

CENTRAL TEXAS

**CATALYST  
SUMMIT** 20  
23

**Reflecting On The Past and  
Anticipating The Future: Leadership  
Insights About Growth And Change In  
The Central Texas Region**

Civic  
Collaboration

**aaro**

# What is the most pressing growth-related challenge facing your local community today?

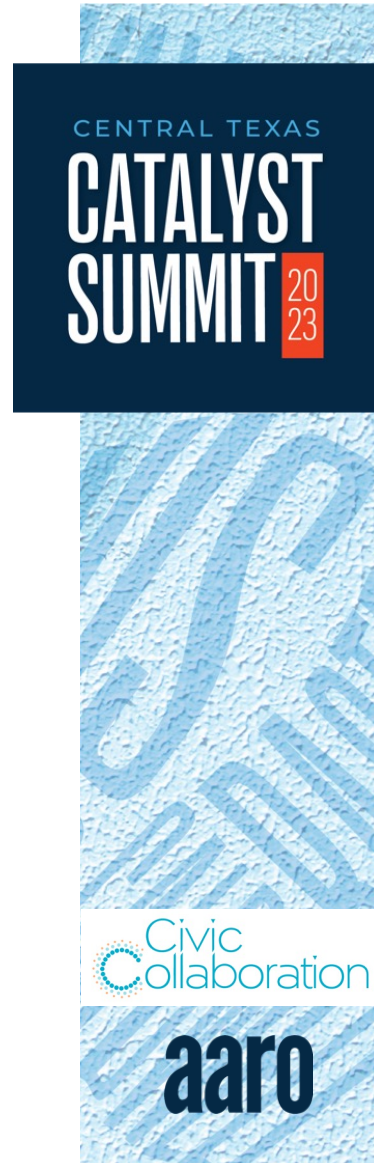
ANSWER CHOICES	RESPONSES	
Transportation and Infrastructure	26.57%	38
Housing Affordability	41.26%	59
Water Availability	6.29%	9
Economic Inequality	11.19%	16
Environmental Sustainability	0.70%	1
School Funding	4.90%	7
Other (please specify)	9.09%	13
<b>TOTAL</b>		<b>143</b>



ANSWER CHOICES	RESPONSES	
Transportation and Infrastructure	26.57%	38
Housing Affordability	41.26%	59
Water Availability	6.29%	9
Economic Inequality	11.19%	16
Environmental Sustainability	0.70%	1
School Funding	4.90%	7

# What are the most important issues for the future of Central Texans?

ANSWER CHOICES	RESPONSES	
Air quality	1.40%	2
Cost of living	57.34%	82
Farmland preservation	2.10%	3
Health care	9.79%	14
Housing choices	35.66%	51
Jobs available and skilled workers	19.58%	28
Land use	10.49%	15
Natural disasters	1.40%	2
Parks/Open space	2.80%	4
Public education	26.57%	38
Public safety	23.08%	33
Racial issues	7.69%	11
Social equity	13.29%	19
Transportation/Congestion	47.55%	68
Water availability	31.47%	45
Water quality	6.29%	9
Other (please specify)	3.50%	5
Total Respondents: 143		



## ANSWER CHOICES

## RESPONSES

Air quality

1.40%

2

Cost of living

57.34%

82

Farmland preservation

2.10%

3

Health care

9.79%

14

Housing choices

35.66%

51

.....

10.50%

20

Racial issues	7.69%	11
Social equity	13.29%	19
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Total Respondents: 143		

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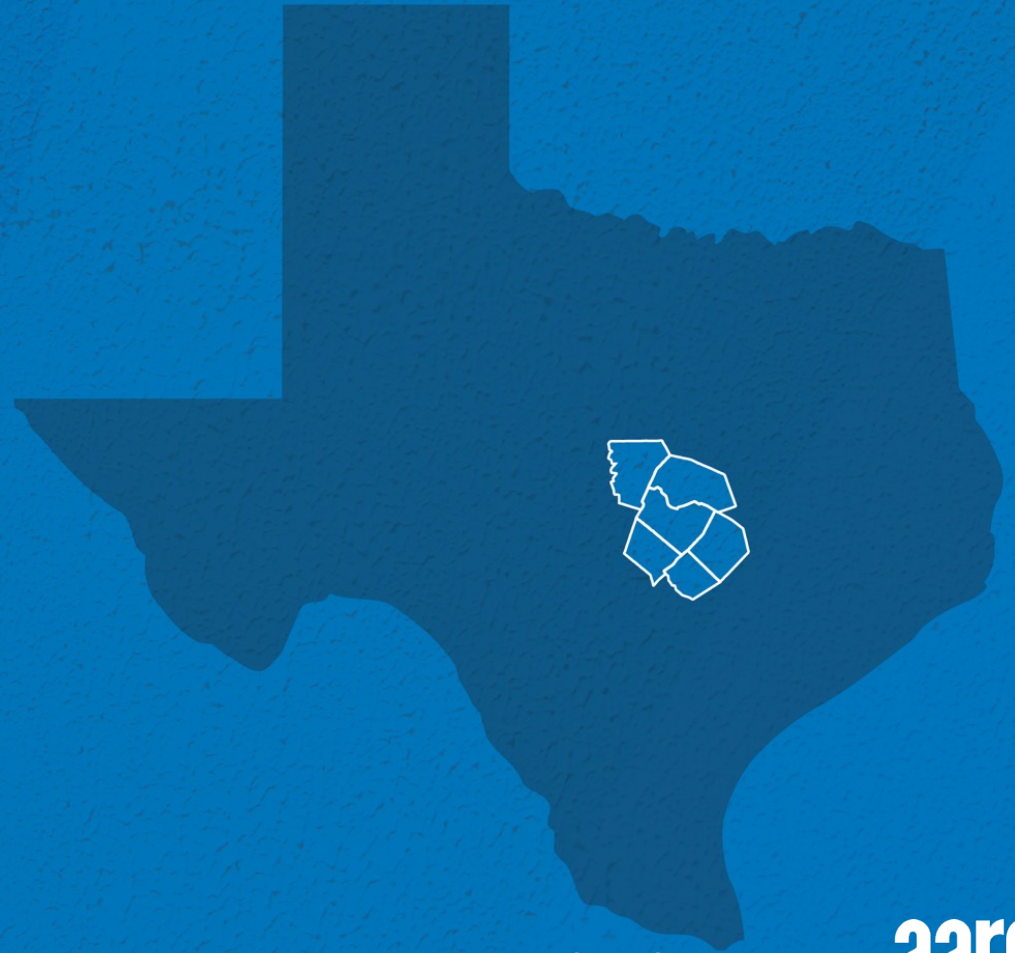


# Deeper Insights

## 1) Meeting Future Water Needs

2) Housing Unaffordability and Social Inequity

3) Mobility Around the Region

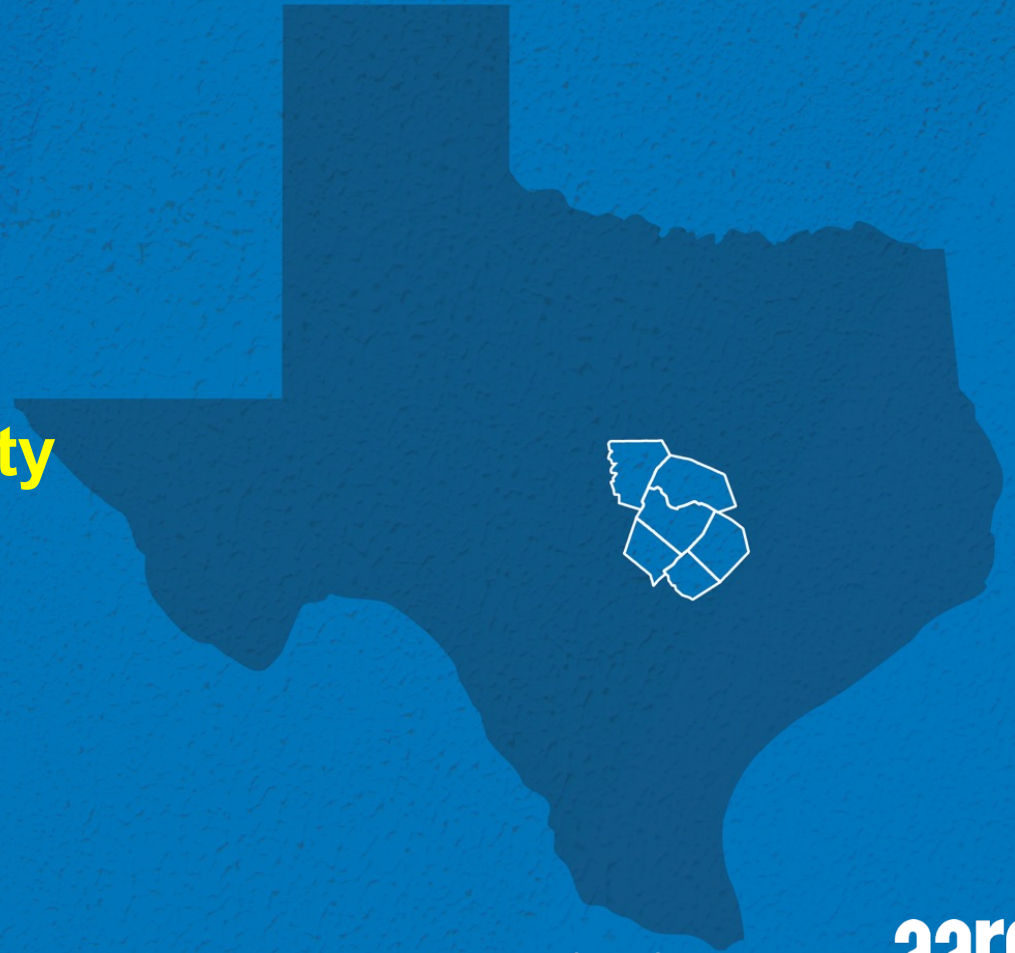


“We don't have a mechanism that facilitates regional water planning today. River authorities have split jurisdiction. You have cities as retail providers. You have groundwater districts. There's a patchwork. Nothing exists right now to bring decision makers together around water within the [whole Central Texas Region]. Organizationally, I think it's a real opportunity whose time has come.”



