum extent practicable (MEP) from the sources required in the SWMP;
- Adopt a level of storm water regulations county-wide which is equivalent and consistent with the other existing jurisdictions in the County and appropriate for the local community;
- Include all eligible Travis County program efforts already being performed;
- Keep program costs reasonable and affordable;
- Integrate new water quality protection practices into existing related County programs (particularly TNR operations) where feasible;
- Avoid duplication or redundancy with existing storm water jurisdictions, and partner with these jurisdictions where mutually desirable and beneficial to achieving SWMP goals;
- Address any significant sources of storm water pollution not being emphasized by other jurisdictions;
- Further address ongoing, significant construction activities in the County through additional construction runoff and post-construction BMPs, and consider the input of recent community storm water initiatives in this effort.

The SWMP ~~was~~is required to cover only the urbanized areas in the County (as described in the ~~2000-2010~~2010 Census) as a minimum. However, the following rationale was used in designating the scope of the MS4 county-wide:

- Major sensitive water resources and storm water jurisdictions outside of urban areas made exclusion of these areas difficult, particularly the Edwards Aquifer, Austin ETJ, and Lake Travis (these areas already exceed MS4 General Permit requirements and there is a higher local community standard);
- Adoption of storm water standards county-wide will ensure an equitable, minimum standard everywhere and not leave out any areas or residents;
- Existing County drainage and storm water programs are already county-wide, making implementation of new BMPs only in urbanized areas inconsistent with existing practice and making administration more difficult;
- Roadway infrastructure county-wide will benefit from BMPs to improve conveyance, flood control, erosion control; reduce sediment discharges, and extend pavement and embankment life.
- Significant land development in Travis County is projected to continue into the foreseeable future and will continually expand the areas qualifying as urban.

7. STATUS

The SWMP is currently in the ~~final~~first year of the ~~first~~second 5-year plan. Travis County TNR has the resources and expects ~~We are poised~~ to fulfill ~~with~~ all requirements scheduled in the SWMP. ~~A key implementation strategy being completed at this time is the adoption of~~

~~amendments to the Travis County to upgrade the environmental and storm water management requirements (Chapter 82) that must be implemented by the development community. The strategy also includes adoption of new Chapter 104 describing prohibitions against illicit discharges into the County's MS4.~~

8. NEXT STEPS

The next steps for the SWMP are to complete the remaining Year 5 requirements. Also, before the end of Year 5, a new 5-year plan (SWMP) must be developed and submitted to TCEQ to be approved for the Second Permit Term.

Key short term issues (five year horizon or less) must be addressed to fully implement the SWMP into the near future. These issues include:

- ~~Funding to maintain county-owned water quality treatment structures was increased for FY 2013. As the county continues to develop land and roadways, additional structures will be constructed and operated and funding for routine, long-term maintenance will be. Road and bridge funds cannot be used outside of the accepted County right of way, even when funds would be used for on going maintenance of County road drainage ways, drainage structures, ponds, and easements. Additional revenues sources will be necessary, such as a drainage fee,~~ in order to fully implement this key part of the SWMP responsibilities.
- The staffing level and data management necessary to optimize SWMP implementation is expected to grow as regulations become more refined, as staggering growth continues in unincorporated areas, and in order to eliminate duplicative permitting efforts between jurisdictions (for instance, LCRA).
- Bond-related CIP project estimates must include an adequate budget for all temporary controls during construction disturbance, permanent storm water controls, and land acquisition for placement of controls required by the SWMP.

WATER AVAILABILITY RULE

1. DATE ADOPTED

The rule was adopted by the Commissioners' Court on January 31, 2012.

2. PURPOSE

The Water Availability Rule was established to provide a stopgap level of management concerning the current rates of over pumping of the Trinity Aquifer in western Travis County. The TCEQ identified the Hill Country Priority Groundwater Management Area (PGMA) in 1989 as needing more effective management of the Trinity Aquifer based on groundwater use, anticipated future demands, and the limited availability of this groundwater source to meet demands. To date, the TCEQ has been unable to create a Groundwater Conservation District (GCD) in southwest Travis County where the PGMA exists. Therefore, Travis County determined it will use its authority over subdivision approvals towards this end.

3. OVERVIEW

On October 19, 2010, the Commissioners Court suspended approval of subdivisions using Trinity Aquifer groundwater and created a stakeholder committee to help develop new subdivision regulations regarding water availability. After several meetings and hearings, a proposed water availability rule was prepared. Total consensus was not reached but many contentious issues were narrowed, particularly issues relating to lot size and the use of amenity ponds based on groundwater. The rule strengthens the drinking water and fire protection planning requirements applicable to a person who proposes to subdivide land. The subdivision proposal must include a drought contingency plan, a more detailed survey of existing wells in use near the proposed subdivision, requires installation of a well for monitoring by the County, and limits the use of groundwater for aesthetic purposes. There are certain exemptions from these requirements for small scale subdivisions. Lot size minimums or an alternative to limit impervious cover are established for both subdivisions using ground or surface water sources.

4. GOALS AND OBJECTIVES

Travis County seeks to greatly reduce the vulnerability of residents and businesses to water shortages or loss of water due to drought, inadequate surface water supply infrastructure, or drying up of a water supply well. This is accomplished by requiring the subdivider of land to demonstrate in the preliminary plan and final plat application that a sound and adequate source of water is available commensurate with the anticipated population to be served.

5. CAPITAL IMPROVEMENT PROGRAM

None identified.

6. IMPLEMENTATION STRATEGIES

The rule includes a required form that must be submitted by the applicant and certified by either a professional geoscientist or engineer that groundwater will be available for expected demand for a 30-year time horizon. The form was made available by TCEQ for use by all local jurisdictions that approve of the subdivision of land. In FY 2012, TNR will hire a professional geoscientist using existing levels of funding to provide technical review of these proposals. Additionally, TNR expects to begin an effort to monitor and collect groundwater-related data, to assess existing research associated with the Trinity Aquifer as it related to water availability, water quality, and trends. The TNR website also includes a mechanism that residents can use to report information on well conditions, water levels, and supply problems.

7. STATUS

The rule has only recently been adopted and no significant changes in status can be reported.

8. NEXT STEPS

The State Office of Administrative Hearings has convened a contested case hearing process that will eventually lead to a proposal for decision by the Commission that governs TCEQ. The case decision will likely identify the preferred geographical boundaries and other features for one or more GCDs within the Hill Country PGMA. This process has been delayed pending the advent of possible legislation in 2013 to accomplish creation of a southwest Travis County GCD. In the event a GCD is created, confirmed, and funded, the Travis County subdivision approval process will work in concert and complement the purpose of the GCD.

WATER QUALITY PROTECTION RULE

1. DATE ADOPTED

August 14, 2012.

2. PURPOSE

Federal and state requirements under the Clean Water Act mandated that the County update its water quality protection requirements so that they are consistent with recent changes to the NPDES storm water program. Under these requirements, Travis County is a designated small MS4 due to its extensive urbanization.

3. OVERVIEW

In 2012, Travis County successfully completed the initial NPDES required Storm Water Management Plan (SWMP). ~~A new SWMP must be prepared by June, 2014, for the upcoming five-year period.~~ The County's MS4 permit sets out a broad mandate requiring the County to implement rules that:

- cover our entire jurisdiction;
- control pollutant runoff from construction sites disturbing more than one acre of land;
- ensure developments adequately manage runoff after being built;
- eliminate pollutant discharges into our storm sewers from industrial and commercial enterprises;
- reduce pollutants in runoff from road construction; and
- set out enforcement policies that will deter and correct violations.

Collectively, the ~~proposed 2012~~ rules ~~would~~ resulted in greater protection and maintenance of water quality in Travis County rivers, streams, and lakes. ~~These proposals would~~The rules also expanded consistency between jurisdictions in a manner that ~~should~~ makes development design and approval processes more efficient and cost-effective. For example, the County ~~proposes to~~ adopted various technical criteria already in place in jurisdictions including Austin and the Lower Colorado River Authority. The rule was proposed to the Commissioners' Court on February 7, 2012 when a public hearing was convened. ~~The rule is expected to be recommended for adoption this Spring after consideration of public comments.~~

4. GOALS AND OBJECTIVES

The ultimate objective of the 1972 federal Clean Water Act (CWA) is to restore and maintain the chemical, physical, and biological integrity of the Nation's water. Two national goals support this objective: elimination of all pollutant discharges to navigable waters by 1985 and

achievement of fishable and swimable waters wherever attainable by 1983. It was widely recognized that the ambitious goals were not reached by addressing only municipal and industrial wastewater discharges. In 1987, amendments to the CWA specifically enacted standards to address pollutants discharged in storm water runoff. By law, each MS4 must prohibit non-stormwater discharges into storm sewers and must require storm water runoff controls to reduce the discharge of pollutants to the *maximum extent practicable*, including management practices, control techniques, system design and engineering methods.

5. CAPITAL IMPROVEMENT PROGRAM

All roadway CIP projects must include adequate construction controls and post-construction treatment of roadway runoff associated with the roadway. The rule specifically describes the requirements and technical standards that must be met in the construction of TC-funded roadways. Projects are individually approved and a storm water permit is issued by TNR and overseen by storm water inspectors. This ensures compliance with the County's MS4 permit.

6. IMPLEMENTATION STRATEGIES

The SWMP, described earlier in this plan, provides the programmatic implementation details of TNR in its efforts to fully comply with the TCEQ-issued MS4 permit. The Water Quality Protection Rule is one major task in the SWMP.

7. STATUS

~~The Water Quality Protection Rules were adopted and effective on August 14, 2012. Travis County's MS4 permit and its SWMP establish August 12, 2012 as the latest date on which to adopt final rules to set the minimum standards and practices acceptable under the federal/state framework. TNR staff is on track to meet this goal of rule adoption.~~

8. NEXT STEPS

~~TCEQ must adopt a renewal of the Small MS4 general permit and make that available by August 12, 2012. Once the general permit is issued, the TCEQ will allow Small MS4s like TC to submit a Notice of Intent and new SWMP to cover the tasks required for the upcoming 5-year permit term.~~ TNR ~~will~~ is considering implementation of additional rule making ~~because of if there are~~ new, required SWMP elements that must be addressed. Additionally, TC will continue rule making efforts to maintain consistency and equal stringency with neighboring jurisdictions' storm water requirements and technical criteria. TNR anticipates further development of innovative alternatives to traditional storm water controls, such as the use of low impact development (LID) methods and placement of green infrastructure. Emerging technology shows that LID alternatives can be cost effective and require less of a land footprint. LID technologies seek to mimic pre-development hydrology to reduce the volume of storm water that leaves a site.

CAMPO 2035 PLAN

1. DATE ADOPTED

The CAMPO 2035 Regional Transportation Plan was adopted on May 24, 2010 by the CAMPO Transportation Policy Board. Travis County traditionally adopts the CAMPO long range transportation plan as its transportation plan. Federal law requires CAMPO to update the long range transportation plan every five years. Next Plan adoption is expected in May 2015. Amendments to the Plan are considered between Plan updates and are considered on a semiannual basis.

Amendments- Since the Plan's adoption, amendments were approved by the Transportation Policy Board on January 10, 2011. These amendments included the addition of arterials to the Plan identified as Travis County's Illustrative List. CAMPO transportation plans have historically included all of Travis County's existing and planned arterial roadways. By including all arterials without regard to funding constraint and year of expenditure estimates, the County's authority to preserve right-of-way and require arterial roadway improvements from developers was established through the use of the Roadway Element of the plan. The CAMPO 2035 Plan is financially constrained in that no project can be included unless a project sponsor can certify that funds will be available within designated planning horizons. This change required the elimination of many "unfunded" arterial projects. Without the ability to preserve right-of-way and require developer contributions, future cost savings on future transportation projects would be lost. Without an Illustrative List, the County would not have the authority to continue this practice.