# Deeper Insights

- 1) Meeting Future Water Needs
- 2) Housing Unaffordability  
and Social Inequity**
- 3) Mobility Around the Region



“Many of the people that lived at East Austin are now in Pflugerville, Round Rock, Cedar Park, Elgin and many want to be in Austin. So, there's this seething anger about not being able to come back to their birthplace.”



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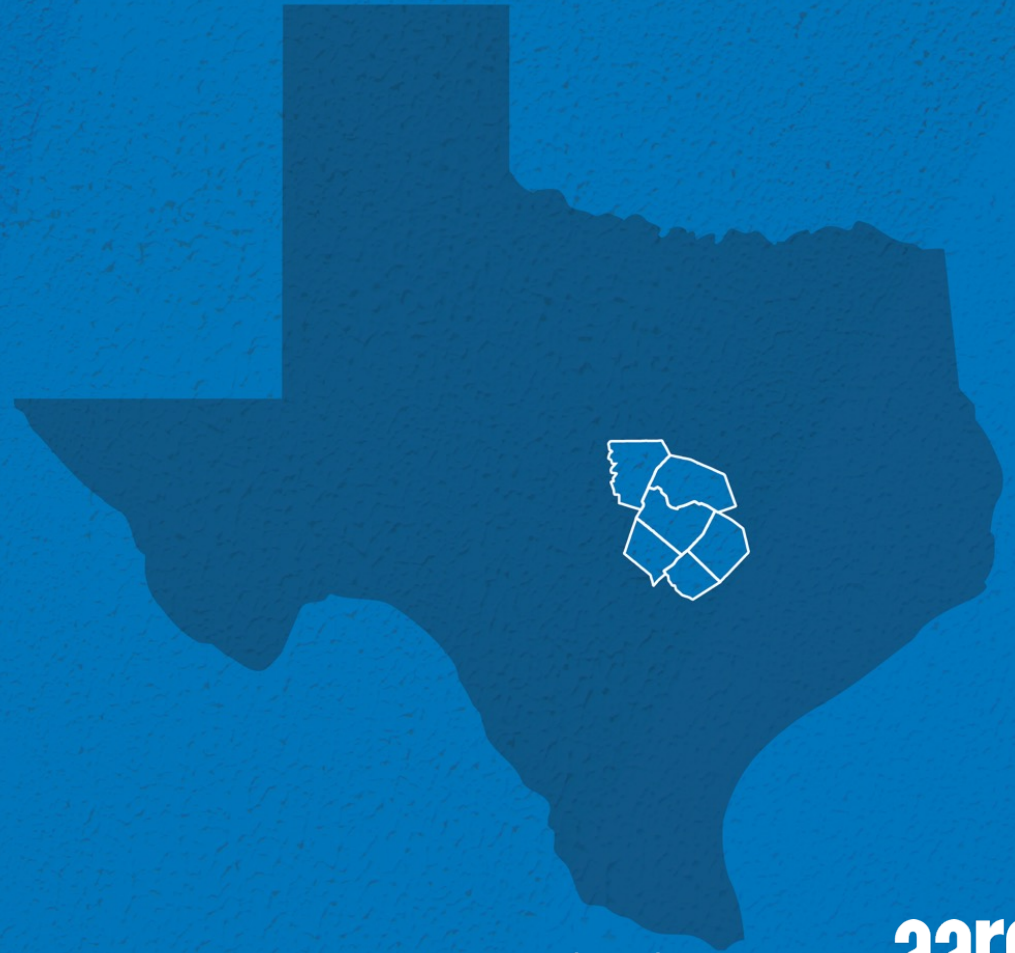


“There's very specific areas where low-income families are concentrated. We need for more place-based interventions or we're not going to have any economic and racial diversity left.”

# Deeper Insights

- 1) Meeting Future Water Needs
- 2) Housing Unaffordability and Social Inequity

## 3) Mobility Around the Region



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“Every time we put money into I-35 or we put money into transit or money into more trails and sidewalks, it seems like it’s an all or nothing solution. Having it be more of a blended solution has been very, very slow.”



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“We don't have any support in terms of transportation or mass transit transportation. I think it makes it even more difficult for us today, as the small becoming much bigger community, to figure out solutions to some of the challenges we're now facing.”





# Considerations for Regional Growth:



Barriers To  
Regional  
Collaboration



Lessons Learned  
from Envision  
Central Texas



Essential Elements  
to Foster Regional  
Partnerships

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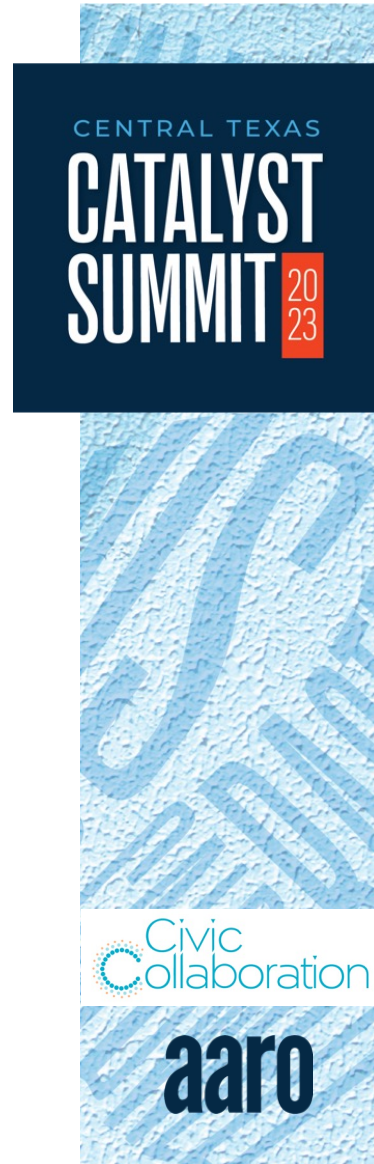
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# What has been the biggest barrier to jurisdictions and other entities working together across the region?

ANSWER CHOICES	RESPONSES	
Political ideology	25.19%	34
Competing interests	22.96%	31
Limited resources	8.15%	11
Lack of trust	15.56%	21
Legal and regulatory barriers	4.44%	6
Bureaucratic hurdles	5.19%	7
Don't know	10.37%	14
Other (please specify)	8.15%	11
<b>TOTAL</b>		<b>135</b>



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Other (please specify)	8.15%	11
TOTAL		135

“It's felt like the pace of change, the pace of growth, the pressures especially within the last few years have accelerated dramatically and it feels like capacity is really stretched thinner than ever.”



“Part of the trouble I see in the smaller cities is they are overwhelmed and everything, just normal everyday stuff, on top of some very significant growth that's occurred.”



“There is so much misinformation out there and it is coming from both the right and the left and there is not an ability to have a public forum to come to consensus on ideas and find that best position moving forward.”





# Considerations for Regional Growth:



Barriers To Regional  
Collaboration



**Lessons Learned from  
Envision Central Texas**



Essential Elements to  
Foster Regional  
Partnerships

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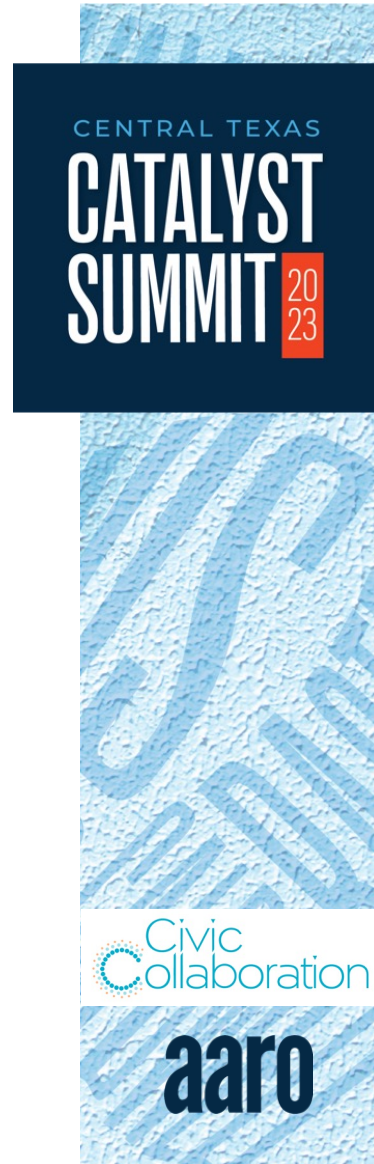
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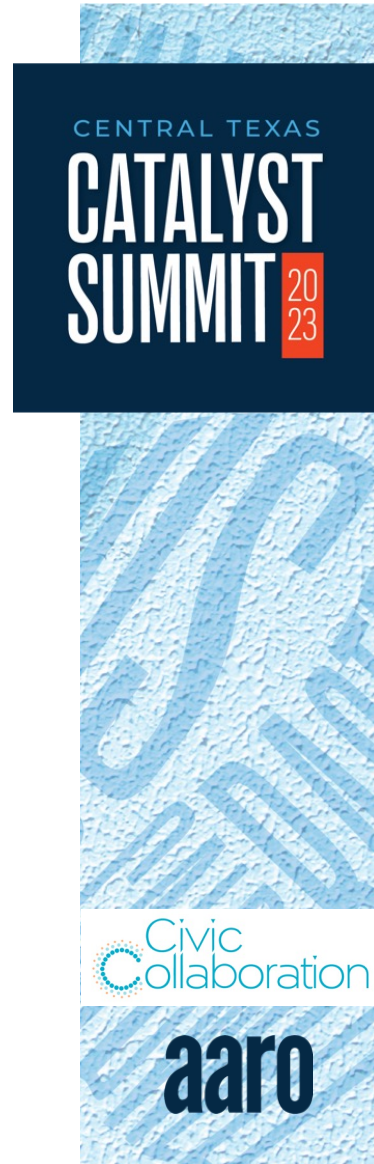
## Positive Outcomes of Envision Central Texas (2001-2013)

- Raised Awareness and Fostered Regional Thinking
- Convened Conversation and Built Relationships
- Developed a Vision for Growth
- Advanced Growth Management Practices



# Shortcomings of Envision Central Texas (2001-2013)

- Lack of Authority and Resources
- Lack of Advocacy and Leadership Commitment
- Ineffective Approach to Implementation
- Political, Market and Human Dynamics



# Considerations for Regional Growth:



Barriers To Regional  
Collaboration



Lessons  
Learned from  
Envision  
Central Texas



**Essential Elements to Foster  
Regional Partnerships**

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“Issue by issue doesn't seem to be getting us where we need to be. My conclusion from that is that you do need a larger vision, and you need somebody to articulate that vision and be willing to become the public face.”