~~Horizon Issue For areas under air quality non attainment, the long range plan is updated every three years. It is expected that the region or parts of the 5 county region may be declared as non attainment once the Environmental Protection Agency (EPA) finalizes the new ozone standard as required in the Clean Air Act. It was expected that the new standard would be released on July 29, 2011; however, notification was received that there will be a delay in the announcement and no new date has been provided.~~

~~Currently, the region's national ambient air quality standard for ozone is at 73 ppb (8 hour standard) under the current 75 ppb (8 hour standard); the new standard is expected to be between 60 ppb and 70 ppb. Once the new ozone standard has been identified, implementation rules and designation of which areas in the region are identified as non attainment will occur. This could take between 1 and 2 years of the setting of the new ozone standard. Once the designation is determined, the region will have one year to bring its long-range plan under conformity. If the Plan is non conforming, all transportation projects regardless of funding source could be stopped until plan conformity is reached (see Figure 15 for additional information).~~

Figure 15

EPA'S PROPOSED 2011 OZONE STANDARDS AND NONATTAINMENT IMPLICATIONS

~~Ground level ozone is a federally regulated air pollutant. Ozone is not emitted directly into the air but is formed through chemical reactions between natural and man-made emissions of volatile organic compounds (VOCs) and nitrogen oxides (NOx) in the presence of heat and sunlight. Reducing ozone levels requires reductions in VOCs and NOx. Common sources of VOC and NOx are motor vehicles, industrial processes, electric generating facilities, construction equipment, lawn and garden equipment, fueling facilities.~~

~~EPA proposes more stringent federal ozone standards. On January 7, 2010, the U.S. Environmental Protection Agency (EPA) proposed a more stringent primary ozone standard in a range of 0.060 to 0.070 parts per million (ppm), or 60 to 70 parts per billion (ppb). The current standard is 0.075 parts per million (75 parts per billion). EPA has not yet finalized where within that range they will set the level.~~

~~EPA also proposed a different secondary standard (currently the two standards are identical) that is calculated using weighted hourly averages. EPA requires regions to comply with both standards.~~

~~Protection of public health and environment is the reason for the more restrictive ozone standards. The primary standard protects public health; the secondary standard protects the environment. High ozone causes irritation to throat and lungs, diminished lung capacity, aggravation of asthma or other respiratory problems. Increased health care costs and school absences occur. Exposure to high ozone damages sensitive vegetation and trees.~~

~~The region's air quality compliance is threatened. Our region's current design value (the three-year rolling average of 4th highest readings on which compliance is based) of 73 ppb exceeds all values in the 60 to 70 ppb proposed range.~~

~~EPA could designate part or all of the region nonattainment for ozone. We would likely be classified as marginal or moderate, the least severe categories. A nonattainment designation has significant, and long lasting, implications for the region's transportation planning, economic development and quality of life.~~

~~Nonattainment requirements include: State and Federally enforceable state implementation plan (SIP) developed by TCEQ; transportation plans, programs and projects must pass transportation conformity reviews; nonattainment New Source Review requires offsets from industry; general conformity for federal projects and two 10-year maintenance plans for extended commitments after the area attains the standard.~~

~~Transportation conformity increases costs and time for conducting transportation planning. Difficulty in demonstrating transportation conformity can delay transportation projects. The Federal Highway Administration can withhold federal transportation funding if an area cannot demonstrate transportation conformity or the state fails to produce an approvable SIP. Transportation conformity must be demonstrated one year after the effective date of designation.~~

~~Economic development potential can be diminished by the negative stigma of a nonattainment designation. Diversion of resources to fund emission controls results in costs to businesses and the public. Nonattainment can place restrictions on business operations and expansion. General conformity requirements may affect some economic development.~~

~~EPA has not finalized the 2011 Ozone Standards. EPA has postponed this decision several times, most recently the scheduled July 29, 2011 announcement. They now anticipate a final decision coming sometime in summer 2011. If that happens, we can expect final nonattainment designations sometime between summer 2012 and summer 2013.~~

2. PURPOSE

Travis County is part of a five county metropolitan planning organization (MPO) known as the Capital Area Metropolitan Planning Organization (CAMPO). In 1962, the United States Congress passed legislation that required the formation of an MPO for any urbanized area (UZA) with a population greater than 50,000. Federal funding for transportation projects and programs is channeled through this planning process. MPOs were created in order to ensure that existing and future expenditures of governmental funds for transportation projects and programs are “based on a continuing, cooperative, and comprehensive (3-C) planning process”. Federal law requires that MPOs complete a metropolitan transportation planning process which includes the development of a long range transportation plan that covers a planning horizon of at least twenty years.

Travis County adopts the CAMPO long range transportation plan as its transportation plan. Travis County uses the CAMPO long range plan as the basis to review for transportation needs in the land development process, development of capital improvement projects, identification of regional transportation policies, and identification of needs and connectivity between other jurisdictions and agencies.

Horizon Issue- Two changes in the current CAMPO plan have caused the need for the County to develop its own long range transportation plan. First, financial constraint of the plan has limited the number of projects that are currently shown in the Plan which limits the County’s ability to plan for future projects. Without the “Illustrative List”, Travis County could not exact for future right-of-way acquisitions along

corridors that were not included in the “constrained” project list. Secondly, the Policy Board’s directive to provide for a “centers concept” to guide transportation investment assumes “the region establishes policies and incentives to accommodate new growth into multiple, high density, mixed use centers around the region”. Currently, there are a limited number of mixed use centers in the unincorporated areas of the County and Travis County currently has no authority to regulate land use. Without land use authority, the County will have to use incentives to facilitate growth in these identified center locations. CAMPO staff has been reticent in allowing jurisdictions to make amendments to the Centers concept since it was the basis for the demographic forecast that drives the transportation model. County staff will seek to make changes to these Centers in the next plan amendment process and will be providing recommendations in the future County transportation plan.

3. OVERVIEW

The CAMPO 2035 Plan differs from previous plans of the past especially with regard to the ability to include future arterial projects, designation of projects in funding horizons and how the plan has forecasted growth. Past plans were based on a “trends scenario” that forecasted growth at the same rate and in the same development patterns that were observed in the past. The CAMPO 2035 Plan assumes that the region will work toward implementation of a network of centers oriented around transportation investments included in the Plan. The Centers concept is intended to serve as a guide for where transportation investments and planning resources could be targeted to encourage development of a connected regional network of high density, mixed use activity centers (see *Map 1*).

Previous plans were not as strictly financially constrained; thereby, the plans expressed a more robust transportation network that was built on added capacity projects, many that would not have been completed within the 25-year time frame of the plans. The CAMPO Mobility 2030 Plan assumed that approximately \$23 billion would be available to construct, operate, and maintain the regional transportation system over the 25 year timeframe of the plan. CAMPO estimated that only 54% of the projects that were identified in the CAMPO 2030 Plan could have been built. The CAMPO 2035 Plan estimates that approximately \$28 billion would be available to support construction, operation and maintenance of the transportation system between 2010 and 2035 from Federal, State, and local sources. Of that \$28 billion, approximately \$13 billion would be available to support added capacity projects and other improvements to the system over the next 25 years. Travis County has approximately \$1.2 billion in the current Plan for added capacity improvements.

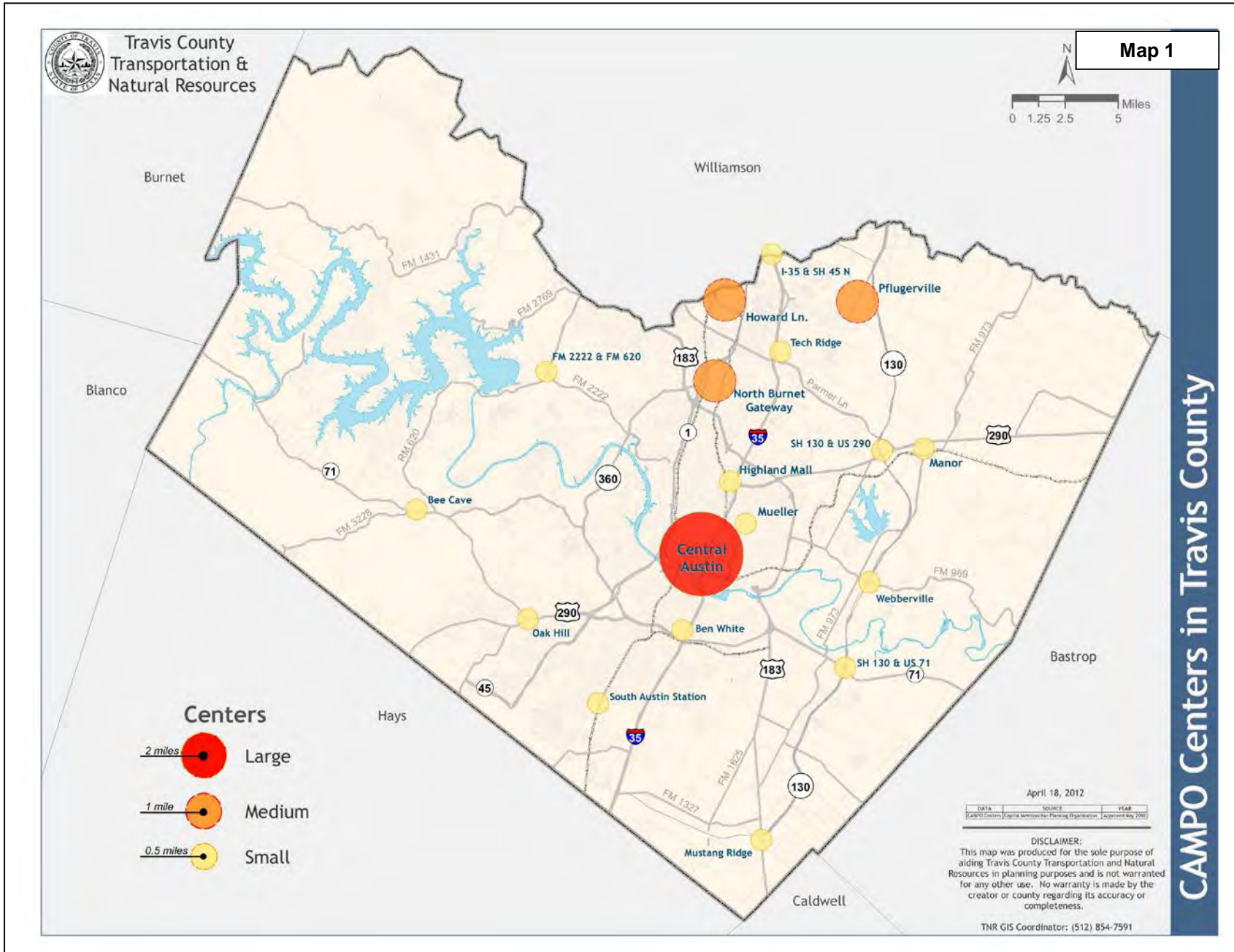
Horizon Issue- Financial constraint in the current Plan was identified differently amongst the members of the five county region. The use of different funding ability scenarios has led to project lists that are not comparable across jurisdictions and agencies. Concerns exist that jurisdictions that used different funding scenarios have an advantage since the ability to fund more projects, especially with regard to new sources of funding and short deadlines on applications, limits the ability to apply for those funds when a Plan amendment is necessary.