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“When you're talking about solving really complex things that require leaders who have a lot of both depth and experience, that has to start with small groups.”

“We need a collaborator that brings all the silos together.”



diversification urgency accountability problem-solving  
developments including citizenry loudest balanced transit work minorities diverse actions  
forward decision-making development focus housing engaged support  
organizations voices hope address silent plan influence need transportation revisions  
environmental leadership efforts lockhart voice conservation spaces sentiments  
proactive growth initiatives rail aaro challenges infrastructure especially  
collaboration engagement recognition new job regional constructive  
unfair climate project options collaborative future importance  
affordable events urban progress light  
community connect water political awareness change equity zoning  
changes economic positive ongoing advocacy prominent conversations  
majority lockhart's wastewater preventing  
citizens impact

# Table Discussion



Share your takeaways from the presentation.

- What do you agree with?
- What do you disagree with?



HOUSING AUTHORITY  
OF THE CITY OF AUSTIN  
*Bringing Opportunity Home*



CENTRAL TEXAS REGIONAL  
MOBILITY AUTHORITY





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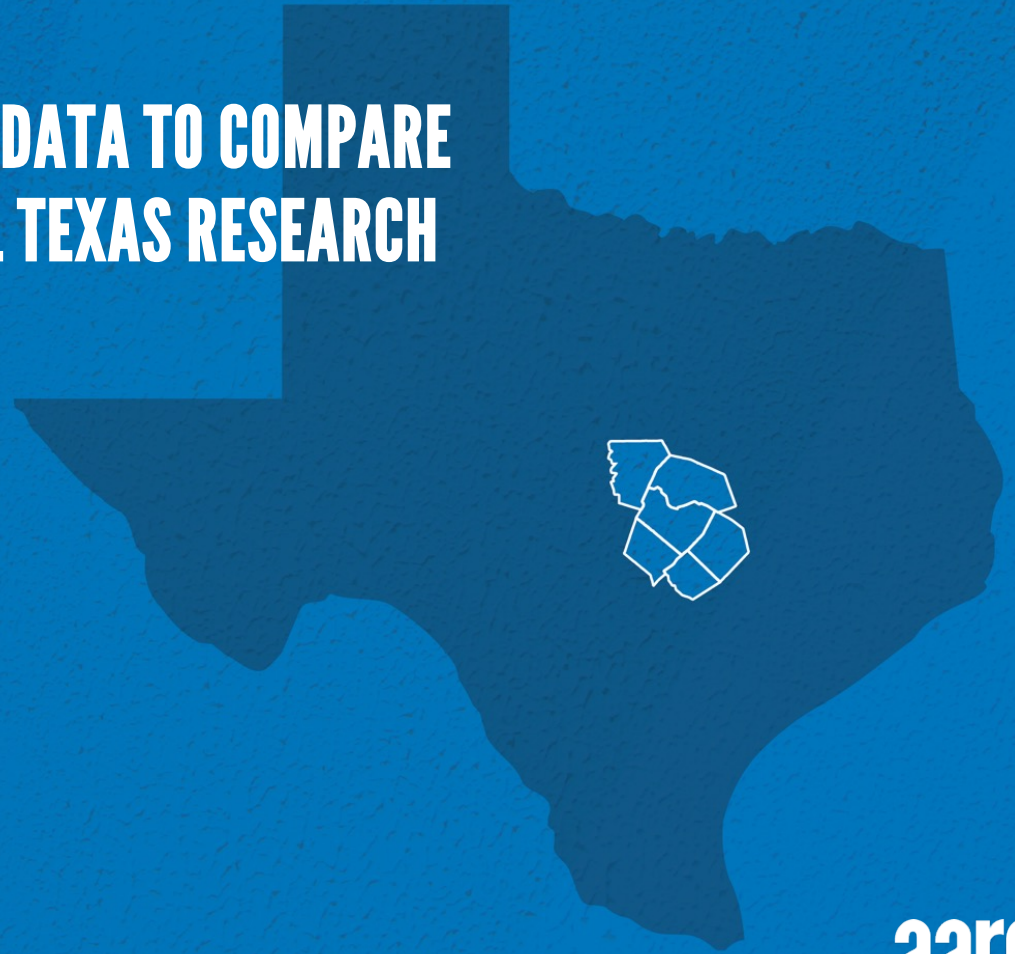
# ENVISION CENTRAL TEXAS

*LOOKING BACK AND GLANCING FORWARD*

Dr. Steven M. Richter  
Dr. Kaylyn Levine

**aaro**

**WE LEVERAGED NEW, GRANULAR DATA TO COMPARE  
AND EXTEND ENVISION CENTRAL TEXAS RESEARCH**



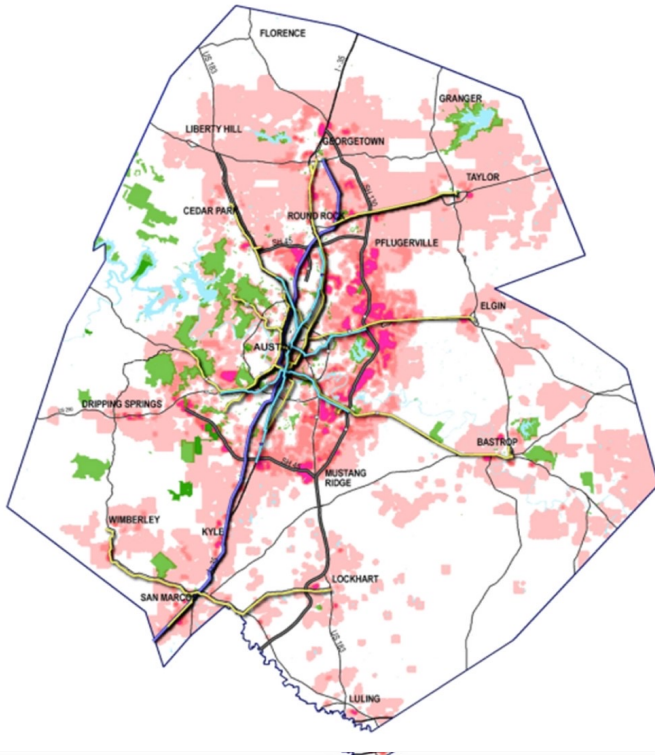
**aaro**

**“How do we keep Central Texas one of the nation’s most livable regions, considering that an estimated 1.25 million more people may live here within the next 20 to 40 years?”**

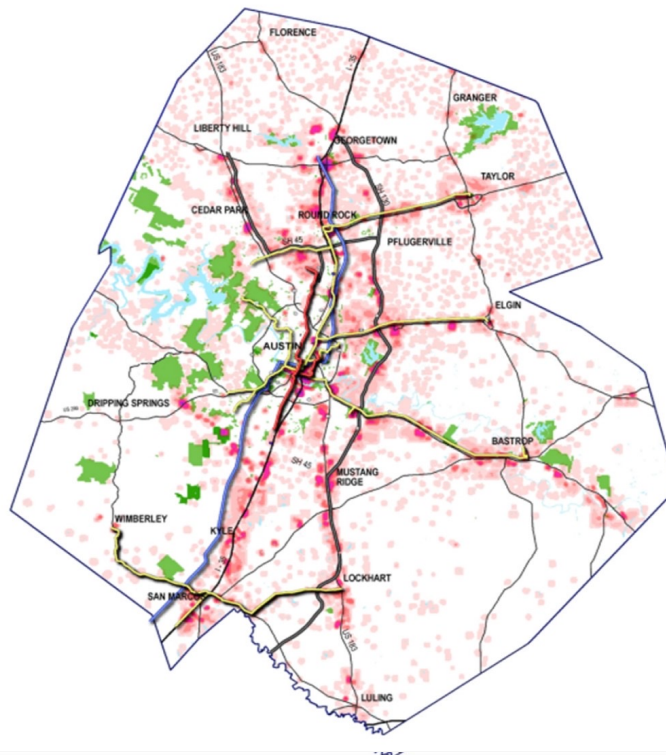
**July 2003, Envision Central Texas**



## SCENARIO A



## SCENARIO B

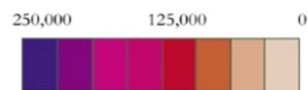


### Existing Land Use

- Park & Open Space Land
- Open Water

### Scenario Development

Persons per Square Mile



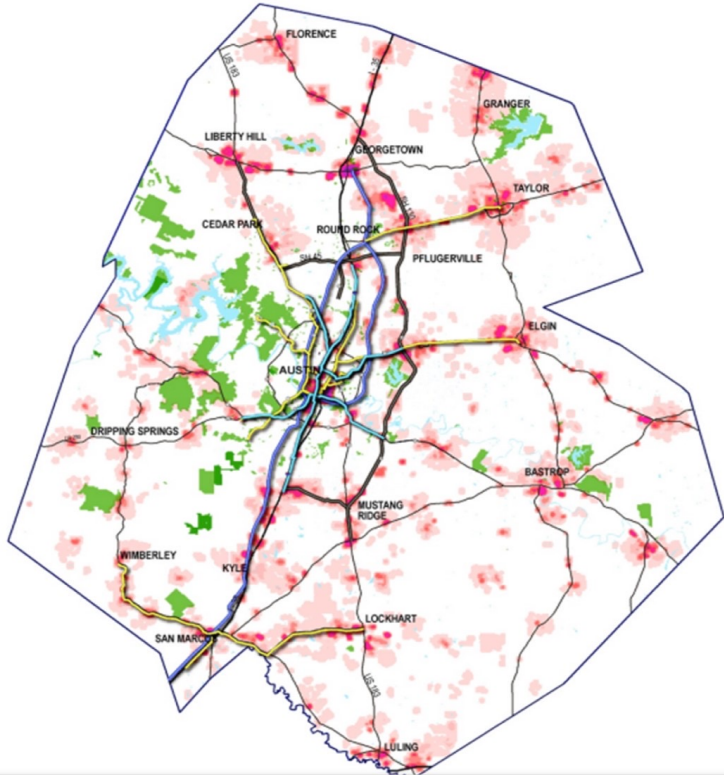
### Transportation Options

- Light Rail Transit
- Commuter Rail Transit
- Express Bus Transit
- Toll Road
- Bus Rapid Transit

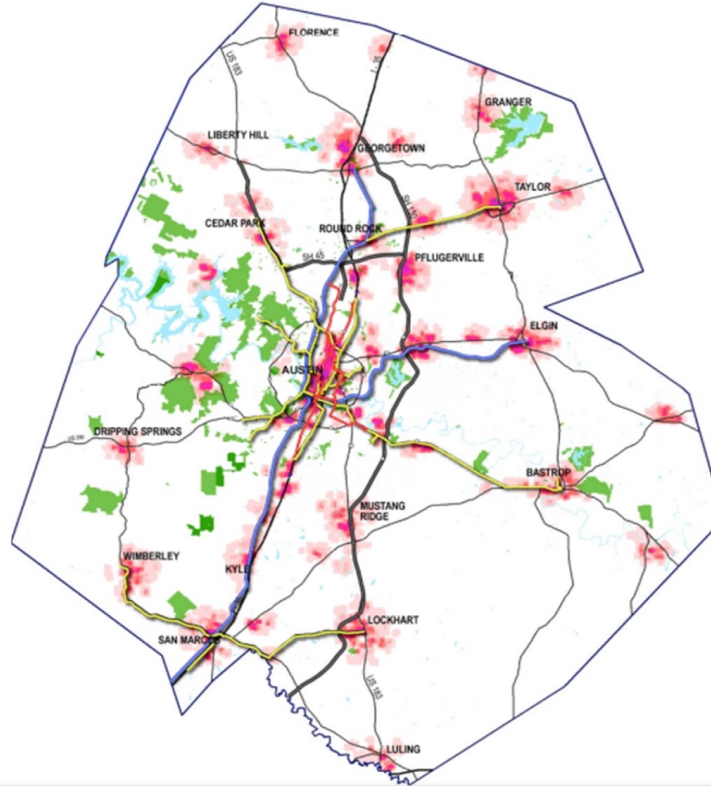
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# SCENARIO C



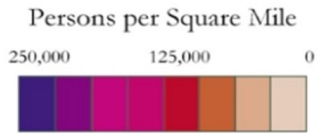
# SCENARIO D



## Existing Land Use

- Park & Open Space Land
- Open Water

## Scenario Development



## Transportation Options

- Light Rail Transit
- Commuter Rail Transit
- Express Bus Transit
- Toll Road
- Bus Rapid Transit

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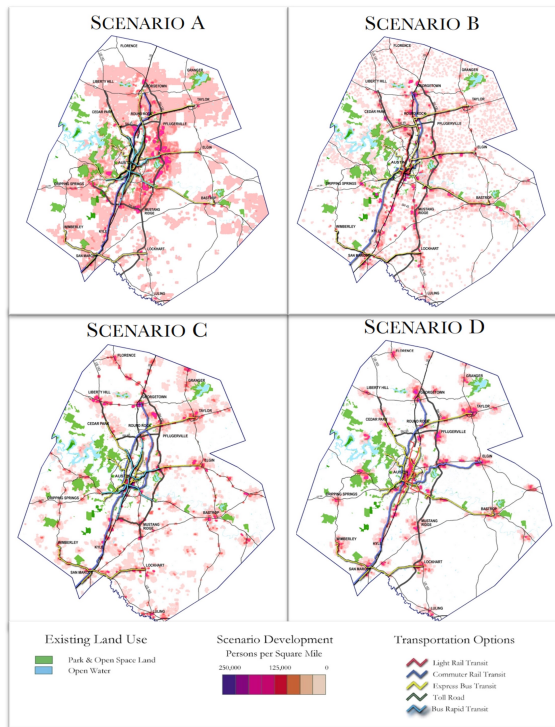
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**How and where development occurs has a major impact on quality of life**



# ECT COMPARISON METRICS

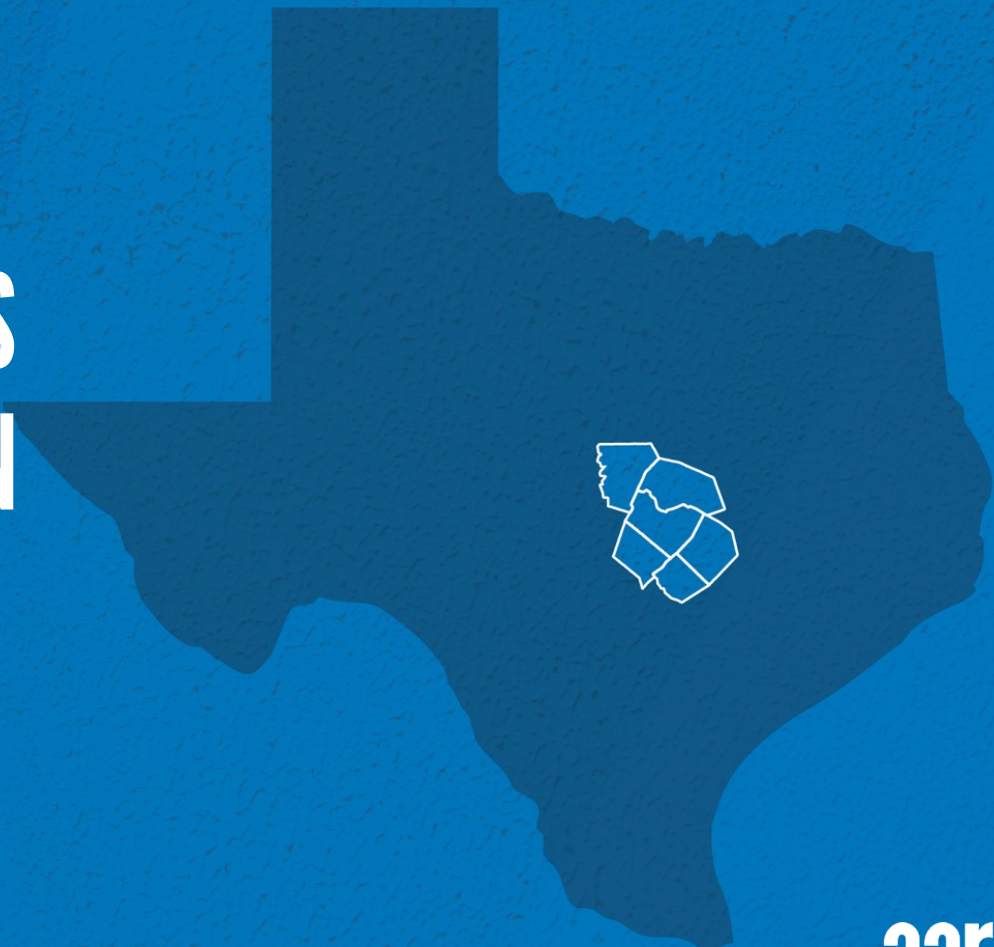


- Population Growth (constant at 1.25 million)
- Urbanized Acres
- Regional Density
- Job Density
- Growth in Core Areas (infill)
- Growth in Low Income Areas
- Development over the Edwards (contributing and recharge zones)
- Impervious Cover
- Loss of Agricultural and Rangelands
- Intersection Density
- Commute Time
- Commute Mode
- Housing Mix

# How does **actual development** compare the original ECT Scenarios?



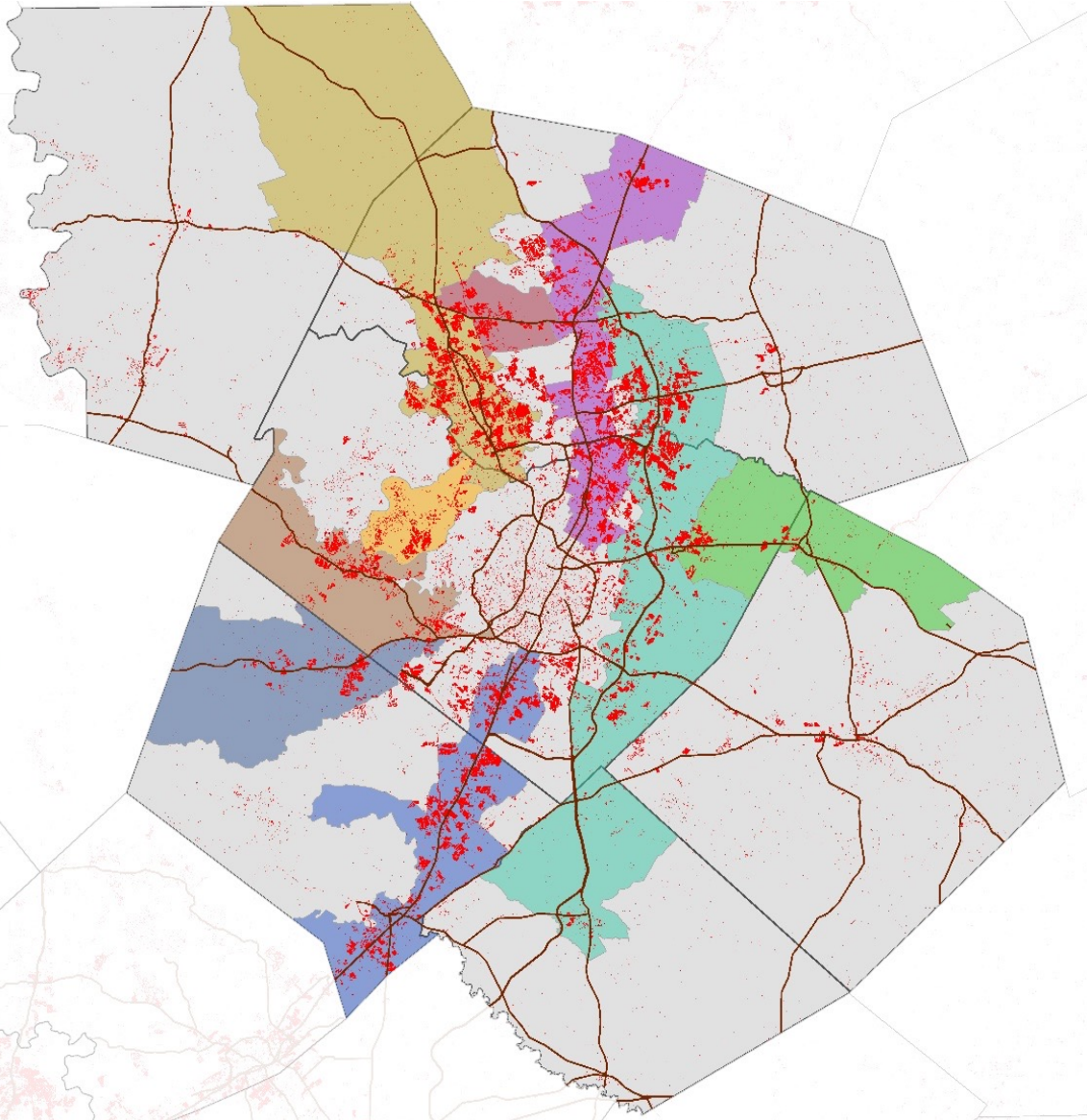
# DEVELOPMENT FOLLOWS HIGHWAY CORRIDORS IN CENTRAL TEXAS




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Legend

-  183 NW
-  I35 N
-  29 N
-  290 NW
-  620
-  71 W
-  290 SW
-  SH130
-  I35 S
-  Highways
-  Land Developed  
2001 to 2021