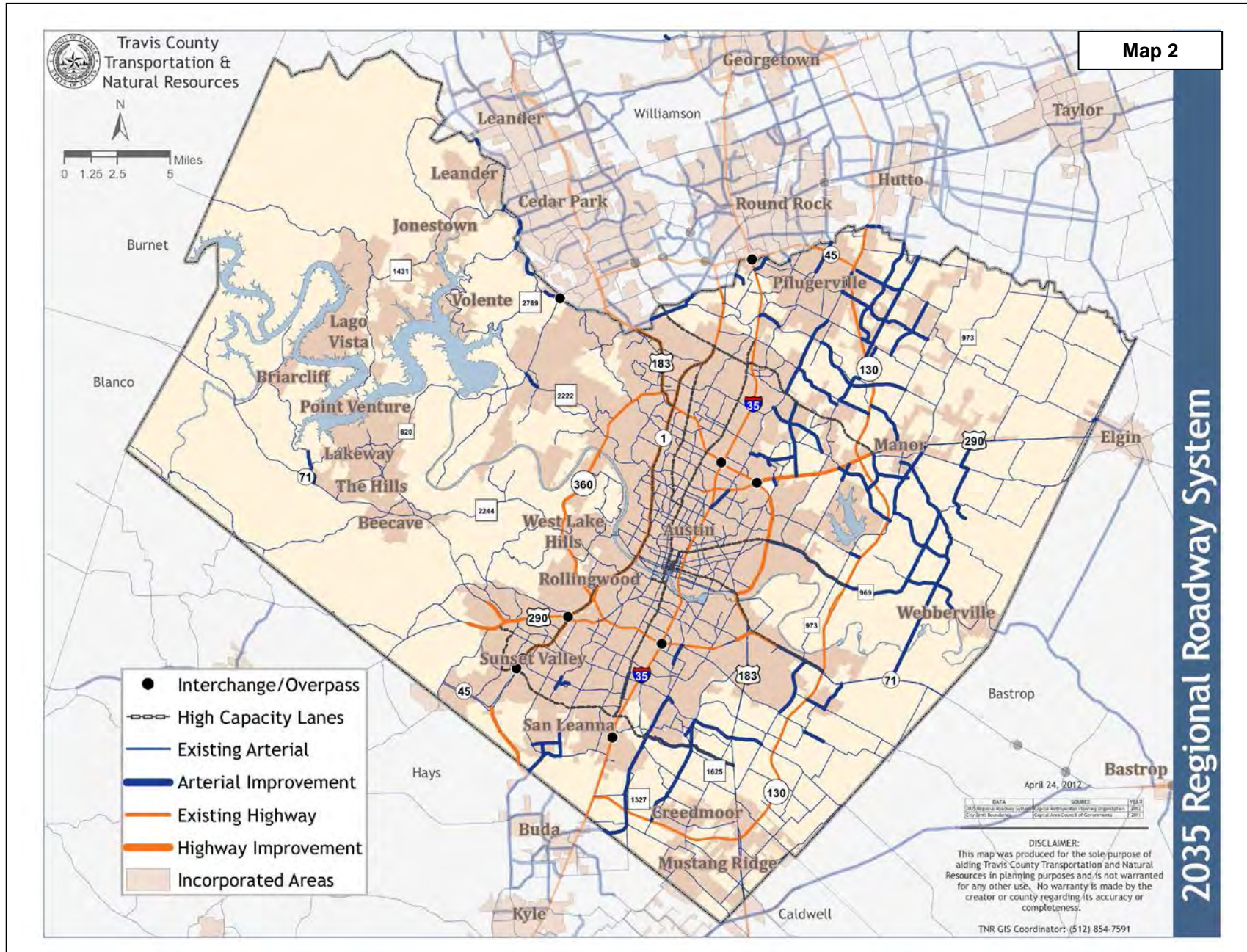
Major Components of the CAMPO 2035 Plan

Roadways (see *Map 2*)

Toll Roads and Tolloed Express Lanes- Under the 2035 Plan, the existing system of regional toll roads and tolloed express lanes will be expanded. Major projects include:

- US 290 E (US 183 to Parmer Lane)
- “Y” at Oak Hill US 290 West and SH 71 West
- SH 45 SW
- Loop 1 Express Lanes (Parmer Lane to Slaughter Lane) (Managed lanes)
- 183 A Extension
- US 183 S (Springdale Rd. to Patton Ave)
- 183 N Express Lanes (RM 620 to Loop 1) (Managed lanes)
- SH 130 in Caldwell County
- Parmer Lane (RM 620 to Loop 1) (Express lanes)





Arterials- The CAMPO 2035 Plan includes expansions and extensions to the region’s roadway network both on and off the state system. These facilities serve as the circulatory system providing connectivity within and between communities. The focus of state and federal funding will be on regionally significant roadways. The CAMPO 2035 Plan also identifies numerous projects which would be paid for entirely with local funding.

CAMPO Priorities for Improving and Expanding Arterials (identified in the CAMPO 2035 Plan)

- Improving safety and security
- Supporting public transportation
- Serving expected and desired future growth in the region
- Relieving existing congestion

Horizon Issue- The definition for regionally significant projects is currently being reviewed by the Technical Advisory Committee. Concerns with the definition relate to constraining the ability to apply for grant funds and the application of non-attainment restrictions to arterial projects.

Transit (see *Map 3*)

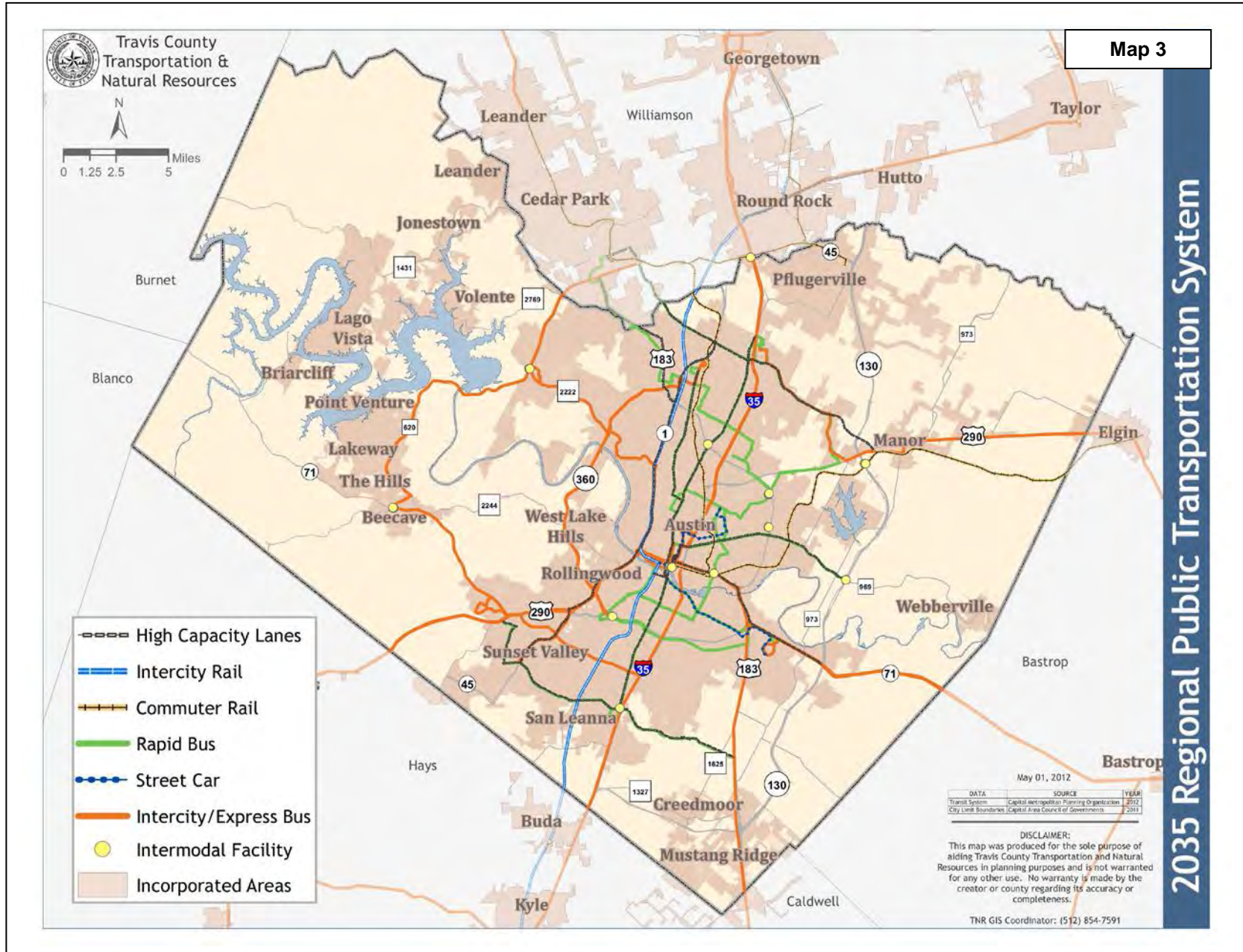
The CAMPO 2035 Plan provides a regional vision for major transit investments for the region. Included is the CapMetro All Systems Go! plan and high capacity regional transit lines serving the five-county area. The future regional system includes:

Commuter Rail- Plan includes improvements to Capital Metro’s “Red Line” (Leander-Downtown MetroRail line), by increasing capacity along that line, and extending service to Pflugerville, Round Rock and Elgin. Commuter rail service is also planned by the Lone Star Rail District to connect Georgetown to San Antonio.

Urban Rail- The 2035 Plan includes a streetcar rail line that would serve downtown Austin and eventually connect to the Mueller redevelopment and to Austin Bergstrom International Airport, currently under consideration by the City of Austin.

Intercity Bus Service- CARTS currently operates several intercity bus routes in the region. The 2035 Plan calls for this system to be expanded with connections to outlying communities that have been identified as future Centers.

Express Bus and Commuter Bus- Capital Metro, CARTS, and TxTRAM currently operate express bus and/or commuter bus service. Expansion of these services is planned. This service provides high-speed, non-stop service between suburban/rural communities and the



City of Austin’s central business district or a regional intermodal station- The 2035 Plan calls for this system to be expanded to serve additional communities.

Rapid Bus- This service is defined as semi-rapid, limited stop, using rubber-tired vehicles on roadways in combination with intelligent transportation system (ITS) to speed up buses through congested locations. Funding has been identified for North Lamar/South Congress with additional lines planned for corridors in the urban area.

Local Bus, Paratransit, vanpools and carpools- The CAMPO 2035 Plan calls for improvements and expansion to the system of local buses, demand responsive public transportation, vanpools, and carpools currently operated by CARTS and Capital Metro in the region.

Public Transportation Challenges (identified in the CAMPO 2035 Plan)

- Meet increasing demand
- Maintain affordability
- Coordinate across multiple boundaries and service providers
- Identify regional funding mechanisms
- Improve land use patterns and roadway designs to support transit

Horizon Issue- The CAMPO 2035 Plan leans heavily on increasing and providing new transit and rail services within the 5-county region. Many of the routes described in the Plan provided service to Centers or suburban and rural locations that had no sponsors identified. Additionally, as transit and rail plans are being developed, partnerships in funding these plans will be sought as was most recently seen in the City of Austin’s request to discuss financial participation in Urban Rail. Travis County can expect to be sought as partners in future plans from CapMetro such as the “Green line”, and Lone Star Rail’s Commuter line.

2035 Plan Strategies for Bicycle and Pedestrian (identified in CAMPO 2035 Plan)

- Maintaining existing bicycle and pedestrian facilities.
- Ensuring bicycle and pedestrian facilities are developed in conjunction with roadway projects.
- Using discretionary funds at the regional level to focus on filling gaps in urban areas, and
- Funding projects with no other funding sources available.

4. GOALS AND OBJECTIVES (see *Figure 16*)

Vision Statement: Develop a comprehensive multimodal regional transportation system that safely and efficiently addresses mobility needs over time, is economically and environmentally sustainable, and supports regional quality of life.

Goals

1. Maintain and enhance mobility and access of goods and people within the region.
2. Improve connectivity within and between the various transportation modes.
3. Improve the efficiency and performance of the transportation system.
4. Ensure that the transportation system can be maintained and operated over time.
5. Maximize the economic competitiveness of the region.
6. Support economic development and efficient use of land.
7. Maximize the affordability of the transportation system.
8. Minimize air pollution, greenhouse gas emissions, and energy consumption related to the transportation system.
9. Minimize negative impacts to environmental resources, noise, and neighborhood character.
10. Ensure that the benefits and impacts of the transportation system are equitably distributed regardless of income, age, race, or ethnicity.
11. Increase the safety of the transportation system.
12. Increase the security of the transportation system and the region.