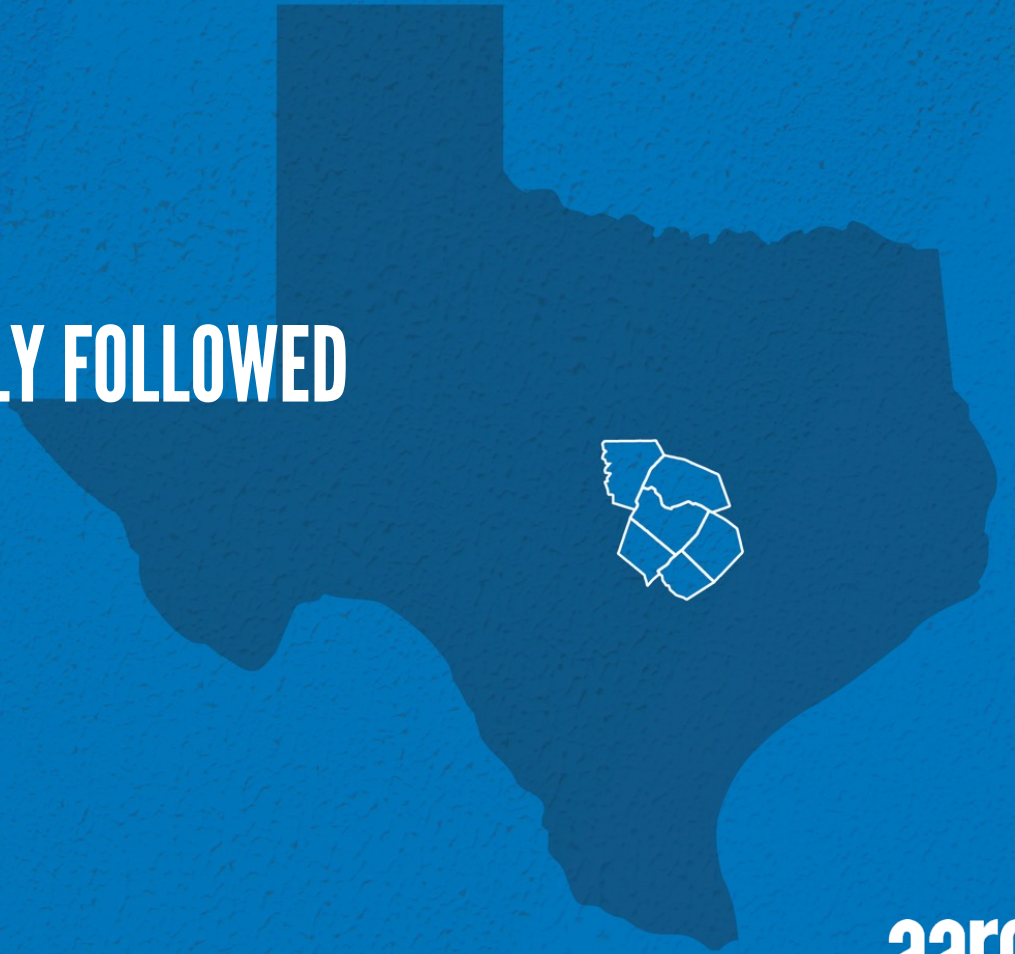


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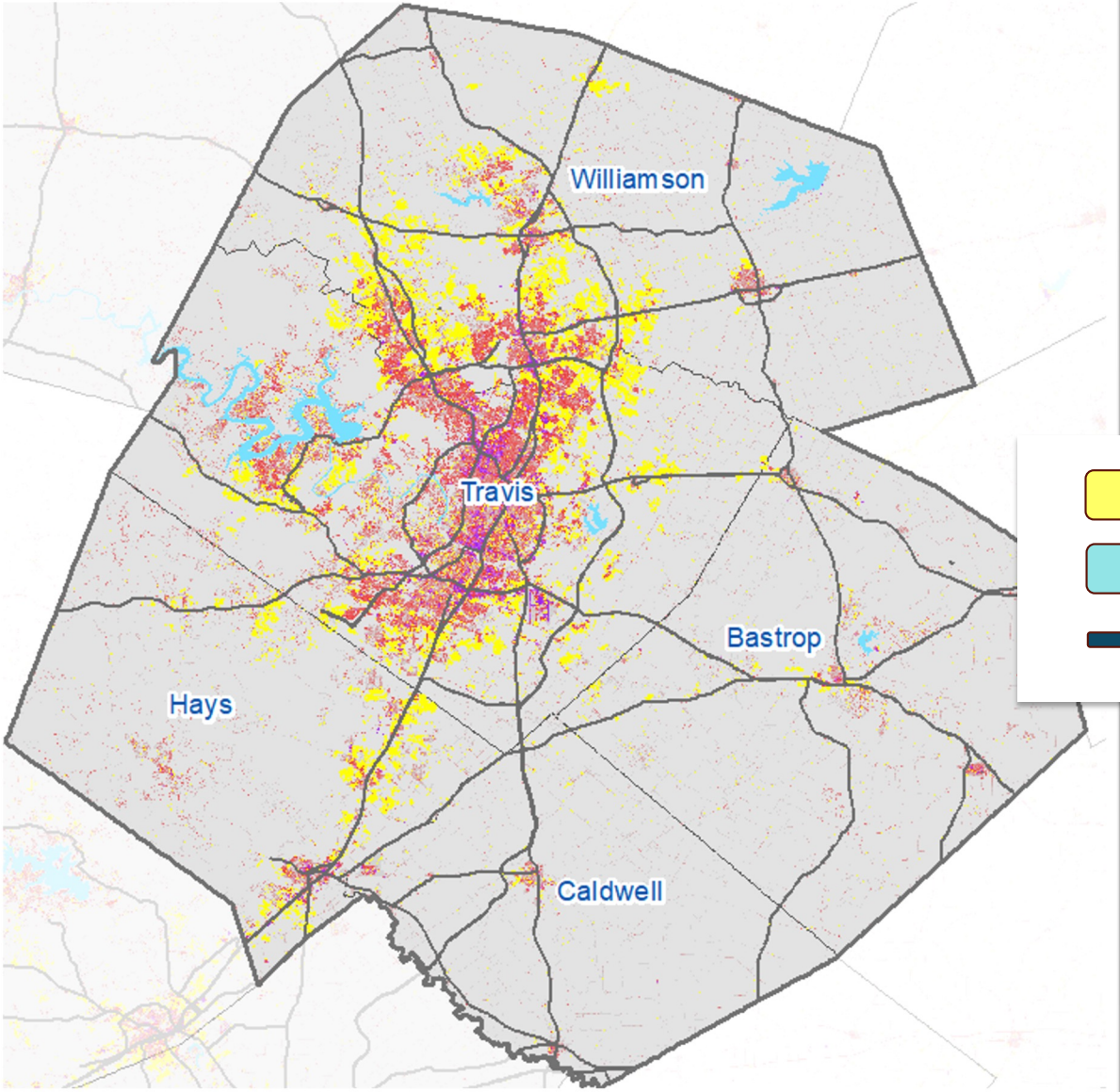
The block contains the event title 'CENTRAL TEXAS CATALYST SUMMIT 2023' in white text on a dark blue background. Below the title is a blue textured graphic with a stylized 'A' shape. At the bottom right is the 'aaro' logo in a bold, lowercase, sans-serif font.

**ACTUAL GROWTH MOST CLOSELY FOLLOWED  
SCENARIO A: BASELINE**



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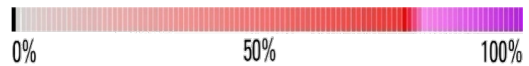


Land Developed from '01 to '21

Open Water

Regional Highways

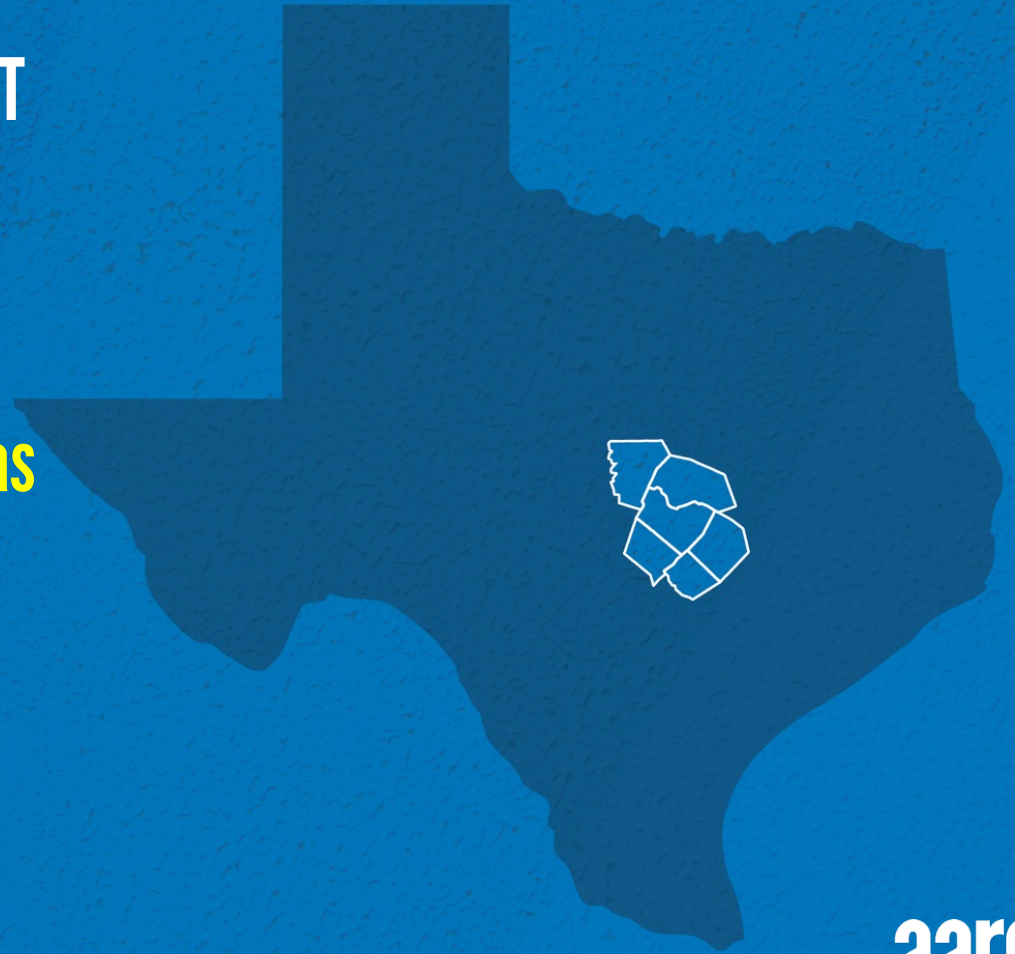
Impervious Cover in 2001 (%)



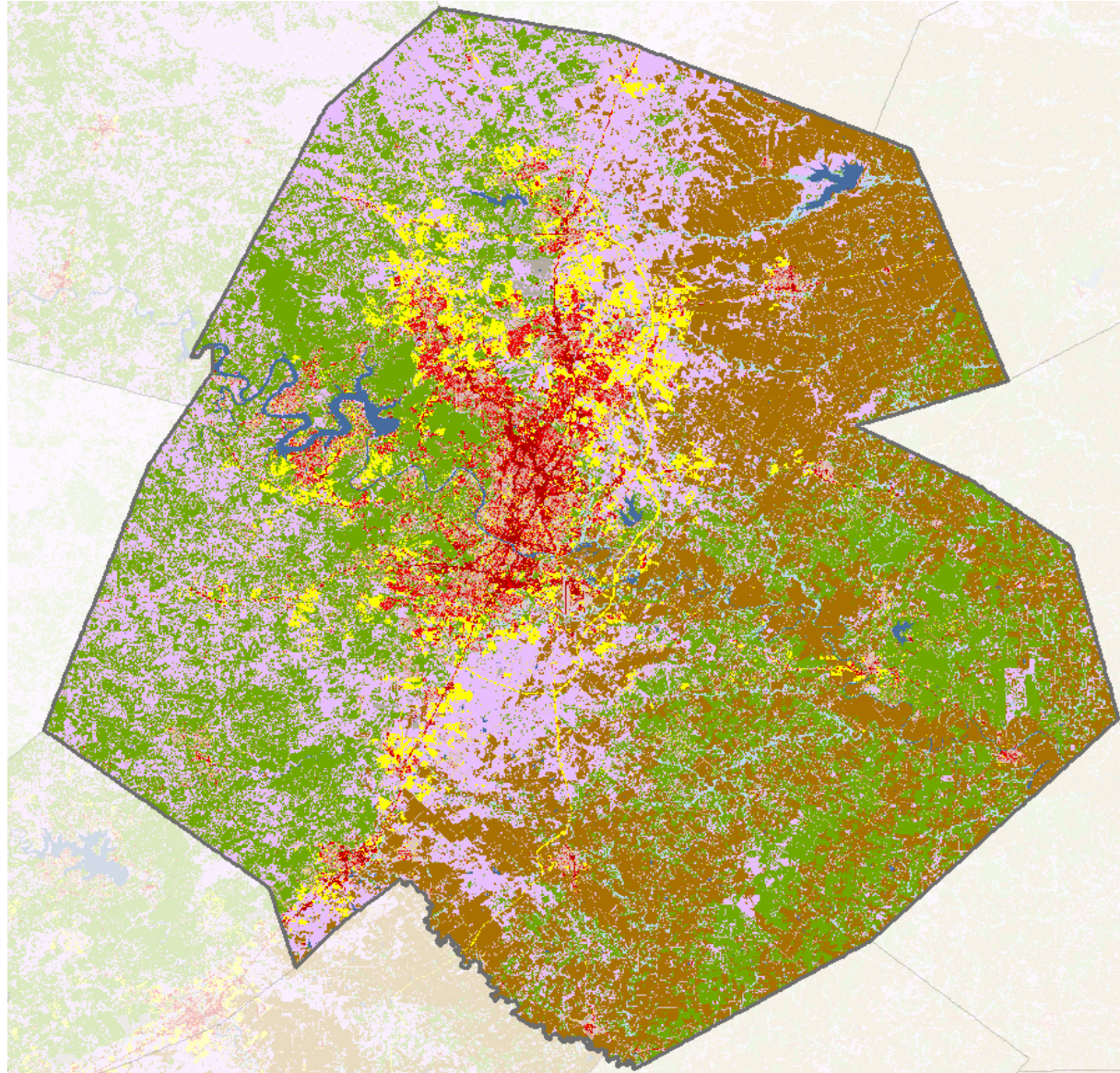
## Two areas exceeded the preferred ECT Vision

1) agricultural land – only a small proportion, mostly hay or pasture, was lost

2) the high pace of job growth in Williamson County



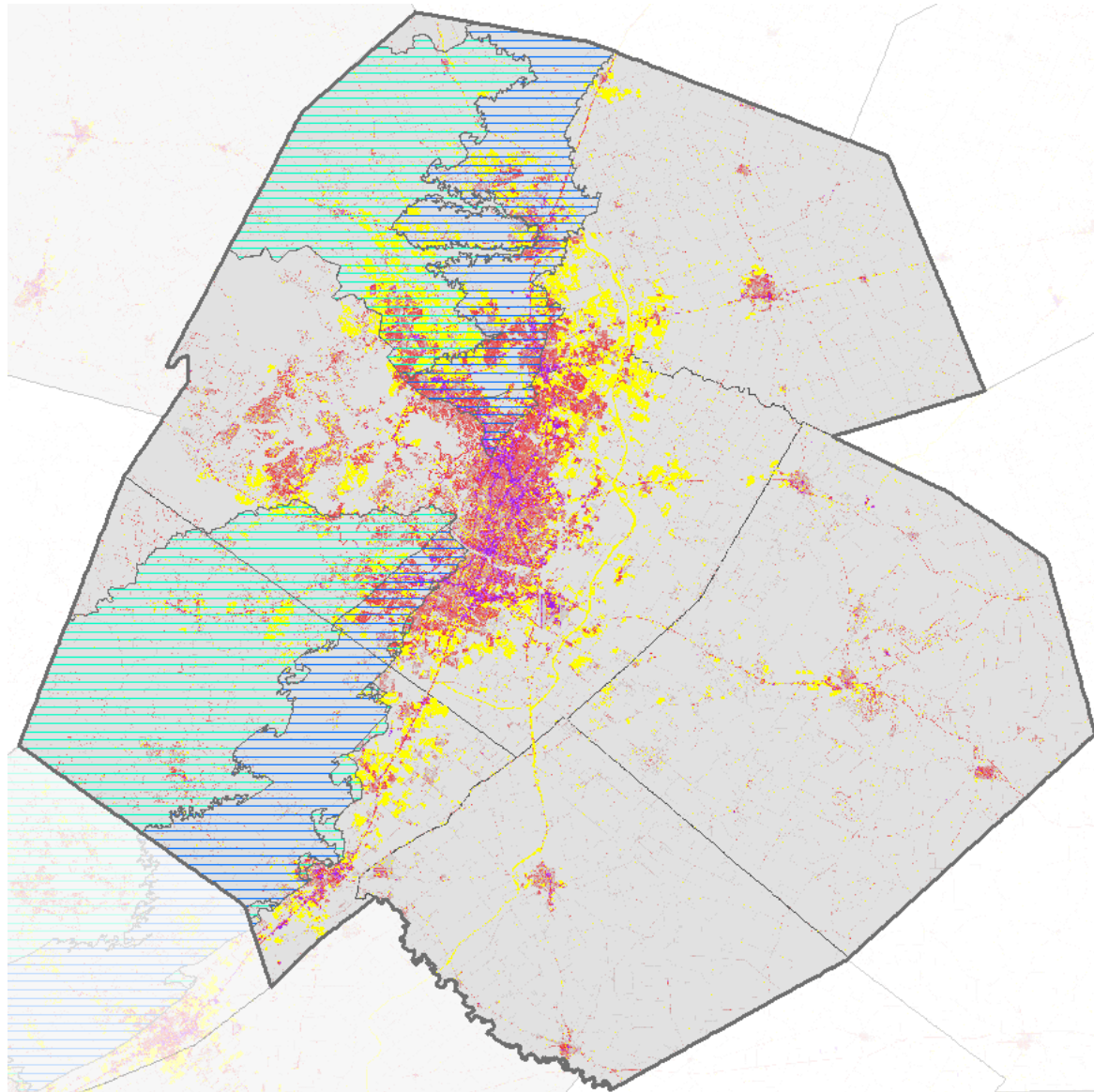
*FIGURE 6: 2001 NLCD Land Cover (Developed in Red, Rangeland in Purple, Agriculture in Brown, Forest in Green) and 2001 to 2021 Development in Yellow. Hay and Crop merged into Agriculture, Shrub and Grassland merged into Rangeland, all Forest classes combined. Source: NLCD.*



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FIGURE 5: Edwards Aquifer Recharge (blue) and Contributing zones (lighter blue), 2001 Imperviousness and 2000 to 2021 Development in background. Source: Edwards Aquifer Authority, NLCD.