5. CAPITAL IMPROVEMENTS PROGRAM

The CAMPO 2035 Plan identifies a list of arterial projects that support the CAMPO preferred concept. The list provides a guide for investments in the 25 year planning horizon. In the Plan, staff identified over \$1.2 billion of arterial projects that would include the provision of bike lanes and sidewalks. Funding sources for these projects include grants (STP-MM and Proposition 12), and general obligation bond funds through voter approved bond elections.

Horizon Issue- While County staff does not recognize the list as a prioritized project list, CAMPO staff has organized the list into funding horizons: short term (0 to 10 years), medium term (10 to 15 years), and long term (15+ years). Another issue has been the reporting of roadway projects through two lists. One list, “Regionally Funded Projects” identifies projects that are able to use Federal, State or local funding. Very few local projects were listed under this section. A second list known as “100% Locally Funded Projects” identifies a majority of the arterial projects for the region. However, a statement was included with the list that requires a plan amendment to utilize Federal or State funding. In the last call for projects, the issue came up that most projects would not be eligible for these Federal funds if “the second list” was not eligible to receive Federal and State funds. Ultimately CAMPO staff did allow the projects to be eligible; however, clarity on the display of the project list is needed in future plans.

Figure 156
REGIONAL TRANSPORTATION GOALS AND OBJECTIVES

Vision: Develop a comprehensive multimodal regional transportation system that safely and efficiently addresses mobility needs over time, is economically and environmentally sustainable, and supports regional quality of life.

Goal 1-Mobility and Access: Maintain and enhance mobility and access of goods and people within the region.

Objective 1.1: Manage growth of vehicle miles of travel over time.

Objective 1.2: Reduce or maintain travel times.

Objective 1.3: Manage roadway congestion and minimize the number of roadways experiencing unacceptable congestion levels.

Objective 1.4: Increase capacity of regional transportation system, including transit, roadway, freight, and bicycle/pedestrian modes.

Objective 1.5: Reduce travel delay and increase predictability of travel time.

Objective 1.6: Provide appropriate levels of public transportation service to the entire region.

Goal 2-Connectivity: Improve connectivity within and between the various transportation modes.

Objective 2.1: Develop a connected system of regional arterials that allow alternative routes of travel.

Objective 2.2: Provide roadway and bicycle/pedestrian access to transit stations and stops.

Objective 2.3: Provide for a seamless public transportation system with viable connections and transfer points between passenger rail, fixed route bus, and rural community transit systems.

Objective 2.4: Connect transportation bicycle facilities with recreational bicycle facilities, particularly where recreational facilities are destinations.

Objective 2.5: Provide connections that allow for intermodal transfers between long haul truck freight, short haul truck freight, rail freight, and air freight.

Goal 3-Efficiency: Improve the efficiency and performance of the transportation system.

Objective 3.1: Develop a roadway system that is compatible with the needs of all modes, including transit, motor vehicles, freight, and bicycle/pedestrian modes.

Objective 3.2: Emphasize improvements that increase the transportation system's person-carrying capacity.

Objective 3.3: Use travel demand management and transportation system management measures to ensure efficient use of the transportation system.

Objective 3.4: Eliminate bottlenecks.

Objective 3.5: Build on the existing transportation network.

Goal 4-System Preservation: Ensure that the transportation system can be maintained and operated over time.

Objective 4.1: Maximize the ability of the system to pay for its own maintenance through fares and user fees.

Objective 4.2: Ensure that adequate funding exists to maintain and preserve the existing and future transportation system.

Objective 4.3: Minimize the cost of operating and maintaining the future transportation system.

Objective 4.4: Protect and enhance existing public and private investments in the freight network.

Goal 5-Economy: Maximize the economic competitiveness of the region.

Objective 5.1: Enhance and protect regional quality of life.

Objective 5.2: Increase the sustainability of local economies.

Objective 5.3: Increase access to employment and educational opportunities.

Objective 5.4: Increase access to Austin-Bergstrom International Airport.

Objective 5.5: Reduce the transportation costs associated with the movement of goods and people.

Goal 6-Land Use and Economic Development: Support economic development and efficient use of land.

Objective 6.1: Implement regional transportation projects that support existing and future desired land uses.

Objective 6.2: Develop a transportation system that supports sustainable development patterns.

Objective 6.3: Develop a regional transportation system that leverages local investments and economic development policies.

Objective 6.4: Enhance bicycle and pedestrian facilities within higher intensity mixed-use areas.

Objective 6.5: Encourage mixed land use patterns that support walking, biking and using transit.

Goal 7-Cost Effectiveness: Maximize the affordability of the transportation system.

Objective 7.1: Where appropriate, implement lower cost transportation improvements including: Intelligent Transportation Systems deployment (ITS), operational improvements, bicycle and pedestrian improvements, and travel demand management strategies.

Objective 7.2: Minimize total cost per system user.

Objective 7.3: Expedite system improvements to reduce the impacts of inflation, and increase net present value.

Goal 8-Air Quality, Climate Protection, and Energy: Minimize air pollution and greenhouse gas emissions.

Objective 8.1: Implement a transportation system that reduces transportation related air pollution emissions including VOC and NOx.

Objective 8.2: Implement a transportation system that reduces CO2 emissions.

Objective 8.3: Implement a transportation system that reduces energy consumption by reducing per capita vehicle miles traveled, increasing fuel efficiency, and improving the overall energy efficiency of the transportation system.

Objective 8.4: Implement a transportation system that supports energy-efficient land use patterns.

Goal 9-Environment, Noise, and Neighborhood Character: Minimize negative impacts to environmental resources, noise, and neighborhood character.

Objective 9.1: Develop a transportation system that minimizes direct and cumulative impacts on the 100-year floodplain, Edwards Aquifer recharge and contributing zones, historic landmarks, and other environmentally or culturally sensitive areas.

Objective 9.2: Develop a transportation system that has a positive impact on regional water quality and availability.

Objective 9.3: Develop a transportation system that minimizes impacts of transportation-related noise on neighboring properties.

Objective 9.4: Develop transportation projects that reinforce a sense of place at the regional and local levels.

Objective 9.5: Implement regional transportation projects that are context sensitive and create positive aesthetic impacts.

Objective 9.6: Avoid or mitigate adverse impacts of transportation projects through existing neighborhoods.

Goal 10-Social Equity: Ensure that the benefits and impacts of the transportation system are equitably distributed regardless of income, age, race, or ethnicity.

Objective 10.1: Improve access to jobs, healthcare, cultural and/or recreational opportunities for everyone and reduce opportunity disparities.

Objective 10.2: Provide greater transportation service to historically underserved areas of the region defined as “Environmental Justice” areas.

Objective 10.3: Develop a transportation system that provides viable alternatives to the automobile for travel.

Objective 10.4: Develop the transportation system with input from low income and minority residents.

Objective 10.5: Avoid creating negative impacts which disproportionately impact environmental justice populations.

Goal 11-Safety: Increase the safety of the transportation system.

Objective 11.1: Implement transportation projects which improve conditions at high crash locations.

Objective 11.2: Improve safety at railroad crossings, through implementation of grade separation and other strategies.

Objective 11.3: Improve the safety of bridges by providing for adequate maintenance and upgrades.

Objective 11.4: Construct bicycle and pedestrian facilities which provide safe accommodation for bicyclists and pedestrians.

Goal 12-Security: Increase the security of the transportation system and the region.

Objective 12.1: Develop a regional roadway and rail system that provides for safe transportation of hazardous materials.

Objective 12.2: Develop a regional roadway system that supports rapid response times by emergency vehicles.

Objective 12.3: Develop a regional transportation system that minimizes mobility loss during floods, natural disasters, and other incidents.

Objective 12.4: Develop a regional roadway system that supports hurricane evacuation.

Objective 12.5: Implement intelligent transportation systems which can support incident management, provide real time tracking of transit vehicles, and provide other security benefits.

6. IMPLEMENTATION STRATEGIES

The CAMPO 2035 Plan includes a set of policies (see *Figure 17*) that guides the implementation of projects. Of importance to Travis County, two policies define how project funding is to be allocated with regard to federal funding (Policy 3 and 4). Another policy (Policy 26) recommends supporting the Centers land use policy. Policy 18- State Highway 45 Southwest is in opposition to the actions taken by the Court before the adoption of the CAMPO 2035 Plan.

CAMPO STP-MM/Centers Policy- CAMPO Policy 3- “Target 50 percent of available CAMPO discretionary federal funding (STP-MM) to support development of the mixed use activity centers indicated on the CAMPO Centers Map. (The same project may address both the 15% bicycle and pedestrian aside and the 50% Centers set aside policies.)

CAMPO Bike/Pedestrian Policy- CAMPO Policy 4- “Allocate at least 15 percent of available CAMPO discretionary funding (STP-MM) to bicycle and pedestrian projects through the CAMPO Transportation Improvement Program (TIP) process, using the Priority Pedestrian Districts Map and Priority Regional Bicycle Corridors Map in the project evaluation.” (The same project may address both the 15% bicycle and pedestrian set aside and the 50% Centers set aside policies.)

Land Use Coordination Policy- Policy 26- “Support development of high density, mixed use activity centers in the locations shown on the CAMPO Centers map, and work with local jurisdictions and others to accommodate 31% of regional population and 38% of regional jobs in activity centers shown on the CAMPO Centers map by 2035. CAMPO will support achievement of the goals through activities such as: monitoring and reporting on growth and investment in the Centers, dissemination of best practices and tools, planning support, and funding for transportation investments. As appropriate, member jurisdictions will support development of centers through local planning and other methods.” Travis County has supported this policy through developing road prioritization criteria that awards more points for projects that are in or near Center locations.

State Highway 45 Southwest- CAMPO Policy 18- This policy relates to the construction of SH 45 SW. The Travis County Commissioners Court has voted to remove SH 45 SW from the CAMPO 2035 plan and remove it from the TIP.

Bond Planning Process- The creation of additional implementation strategies will be a result of the development of the County's transportation plan. Currently, County staff has developed "Threshold and Prioritization Criteria for Mobility Projects" that is used in the bond planning process. While this process does not provide specificity to what projects should be implemented, criteria has been identified to prioritize projects. Currently, prioritization is scored through project readiness, existing need, future need, cost effectiveness/leveraging, project location; i.e., centers concept, targeted growth area and project effectiveness (type of project).

Figure 167
REGIONAL TRANSPORTATION POLICIES

Plan Compliance and Funding Policies

1. For a CAMPO member jurisdiction to receive federal-aid funding under this plan, their local transportation plan or transportation element of their comprehensive plan must be consistent with the CAMPO Long Range Plan.
2. For a CAMPO member jurisdiction to receive federal-aid funding under this plan, the jurisdiction must adhere to the policies of and work toward implementing the projects of the CAMPO long range plan.
3. Target 50 percent of available CAMPO discretionary federal funding (STP-MM) to support development of the mixed use activity centers indicated on the CAMPO Centers Map. (The same project may address both the 15% bicycle and pedestrian set aside and the 50% Centers set aside policies.)
4. Allocate at least 15 percent of available CAMPO discretionary federal funding (STP MM) to bicycle and pedestrian projects through the CAMPO TIP process, using the Priority Pedestrian Districts Map and Priority Regional Bicycle Corridors Map in the project evaluation. (The same project may address both the 15% bicycle and pedestrian set aside and the 50% Centers set aside policies.)

Congestion Management and Transportation Demand Management Policies

5. Require travel demand management and transportation systems management projects and programs in conjunction with all new federally-funded added-capacity roadway projects.

6. Use transportation investments to support continued reduction of per capita vehicle miles traveled.
7. Consider transportation improvements that increase person carrying capacity, rather than vehicle carrying capacity of the regional transportation system.
8. Expand the public transportation system to keep up with the region's mobility needs over time.

Environmental Policies

9. Develop and implement a transportation system that reduces dependence on petroleum.
10. Develop a transportation system that minimizes impacts on the 100-year flood plain, Edwards Aquifer recharge and contributing zones, and other environmentally sensitive areas while providing for regional mobility.
11. Reduce vehicle emissions through implementation of transportation investments and other activities.
12. Develop a transportation system that incorporates context-sensitive design principles into the design of transportation projects.