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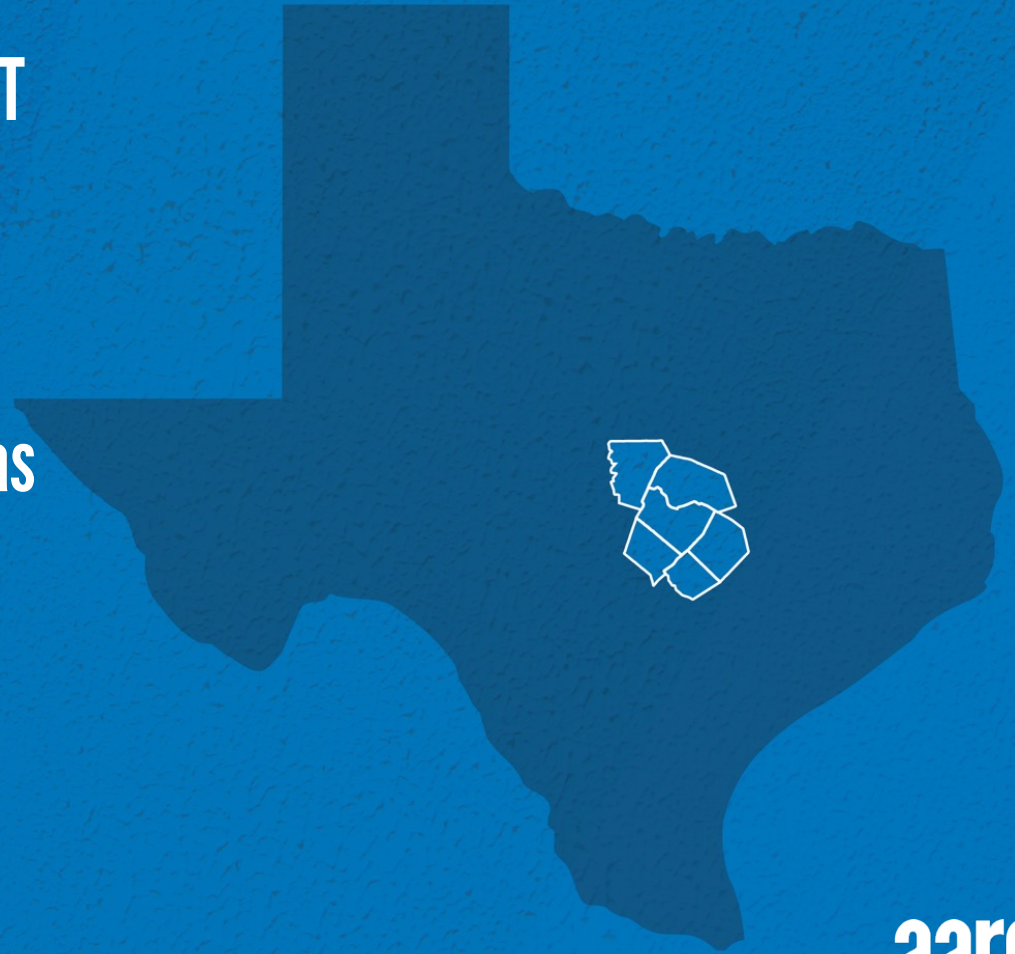


The block contains the 'CENTRAL TEXAS CATALYST SUMMIT 2023' logo in a dark blue box. Below it is a vertical blue decorative bar with a textured, wavy pattern. At the bottom of this bar is the 'aaro' logo in a bold, lowercase, sans-serif font.

## Two areas exceeded the preferred ECT Vision

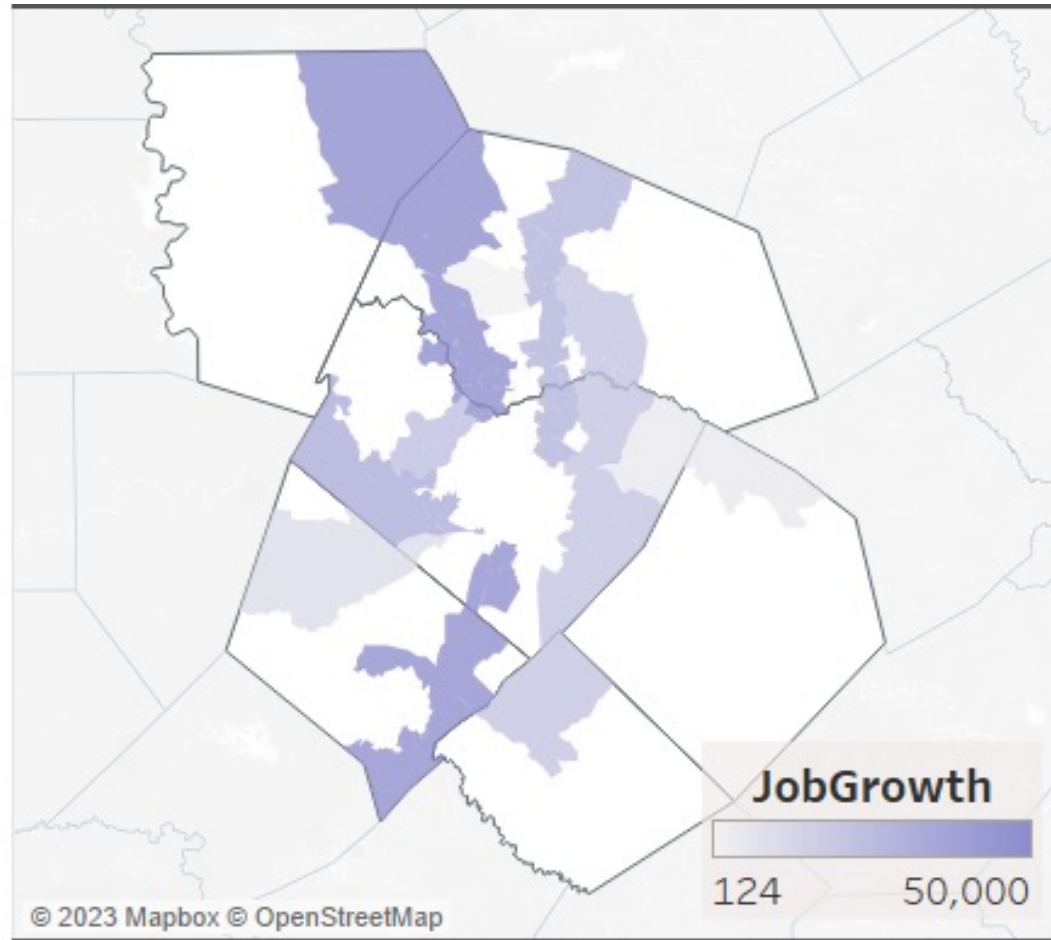
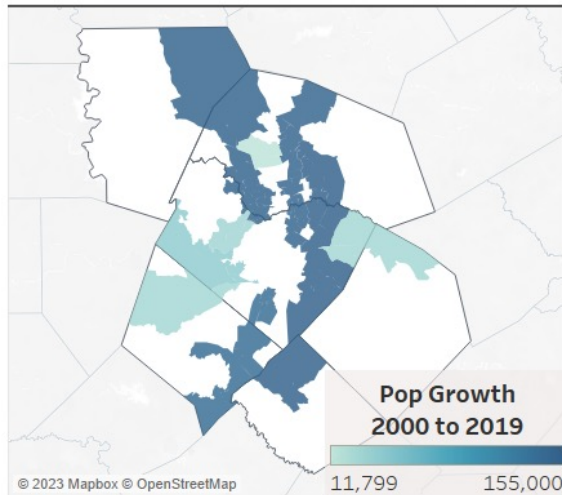
1) agricultural land – only a small proportion, mostly hay or pasture, was lost

2) the high pace of job growth in Williamson County





*FIGURE 17: Population & Job growth, Developed Acres along Central Texas Highway Corridors. Source: Census, ACS, Lodes, NLCD.*



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The block contains the logo for the Central Texas Catalyst Summit 2023, featuring the text 'CENTRAL TEXAS CATALYST SUMMIT 2023' in white and red on a dark blue background. Below the logo is a vertical blue textured graphic with the 'aaro' logo at the bottom.

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# ACCELERATED GROWTH IN CENTRAL TEXAS

- 1 Tremendous growth across Central Texas and San Antonio over the past two decades
- 2 Growth in Central Texas is more distributed than in San Antonio
- 3 Densification was greatest in suburban counties along the I-35 corridor