Roadway and Tolling Policies

13. Facilitate preservation of right-of-way that is adequate to accommodate the planned functional classification of the roadway as shown in the CAMPO long range plan. Adequate right of way shall be determined by locally-adopted standards or engineering discretion, or along state system rights of way, consistent with standards promulgated by TXDoT, and should generally fall within the width ranges shown in Part 4 of the CAMPO 2035 Plan.
14. Any existing roadway to which additional tolled capacity is added shall continue to be maintained and improved and to provide the same amount or more non-tolled capacity as the roadway currently provides. To the extent that it is within the authority of the toll operator and the CAMPO Transportation Policy Board, the non-tolled capacity shall have the same number or fewer traffic control devices as the current roadway except where law and/or safety requires otherwise.
15. The initial operation of any tolled facility shown on Map 3 shall include rapid bus traffic. At such time that congestion on the tolled facility warrants dedication of a lane to rapid bus and high occupancy vehicles to ensure their swiftest passage, an existing lane will be dedicated and any excess capacity within the dedicated lane shall be available to other vehicles at a tolled rate.

16. At the discretion of the Central Texas Regional Mobility Authority (“CTRMA”), some or all of the following tolled facilities, and projects within the transportation corridor (as defined below) of these tolled facilities, may be combined into one or more systems for financing purposes:

- 183A;
- US 290(E) from US 183(S) to Parmer Lane;
- US 183(S) from US 290(E) to SH 71(E);
- SH 71(W) from Silvermine to US 290(W);
- US 290(W) from west of Scenic Brook to east of Williamson Creek and
- Loop 1 Managed Lanes from Parmer Lane (FM 734) to Slaughter Lane (the “System Eligible Projects”).

For non-System Eligible Projects, surplus revenue (as defined in Section 370.003 (12), Texas Transportation Code), to the extent permitted by law, may be made available for use in the transportation corridor by the CTRMA for the following purposes:

1. Improvement of the alternative non-tolled capacity including improvement of arterials impacting or impacted by the tolled facility;
2. Further implementation of non-tolled access to tolled lanes by high occupancy vehicles beyond that made available in initial operations and any other transportation projects designed to reduce per capita vehicles miles traveled within the corridor;
3. Further mitigation of environmental or community degradation as a result of the tolled facility that was not previously addressed under state or federal requirements; and
4. Other public transportation or air quality benefits within the corridor.

For purposes of this policy, the phrase “transportation corridor” is defined as that area within 1 mile of the midline of the tolled facility and those zip codes from which 10% or more of the peak AM toll tag transactions on that facility originate. In the event the CTRMA determines that a non-System Eligible Project lacks adequate sources of funding, the CTRMA may request, and CAMPO may approve, adding the project to an existing system upon completion of the following:

1. The CAMPO Transportation Policy Board, with the input of the CTRMA, has approved the Statement of Purpose describing the transportation project and need;

2. CAMPO, in conjunction with the CTRMA, has convened two region-wide community meetings to elicit input regarding the Statement of Purpose; and
3. After the community meetings described above have been held and one public hearing before the CAMPO Transportation Policy Board has been completed, the addition of the project to an existing system is approved by a majority of the CAMPO Transportation Policy Board.

17. The Central Texas Regional Mobility Authority should engage in public outreach efforts to encourage DBE and HUB participation in CTRMA developed projects, and the CTRMA should report to CAMPO about those efforts on an annual basis. The CTRMA should (1) establish a process for outreach to minority-owned, women-owned and economically disadvantaged businesses to achieve appropriate levels of DBE and HUB participation in projects which are part of the Regional Implementation Program and (2) subject to Federal and State law set specific goals and adopt policies for HUB participation consistent with 1 TEX ADMIN. CODE § 111.13 in any DBE/HUB policy finally adopted for the Regional Implementation Program.

18. State Highway 45 Southwest

SH 45 SW shall be developed as a toll parkway/freeway 4-lane road;

- TXDoT and the CTRMA shall implement where feasible, and if approved by federal authorities under existing restrictions governing the State Highway 45 Southwest corridor, the development of a non-tolled alternative within the corridor in the form of free parallel frontage roads;
- If the US Fish and Wildlife Service and other federal entities found the expansion to not be feasible under environmental concerns, then SH 45 would not be tolled;
- and,
- In the event non-tolled frontage roads cannot be developed within the corridor, it is the intent of CAMPO that TXDoT and the CTRMA consider toll rates and policies that promote the use of State Highway 45 Southwest and disincentives for the use of Brodie Lane by thru-traffic and trucks.

Bicycle and Pedestrian Policies

For the purposes of these policies:

- Pedestrian and bicycle facilities should follow the guidelines established in the most current versions of the AASHTO Guide for the Planning, Design and Operation of Pedestrian Facilities and Guide for the Development of Bicycle Facilities, respectively. Following

USDOT Policy, Part 4 Implementing the 2035 Transportation Plan CAMPO encourages implementing agencies to go beyond the minimum design standards where possible, and to anticipate likely future demand for bicycling and walking facilities.

- “Reconstruction” is defined as: work proposed on the approximate alignment of an existing route that meets the geometric criteria for a new facility. Reconstruction includes new location projects or projects that provide substantial changes in the general geometric character of a roadway, such as widening to provide additional through travel lanes, horizontal or vertical re-alignment, etc. Reconstruction work includes bridge replacement work.
- The bicycle and pedestrian projects required under these policies should be specifically described as part of the Transportation Improvement Program project listing for the roadway.
- Local governments are strongly encouraged to consider including bicycle and pedestrian accommodations as part of roadway resurfacing and maintenance projects.
- “Excessive cost” is generally defined as cost which exceeds 20% of the total cost of the project or project phase.

19. Provide pedestrian facilities with all new construction and reconstruction of roadways and bridges shown on the Priority Pedestrian Districts Map as “high” or “medium” priority, unless the jurisdiction constructing the roadway has demonstrated that providing the pedestrian facility is not feasible due to excessive cost.

20. Provide bicycle facilities with all new construction and reconstruction of roadways and bridges shown on the Priority Regional Bicycle Corridors Map as “high” or “medium” priority, unless the jurisdiction constructing the project has demonstrated that providing the bicycle accommodation is not feasible due to excessive cost.

21. Provide adequate bicycle and pedestrian connections across controlled access facilities within Priority Pedestrian Districts or Priority Regional Bicycle Corridors as part of new construction or reconstruction of controlled access facilities unless the jurisdiction constructing the project has demonstrated that providing the connection is not feasible due to excessive cost.

22. Sustain existing pedestrian and bicycle facilities and find ways to improve facilities through roadway resurfacing and other maintenance projects.

Freight Policies

23. Include freight stakeholders in the regional transportation planning process.

24. Consider reducing the cost of moving goods and enhancing the region as an effective freight transportation center as priorities when evaluating projects for funding under the CAMPO Transportation Improvement Program.

25. Work with local jurisdictions to encourage clustering of shipping activities near freight transportation termini, modal shifts, and accommodating safe and efficient flow of heavy duty vehicles.

Land Use Coordination Policies

26. Support development of high density, mixed use activity centers in the locations shown on the CAMPO Centers map, and work with local jurisdictions and others to accommodate 31% of regional population and 38% of regional jobs in activity centers shown on the CAMPO Centers map by 2035. CAMPO will support achievement of the goals through activities such as: monitoring and reporting on growth and investment in the Centers, dissemination of best practices and tools, planning support, and funding for transportation investments. As appropriate, member jurisdictions will support development of centers through local planning and other methods.

Safety, Security, Equity, and Involvement Policies

27. Consider safety as a priority issue when evaluating projects for funding under the CAMPO Transportation Improvement Program.

28. Consider security as a priority issue when evaluating projects for funding under the CAMPO Transportation Improvement Program.

29. Develop and implement a transportation system that distributes the impacts and benefits of transportation projects fairly to all residents regardless of their income level or ethnicity.

30. Include educational stakeholders in the regional transportation planning process.

7. STATUS

One year has elapsed since the adoption of the CAMPO 2035 Plan. If non-attainment status remains the same for the region, the next plan adoption will occur in May 2015. If a non-attainment determination is made for the region or a portion of it, the Plan will need to go under conformity analysis. If the Plan cannot pass air quality conformity, project construction can be halted in the region until conformity is achieved. Under non-attainment, plans would be adopted every three years until the region is considered in attainment.

8. NEXT STEPS

TNR staff is currently working on creating a transportation element as part of the County's comprehensive plan. The transportation element will be adopted as the County's transportation plan and used in the creation of the regional transportation plan developed by CAMPO. The county transportation plan will be a working document that uses recommendations from the land use plan to help guide transportation development.

PAVEMENT MANAGEMENT WORK PLAN

1. DATE ADOPTED

Travis County maintains only roads that are accepted by the Commissioners Court (i.e., are public and meet county construction standards) in the unincorporated areas of the county (i.e., outside municipalities) and not on the State Highway System (i.e., Interstate, U.S., State highways and Farm-to-Market Roads). The Commissioners Court adopted the County Road and Bridge Maintenance Strategic Plan 2005-09 in February 2005. A tool that is utilized to implement the strategic plan is the Pavement Management Work Plan.

2. PURPOSE

The Pavement Management Work Plan provides for the allocation of resources dedicated to maintaining over 3100 lane miles of county accepted roads. The program provides an appropriate response to work requests for emergency service on all county maintained roadways. The Pavement Management Work Plan is a tool utilized to identify roadway conditions, establish condition gaps with adopted policy, determine scope and cost for gap closure, and establish priorities for resource allocations. See *Map 4* for County Maintained Roads.

Ninety-five percent (95%) of all county roads are paved; however, there are 56 miles of unpaved, gravel, county roads, the majority in Precinct One. There are over 300 miles of public right-of-way which have not been accepted for county maintenance because the roads were not built to the county’s minimum standards or the roadways have other facilities that do not meet current County requirements. A majority of these “substandard” roads are primarily in once speculative land subdivisions built before the 1980’s in the vicinity of Lake Travis, within Precinct Three.

3. OVERVIEW

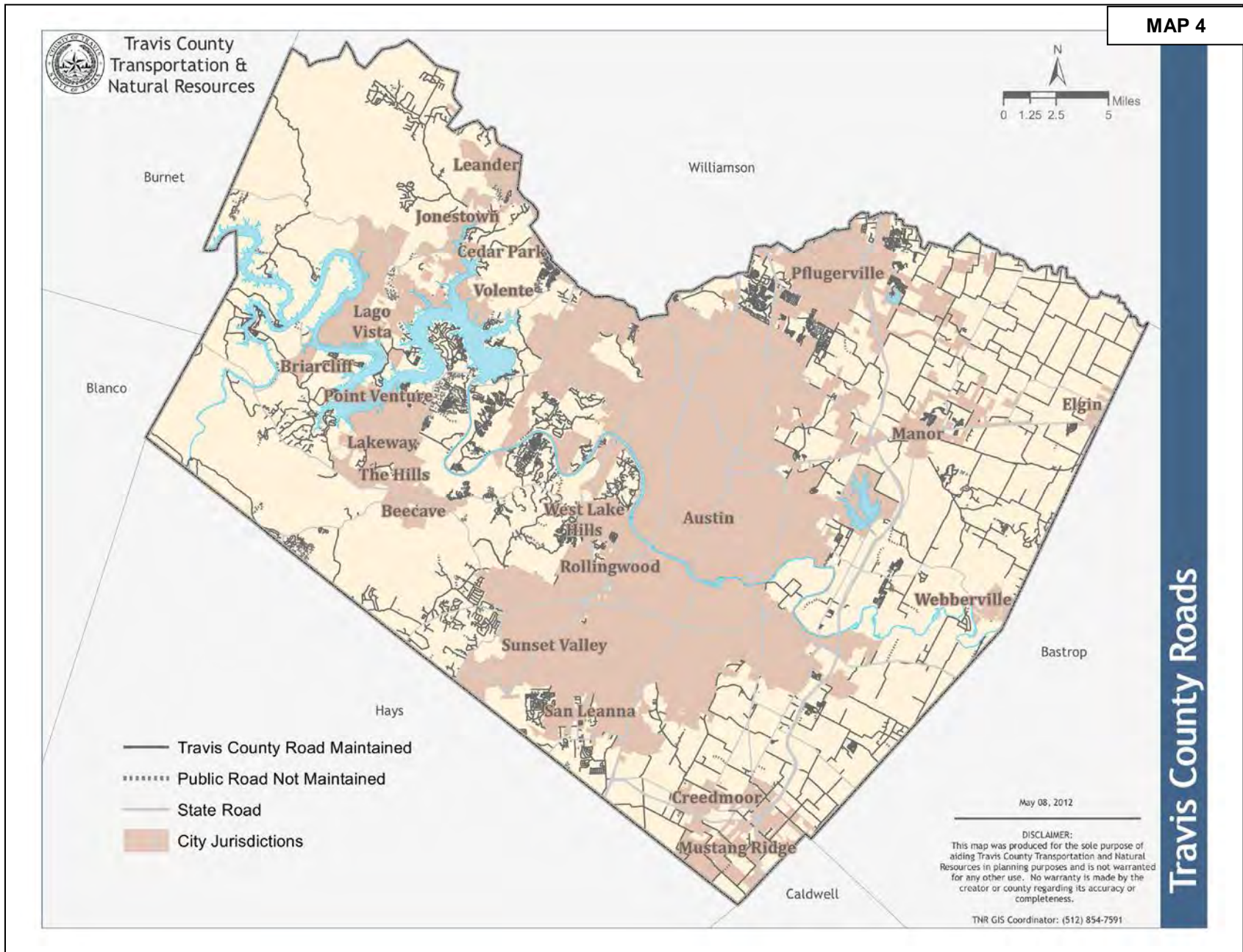
Roadway deterioration is caused both by traffic use and by environmental factors such as moisture, grass encroachment and soil expansion. Visual symptoms of deterioration include:

Traffic Related

- Alligator Cracks
- Deformation
- Ruts
- Patches
- Edge Cracks

Environmental Related

- Block Cracks
- Transverse Cracks
- Raveling
- Construction Joints
- Corrugation



Pavement Management Work Plan is an in-depth analysis of the existing pavement structure. The process looks at the durability and deterioration level of the pavement. It then applies various cost effective strategies to roadway reconstruction.

Beginning in 1987 and through 2001, HVJ Inc., (formerly Maxim Technologies Inc.) conducted 4 separate Pavement Condition Surveys of Travis County roadways (Figure 18). These field surveys used visual observation and computer analysis to estimate the remaining life of each pavement section. In 2004, Fugro Engineering performed a pavement condition survey. For the 2004 survey, actual data collection processes in the field, remote computer sensing methods and full video recording of each paved roadway were utilized.

The initial 1987 Survey results were used to implement Travis County’s first pavement management organized process to prioritize maintenance and rehabilitation needs for each roadway surveyed and projected what future needs may be expected. That first comprehensive study of the roadway conditions determined that only fifty-three percent (53%) of the 932 miles were in fair to good condition. After implementation of this approach, the next survey in 1993 indicated that the roadway had improved and reflected that 74% of the county’s 1,256 miles were in fair to good condition. However, condition improvement was lagging in the eastern portions of the county where soil conditions shortened the life expectancy of roadways.

In 1998 and again in 2001, the Maxim Technologies Survey indicated that up to 81% of all the roads were in fair to good condition. This continued to support the trend towards a continued improvement within the roadway network. However, Travis County was experiencing unprecedented growth, requiring a high work demand to not only maintain the system, but also enhance the conditions. This growth in the County placed stress on pavement conditions due to the increased vehicle travel miles, increased vehicle weights on rural and suburban roads with existing poor drainage conditions, narrow rights-of-way and weak existing sub-structure.

Figure 178: Historical Roadway Condition Surveys

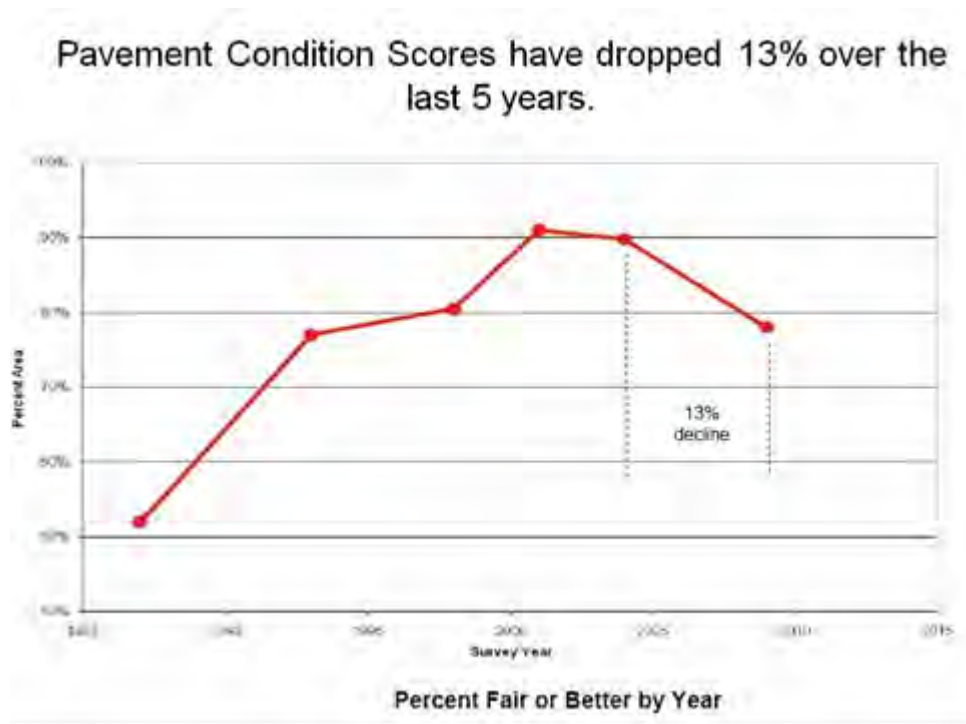
CONDITION	1987		1993		1998		2001	
	Miles*	Percent	Miles*	Percent	Miles*	Percent	Miles*	Percent
Poor- Very Poor Condition	199	22%	167	8%	57	5%	30.5	2.70%
Marginal Condition	214	25%	109	16%	155	14%	62.3	5.50%
Fair-Good Condition	459	53%	886	74%	926	81%	1043.5	91.90%
TOTAL	872		1162		1138		1136.3	

* Center Line Miles

In 2004, Fugro Engineering conducted a pavement survey that made available the entire County roadway network condition in a software format that allowed for various models of budget and work plan analysis to be developed. This database belongs to Travis County and has been utilized to track all contracted and in-house maintenance efforts, but needs to be updated within 4-5 years.

In May 2011, Infrastructure Management Services (IMS) provided their results of the new County-wide pavement management survey. Of the approximately 1,270 centerline miles surveyed, 78% were rated as fair or better. In comparison, the 2001 survey showed 89.8% of the roads were in fair or better condition, so the 2011 survey showed a drop in condition of 13% (Figure 19). The drop in condition was due to several factors: 1) heavy truck traffic related to toll roads construction, 2) increased truck traffic associated with subdivisions development in areas with very poor soil conditions, 3) severe cracking due to the extended drought, and 4) reductions in road maintenance funding. It is estimated that a yearly budget of \$11 Million is required for the County-wide road conditions to remain stable.

Figure 189: Pavement Condition Scores (Historical)



4. PLAN GOALS AND OBJECTIVES

In support of TNR's adopted Strategic plan, the goal of the Road Maintenance Plan is providing a cost effective, efficient and safe roadway system.

Objectives

Maintain 70% of all accepted county roads in all precincts in good to fair condition as measured by a periodic pavement condition survey conducted by an outside consulting engineer.

5. ALLOCATION OF LIMITED RESOURCES – SETTING PRIORITIES

Total road needs always exceed the funds available for roadway maintenance each year. The county uses its pavement management system to identify priorities for selecting the road maintenance projects in its annual work program. The following criteria are used to set priorities:

- Overall Condition Index (OCI)
- Roadway Classification (Arterial, Collector or Local)
- Rural or Urban
- Deterioration Rates

These variables are combined to form the priorities. A road is given a higher priority if it has a poor pavement condition, is an Arterial roadway in an urban area than a road with poor pavement that is a local roadway in a rural location.

These priorities are calculated for every road. If a road has more than one segment, this value could be different for each of those segments, which could mean that different segments of the same road would be paved in different years. To increase efficiency of paving operations and reduce complaints by residents living on the same road, an average priority is calculated for all the segments of the same road, so that, regardless of the type of treatment assigned to each segment, all segments are scheduled for improvements in the same year.

The Pavement Manage Plan provides services for scheduled and direct responses on routine and preventative maintenance operations on accepted Travis County roads and right-of-ways. Provide a quality and safe travel way for the County's road users and to protect and enhance the environmental aesthetic qualities of the county.

The adopted policy of the Pavement Management Strategy:

- Maintain 70% of County accepted roads in a fair or better condition, as measured by the Pavement Management (PM) condition surveys.
- Maintain of 75% of accepted arterial and collector roads in fair or better condition as measured by the PM condition surveys. Generally, more resources are allocated to higher traveled roadways.
- Manage and operate the County transportation system to accepted practices of the American Public Works Association (APWA).

Strategies include cost effective, efficient, and safe roadways through rehabilitation, reconstruction, surface treatment, pothole patching, crack sealing, and overlay.

6. FUNDING

Auto Registration Fees (R&B Fund)

The Road and Bridge Fund was established by the Vernon’s Texas Codes Annotated, Transportation and allows Counties to assess a motor vehicle registration fee for the purpose of maintaining the County’s road system. As allowed by Chapter 502.103 of the Transportation Code, Travis County assesses an annual registration fee of \$11.50 for every vehicle, of which \$9.70 is for Road and Bridge maintenance (\$0.30 is retained by TxDOT as an administrative fee) and \$1.50 is for the Child Safety Act. Travis County’s primary use of the additional Road and Bridge registration fee has been for routine maintenance of its road system.

In addition to the vehicle registration fees noted above, Transportation Code Chapter 502.102 allows Counties to retain 5% of the state sales tax from vehicle sales. Per the current statute, these monies are also deposited directly into the Road and Bridge Fund, and are used by Travis County for routine maintenance of its road system. The FY2011 revenue from the sales tax and registration fee revenues were \$10,883,534 of which \$9,825,000 was allocated to TNR.

Effective with the fiscal year 2006; the Legislature amended Section 152.123 of the Tax Code. Instead of all funds being deposited directly into the Road & Bridge Fund, the amendment splits the deposit of the sales tax amounts between the County’s General Fund (GF) and the Road & Bridge (R&B) Fund as follows:

- FY 2006, 10 % to GF; 90% to R&B
- FY 2007, 20 % to GF; 80% to R&B
- FY 2008, 30 % to GF; 70% to R&B

- FY 2009, 40 % to GF; 60% to R&B
- FY 2010, 50 % to GF; 50% to R&B
- FY 2011, 60 % to GF; 40% to R&B
- FY 2012, 70 % to GF; 30% to R&B
- FY 2013, 80 % to GF; 20% to R&B
- FY 2014, 90 % to GF; 10% to R&B
- FY 2015 (and all succeeding years), 100 % to GF

Based on the FY2005 budgeted revenue, the effect of this change meant the funds directly deposited into the Road & Bridge fund would decrease every year starting FY 2006 to FY2015 by approximately \$475,000 - \$500,000. This change does not, however, prevent the Commissioners Court from transferring any amount of these funds from the General Fund back into the Road and Bridge Fund.

Fine and Fee Revenue (R&B Fund)

Prior to FY2003, the R&B Fund received a supplement from the General Fund because the R&B Fund was insufficient to cover the expenditures associated with the routine maintenance. Beginning in FY02, the Auditor’s Office began depositing Fine and Fee Revenue directly into the Road and Bridge Fund, based on a Texas Attorney General opinion regarding highway (Title VII) fees. This revenue had previously been deposited into the County’s General Fund. *Figure 20* shows the fine and fee revenues in relation to the transfer from the General Fund since FY2002.

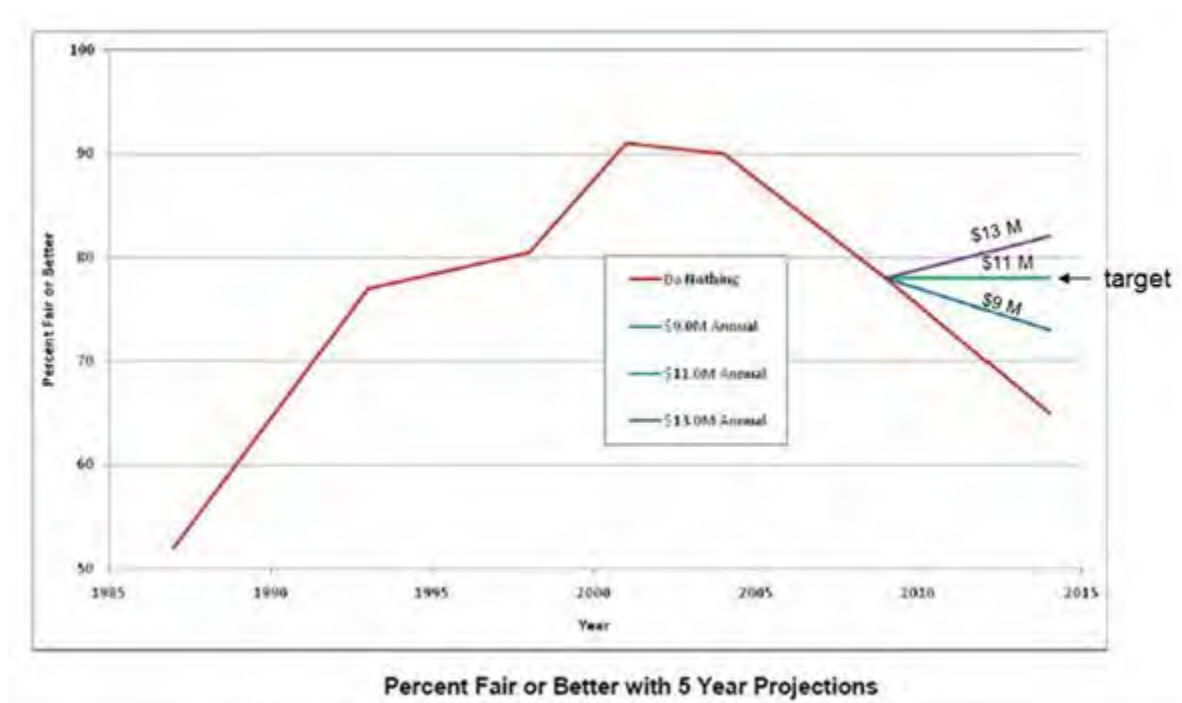
Figure 1920: Fine and Fee Revenues

Fiscal Yr	Budgeted Fine & Fee Revenue	Actual Fine & Fee Revenue	Budgeted Transfers from the General Fund
1999	\$ -	\$ -	\$ 3,790,151
2000	\$ -	\$ -	\$ 1,765,406
2001	\$ -	\$ -	\$ 1,857,168
2002	\$ 3,667,864	\$ 4,745,471	\$ 122,287
2003	\$ 4,004,901	\$ 5,026,847	\$ -
2004	\$ 4,978,086	\$ 4,879,549	\$ -
2005	\$ 5,290,984	\$ 5,177,198	\$ -
2006	\$ 6,515,405	\$ 6,444,748	\$ -
2007	\$ 6,457,879	\$ 6,840,078	\$ -
2008	\$ 6,936,037	\$ 6,785,722	\$ -
2009	\$ 7,025,503	\$ 6,183,978	\$ -
2010	\$ 6,410,057	\$ 5,823,641	\$ -
2011	\$ 6,149,868	\$ 5,269,755	\$ -
2012	\$ 5,400,000	\$ 4,400,090	\$ -

7. HORIZON ISSUES

Continuing since FY04 and projected into FY12, additional time will be required in the Reconstruction and Rehabilitation program to address sub-grade stabilization issues not anticipated in the conception of the program. Sub-grade stabilization issues require additional material process time. The original annual Reconstruction and Rehabilitation measure was 22 miles in FY05. In FY09 the target output measure was 11 miles, with the construction of service roadways and parking areas at the East Service Center with 8.82 miles being completed and all East Service Center work. For FY10 the target output measure for Rehabilitation was 6.04 miles. The target output measure for Spot Reconstruction is 4.14 miles with a 26% variance for actual need which is equivalent to approximately 1.08 miles for Spot Reconstruction for a total of 7.08 miles for Spot Reconstruction and Rehabilitation combined for FY10.

Figure 201: Five Year Projection By Funding Levels



The Road Maintenance program has experienced reduced output measures due to budget reductions and some performance elements reflect altered measures due to seven factors:

1. Focus on program demand requirements within the right-of-way resources dedicated to storm water runoff and other drainage issues associated with Texas Pollutant Discharge Elimination System (TPDES)ⁱ requirements and the implementation of other alternative methods.
2. Cost increases for Petroleum-based consumables like asphalt related materials have had a significant increase over the last several years. This national trend has required the division to adjust priorities within the Division's output measures and within individual program elements.
3. Fuel cost increases have increased the haul cost of bulk roadway materials like Flexible Base Rock to individual projects.
4. Adjustments to design criteria for remedial maintenance patching operations, and roadway rehabilitation and other extended roadway maintenance programs to reflect a 20-year life design capacity rather than the original 8-to10 year design.
5. Reduction in the miles of unpaved roadways due to conversion of unpaved roadways to paved condition.
6. Implementation of an Asphalt Rejuvenation Program in lieu of Type F Overlays on selected roadways.
7. Finalization of expectation measures for Pedestrian Way projects.

If the economy improves and additional construction truck traffic occurs it generally will occur in areas with poor soil conditions. Maintenance cost will be substantially higher.

SIDEWALK POLICY

1. DATE ADOPTED

TNR's efforts with regards to pedestrian related improvements have significant increased since a policy on sidewalks was adopted in 2008.

2. PURPOSE

TNR's role is in ensuring nondiscrimination on the basis of disability. There are legal responsibilities of State and Local governments under Title II of the Americans with Disabilities Act (ADA) of 1990, including:

1. Performing a self-evaluation
2. Developing an ADA Transition Plan
3. Fixing existing facilities, and
4. Maintaining accessible features.

ADA is a civil rights statute (hereinafter referred to as the Act) that prohibits discrimination against people who have disabilities. There are five separate Titles (sections) of the Act relating to different aspects of potential discrimination. Title II of the Act specifically addresses the subject of making public services and public transportation accessible to those with disabilities. With the advent of the Act, designing and constructing facilities for public use that are not accessible by people with disabilities constitutes discrimination.

The Act applies to all facilities, including both facilities built before and after 1990. As a necessary step to a program access plan to provide accessibility under the ADA, state and local government, public entities or agencies are required to perform self-evaluations of their current facilities, relative the accessibility requirements of the ADA. The agencies are then required to develop a Program Access Plan, which can be called a Transition Plan, to address any deficiencies. The Plan is intended to achieve the following:

- (1) Identify physical obstacles that limit the accessibility of facilities to individuals with disabilities,
- (2) describe the methods to be used to make the facilities accessible,
- (3) Provide a schedule for making the access modifications, and
- (4) Identify the public officials responsible for implementation of the Transition Plan.

The Plan is required to be updated periodically until all accessibility barriers are removed.

4. OVERVIEW

The ADA plan suggest future actions to alleviate the probability of future roadways with non-compliant sidewalks and address the acceptance of county roads currently ADA non-compliant. It also includes the creation of a retrofit program that is responsive to requests from disable persons who may need improved access. For existing County maintained roadways, the plan identifies physical obstacles in sidewalks, describes the methods to be used making the sidewalks accessible, specifies the schedule for implementation, indicates the responsible official, and describe a method of prioritizing projects.

INTERNAL STANDARDS, SPECIFICATIONS, AND DESIGN DETAILS

Travis County's design criteria comply with the Accessible Public Rights-of-Way Design Guide. The Architectural and Transportation Barrier Compliance Board (alternatively called the Access Board) has developed accessibility guidelines for pedestrian facilities in the public right-of-way. The Federal Highway Administration has recognized these as its currently recommended best practices. A Department can adopt these accessibility guidelines into their own system of standards, specifications, and design details with modifications to meet local conditions. Development of design standards and design details within the Department allows for consistency in the application of ADA requirements for new facilities. See <http://www.access-board.gov/prowac/guide/PROWGuide.htm> for more information

PERMITTING

Developers are required to submit subdivision construction plans to Travis County that show where all sidewalks will be constructed. If any of the sidewalks cannot meet ADA and TABA guidelines, then the developer may request an administrative waiver or a variance. Additionally, the developer must have the subdivision plan approved by either an ADA or TDLR certified specialist. The amount of sidewalk fiscal will also be determined at this time. Sidewalk fiscal should be adequate enough to cover construction costs for all proposed sidewalks shown on the submitted subdivision plan. Roadways adjacent to sidewalks will not be accepted for maintenance until 50% of the sidewalks shown on approved subdivision plans have been constructed.

An administrative waiver is required before construction begins and only applies to minor deviations from ADA and TDLR requirements. All administrative waivers are reviewed and approved by Travis County staff. Some items available for administrative waiver include:

- Cross slopes more than 2% but less than 3.5%
- Locating curb ramps within curb returns
- Running slopes of more than 5% due to existing natural grades.

A variance is required before construction begins and applies to any deviations not approved by administrative waiver. All variances are reviewed by Travis County staff and approved by Commissioner's Court. A fee is collected for all variance requests. Variances are requested by the Developer prior to subdivision plan approval. These variances are considered when all other methods for meeting ADA compliance have been investigated. The cost for these variances is placed in an account to be used for the sidewalk retrofit program. The sidewalk retrofit program is used to respond to disable persons who request certain sidewalks be brought into compliance. Some items available for variance include the following items:

- Alternative ADA routes to major pedestrian generators
- Reduction in the number of required sidewalks or ramps
- Mid-block crossings in order to comply with cross slope requirements

Variances are submitted prior to construction. Post construction variances are discouraged and all means for bringing sidewalks into compliance must be exhausted before a post construction variance is reviewed. A separate fee schedule is used for post construction variances that are adequate to discourage such requests.

Currently in Travis County, sidewalks are only required on one side of the road. With the advent of the single office, the County and the City of Austin have proposed regulation for the extraterritorial jurisdictions requiring the owner/developer to build sidewalks and curb ramps on:

- a. Both sides of arterial and collector streets within the entire extraterritorial jurisdiction,
- b. Both sides of local streets within the Desired Development Zone unless a variance is granted by the county because such an ADA-compliant sidewalk is deemed to be structurally impracticable, and
- c. One side of local streets within the Drinking Water Protection Zone unless a variance is granted by the county because such an ADA-compliant sidewalk is deemed to be structurally impracticable.

Roadways adjacent to sidewalks are not accepted for maintenance until 50% of the sidewalks shown on the approved subdivision plans are constructed. Before Travis County will accept a roadway for maintenance, the developer/owner must obtain approval from an ADA or TDLR specialist stating that all existing sidewalks that have not received a waiver or variance are in substantial compliance.

Non-compliant Sidewalks

There are a few subdivisions that have not been able to obtain TDLR approval, and therefore have not been able to have their streets accepted for maintenance by Travis County. TNR has worked with the subdivision developers and has made much progress in getting the developers to fix the non-complaint sidewalks, and get subsequent approval by TDLR. There are still some remaining non-compliant sidewalks that do not have TDLR approval, and now that TDLR no longer reviews or approves sidewalks built by private funds, Travis County has few options. Below are the options available:

- Do not accept the roadway for maintenance
- Have the developer and/or landowner repair the existing sidewalks identified by a RAS (Registered Accessibility Specialist) inspector in accordance with TDLR requirements.
- Accept remediation fees in lieu of correcting non-compliant sidewalk sections.

TNR continues to work with developers and landowners to have them improve the non-ADA compliant sidewalks until an ADA or TDLR certified consultant (i.e.: RAS inspector) provides a letter stating the sidewalks are compliant with state or federal guidelines. Continued efforts between the County and the effected developers are ongoing. The unaccepted roadways continue to deteriorate without scheduled maintenance, but the sidewalks will be ADA and/or TDLR approved when Travis County accepts the streets for maintenance.

A second option for subdivisions that currently have non-compliant sidewalks is to pay remediation fees (See Figure 22). TNR works with the individual developers and landowners to inventory and minimize the number of non-compliant sidewalks, and to estimate fees to be collected as condition of road acceptance for the county’s remediation of the remaining non-compliant sidewalks. The remediation fees, charged by the county cover the latent cost of retrofitting the ADA non-compliant pedestrian way element, is as follows:

Figure 212: Remediation Fees

REMEDATION FEES	
Remove and Reinstall Curb Ramp (each)	\$3,000
Remove and Reinstall Driveway (each)	\$10,000
Remove and Install 4' Wide Sidewalk (per linear ft)	\$50
Modify Sidewalk Due to Obstacle / Driveway Approach) (each)	\$200
Modify Crosswalks Exceeding 2% Cross-Slope (each)	\$5,000

7. PLAN GOALS AND OBJECTIVES

Transition Plan

The ADA requires a public entity with authority over streets, roads, or walkways to include in its transition plan a schedule for providing ADA compliant sidewalks and ramps, giving priority to sidewalks serving government facilities, transportation facilities, places of public accommodation, and employers. The ADA requires public agencies with more than 50 employees to make a transition plan. 28 CFR §35.150(d). (9-12-06).

The plan must include the following:

1. **Obstacle Inventory:** Identify physical obstacles that limit accessibility;
2. **Methods:** Describe the methods to be used to make the facilities accessible;
3. **Schedule:** Specify the schedule for achieving compliance, Section 504 requirements in each year; and
4. **Responsible Official:** Indicate the official responsible for implementing the plan.

Designated Responsible Official

The official responsible for the implementation of the TNR plan is the TNR Executive Manager.

Obstacle Inventory

Physical obstacles to sidewalk access are identified in TNR's GIS sidewalk database, which is made part of the plan by reference. The database will be updated periodically as improvements are completed and new obstacles are identified.

In the summer of 2003, GPS was used to collect 10,023 ADA noncompliant features at driveways, sidewalks, curb ramps and locations of missing curb ramps on County maintained roads. A breakdown of the noncompliant features is listed below:

Noncompliant Driveways 7,599 Locations

A noncompliant driveway is a driveway with a cross slope of more than 2%. Approximately 75% of these driveways cannot feasibly be brought into compliance due to limitations caused by natural terrain.

Noncompliant Curb Ramps 1,718 Locations

A noncompliant ramp is an existing ramp with a running slope of more than 8.33% and/or a level landing less than 4 feet. Approximately 25% of these ramps cannot feasibly be brought into compliance due to limitations caused by natural terrain.

Noncompliant Sidewalks 597 Locations

A noncompliant sidewalk is a sidewalk with a cross slope more than 2% and/or a running slope of more than 5%. These locations also include sections of sidewalks that have shifted or heaved resulting in more than ¼" break in elevation. Approximately 10% of these sidewalks cannot feasibly be brought into compliance due to limitations caused by natural terrain.

No Curb Ramps 109 Locations

No curb ramps are locations where a sidewalk crosses a curb without a ramp.

8. ALLOCATION OF LIMITED RESOURCES – SETTING PRIORITIES

Schedule for Improvements

A specific schedule for improvements is developed based on a yearly process of prioritization described below. Based on availability of funds, the highest priority improvements will be completed first until all features that can feasibly be brought into compliance are corrected. The overall schedule is directly related to yearly budget allocations. There are approximately \$2.7 million (2005 Dollars) worth of improvements that need to be completed before all currently targeted features are brought into compliance. Additional monies are required to maintain existing pedestrian facilities that may eventually fall out of ADA compliance.

Process for Prioritizing Sidewalk Improvements

TNR has developed a process for prioritizing sidewalk improvements. The process includes grouping improvements into three priority groups.

- **Priority 1**

This priority is given to sidewalk improvements needed on road segments that are currently scheduled for other improvements (such as pavement reconstruction, pavement overlay, and drainage improvements). These sidewalk improvements are scheduled in conjunction with the road improvements, as required by the ADA.

- **Priority 2**

This priority is given for the installation of curb ramps at locations where existing sidewalks intersect curb and gutter with no curb ramps.

- **Priority 3**

This priority includes improvements prioritized based on highest weighted average scores. The weighted average scores are based on a predetermined weight factor and measured distances from entities covered by the ADA (government facilities, transportation facilities, places of public accommodation, and employers). These determinations of priority are based on ADA related complaints received by Travis County. Noncompliant ADA features with the highest weighted average score have the highest priority within Priority 3.

For determining measured distances to noncompliant ADA features, Arc View 3.2a was used to identify the nearest facility of interest to each ADA noncompliant feature from the following databases:

- 1.) Public Buildings (Centroids)
- 2.) Schools (Centroids)

- 3.) Bus Stops (Points)
- 4.) Retirement/ Nursing Homes (Centroids)
- 5.) Hospitals (Centroids)
- 6.) Parks (Edge)
- 7.) Colleges (Centroids)

The formula that is used to calculate the weighted average scores is based on distances from noncompliant ADA features multiplied by the below listed weight factors based on type of entity the distance was measured from. See formula in *Figure 23* below:

Figure 23: Weighted Average Score = Weight Factor (1000' – Actual Measured Distance)

Weight Factors	Facility Type
1.5	Public Buildings
1.4	Schools
1.3	Bus Stops
1.2	Retirement/Nursing Homes
1.2	Hospitals
1.0	Parks
1.0	Colleges

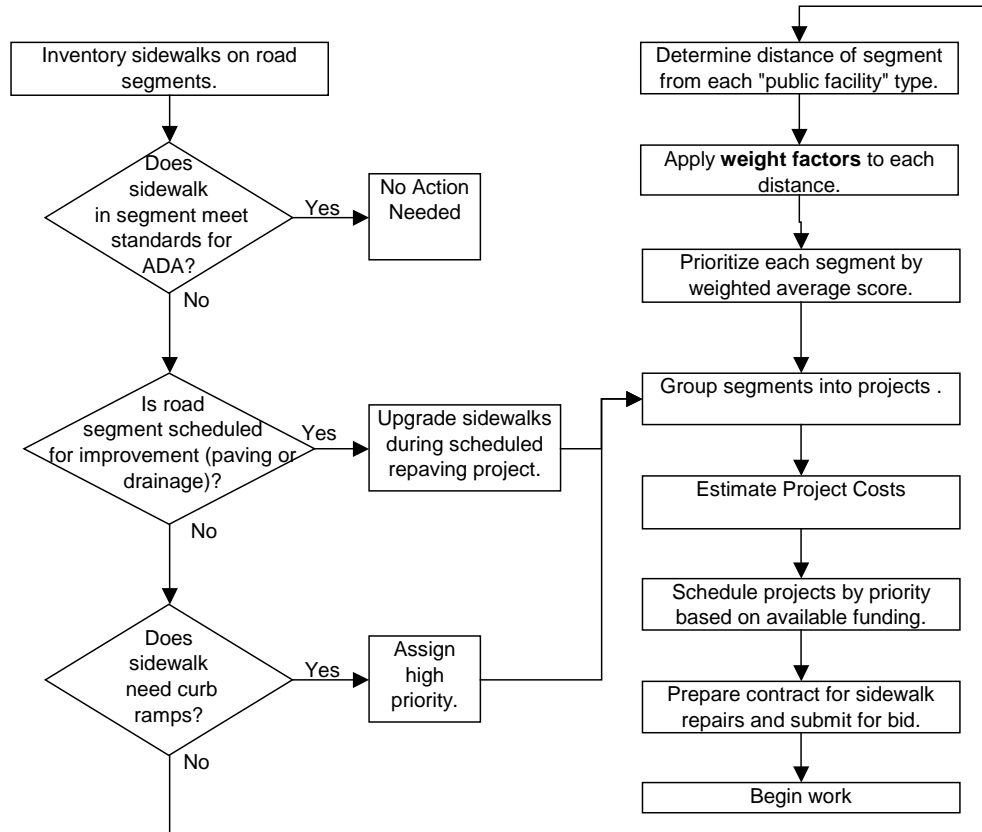
An additional 500 points will be added to the Weighted Average Score if a constituent has submitted an ADA related complaint in regards to the sidewalk.

Priority Summary

Improvements are grouped into the three Priority Groups as mentioned above. Priority 1 includes all ADA improvements needed on road segments that are scheduled for pavement reconstruction or overlay. Such improvements are scheduled to coordinate with the roadway improvements, as required by the ADA. Priority 2 includes the installation of curb ramps at locations where existing curb ramps are required

but do not exist. Priority 3 includes the remaining noncompliant ADA features in Travis County. These features will be prioritized and schedule based on the highest weighted average scores

Figure 234: Prioritization Process



9. FUNDING

TNR has funded various amounts annually over the last four years. During that time almost ten thousand linear feet of sidewalk improvements estimated to have cost \$800,000. Staff does not specifically track “sidewalk” unit prices but utilizes line items for materials that are combined with other types of projects that use concrete, steel reinforcing, grading, etc. There is also the salary and benefits for the crew members. Table X provides the quantity of work performed over the past 4 years.

Figure 245: Linear feet of Pedestrian Way sidewalks/curb ramps

FY 09	FY 10	FY 11	FY 12
1446	2297	3060	3000

10. HORIZON ISSUES

The Plan is required to be updated periodically until all accessibility barriers are removed. The TNR Plan has not been updated since 2008. Over the past few years the price of material for sidewalks has gone down due to supply and demand in the market. As the economy improves it is anticipated that cost will increase. The result will budget request growing. If budgets remain the same, the higher cost will reduce the amount of sidewalk improvements. Over a period of time the amount of work far exceed the potential funding with regular county revenue. The Court may be asked to consider sidewalks as a project for bond funding.

Recent meeting with TXDOT and representatives of FHWA indicate a new emphasis in ADA efforts. FHWA is responsible for ensuring access for persons with disabilities in four areas:

1. For surface transportation projects under direct FHWA control (e.g., Federal Lands projects): FHWA is responsible for ensuring that project planning, design, construction, and operations adequately address pedestrian access for people who have disabilities.

2. For Federally funded surface transportation projects that provide pedestrian facilities within the public right-of-way: FHWA is responsible for ensuring that the public agencies' project planning, design, and construction programs provide pedestrian access for persons with disabilities. FHWA-funded projects outside of the public right-of-way, such as Transportation Enhancement projects, must also adhere to these requirements.
3. For pedestrian facilities within the public right-of-way, or any other FHWA enhancement project, regardless of funding source: FHWA is responsible for investigating complaints. 28 CFR §§ 35.170 – 35.190.
4. FHWA should provide or encourage accessibility training for Federal, State, and local agencies and their contractors.

TXDOT recently hired an ADA Coordinator. It appears that new emphasis may include the involvement of Human Resources in TNR and County HR, as well as County Legal staff. The United States Department of Justice (DOJ) ADA regulation is 28 CFR Part 35. The **DOT Section 504** regulation at 49 CFR Part 27 governs public agencies, with the ADA incorporated at 49 CFR §27.19. Additional regulations drafted specifically for recipients of the Federal Transit Administration are at 49 CFR Part 37. (9-12-06).

Sidewalks in conjunction with transit stops have not been well coordinated with the County. There are transit stops where additional walkways are needed to connect with nearby systems. An inventory of the sites, concepts for solutions and associated cost will be needed.