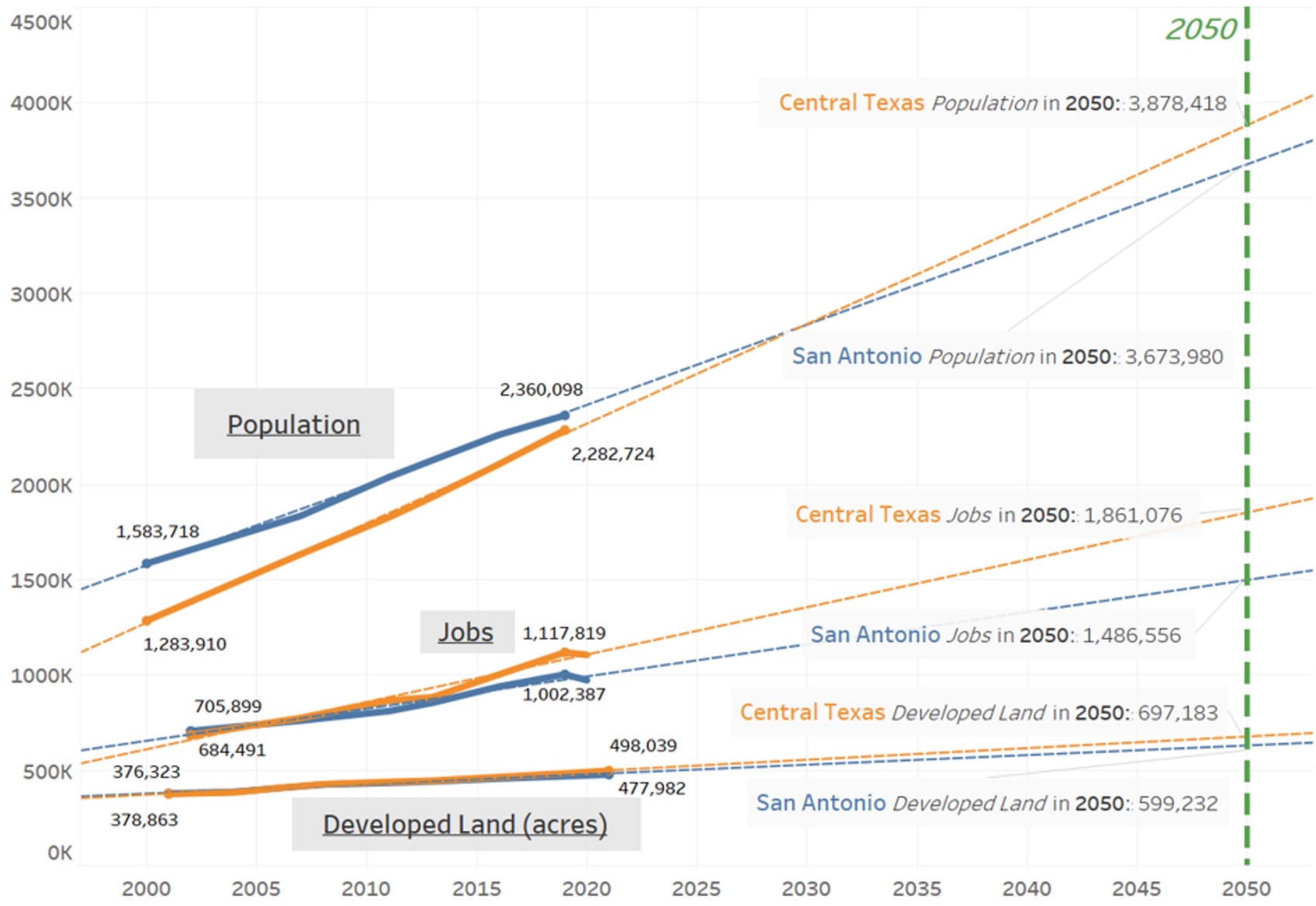
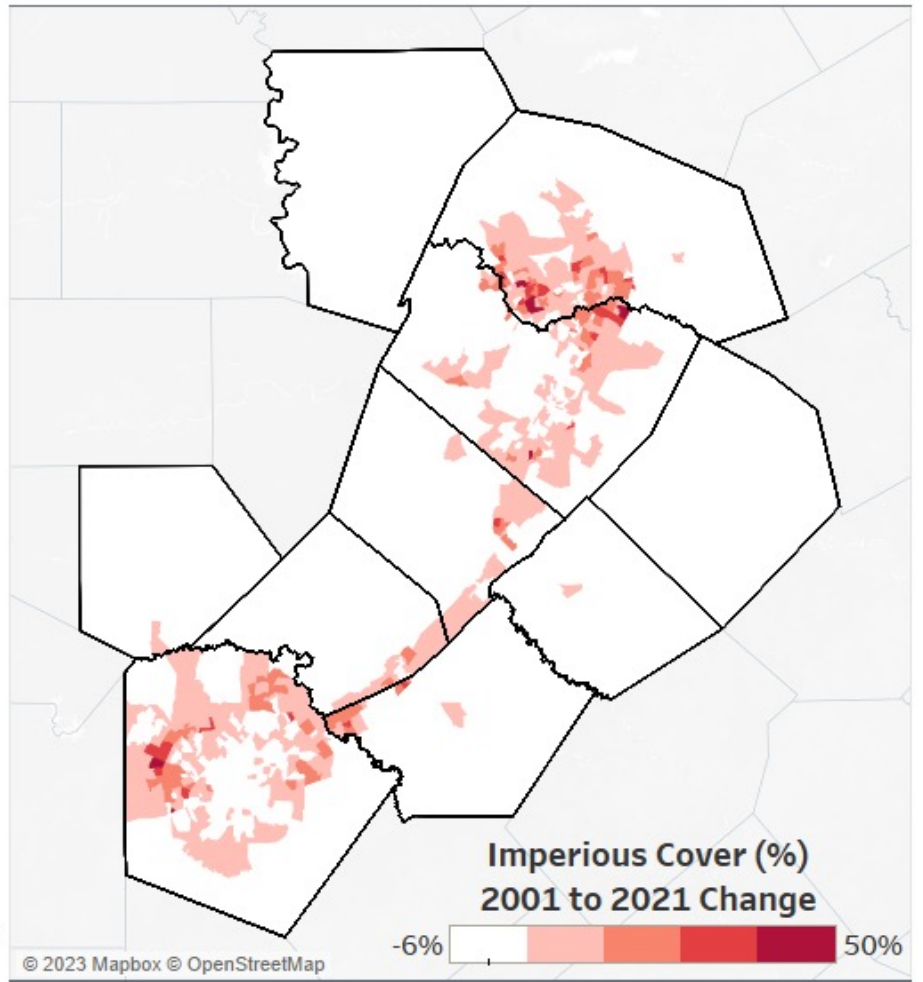
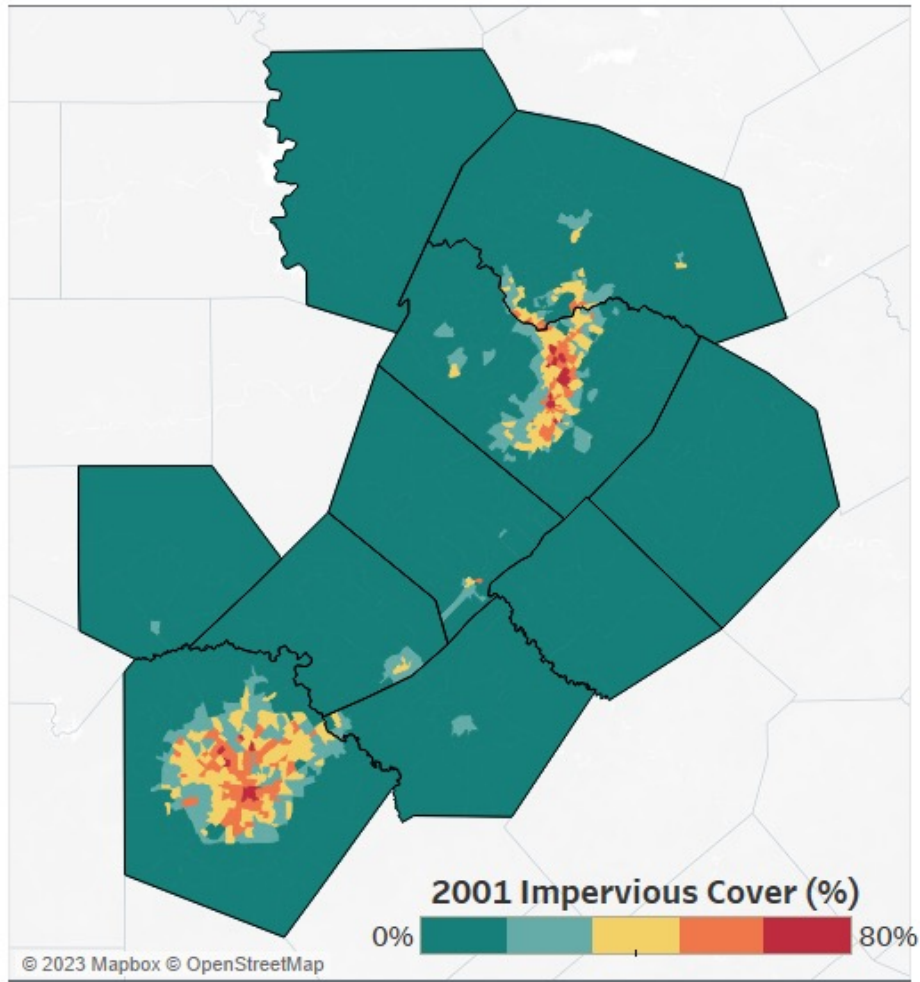


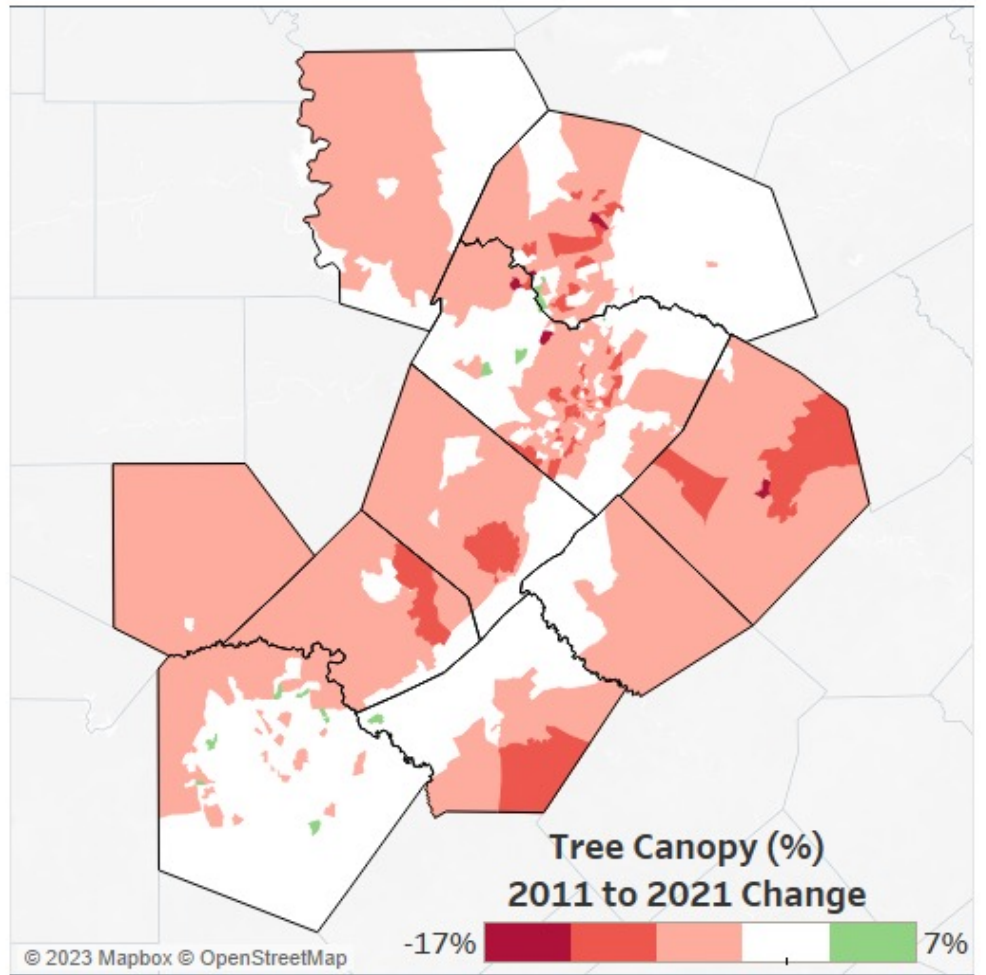
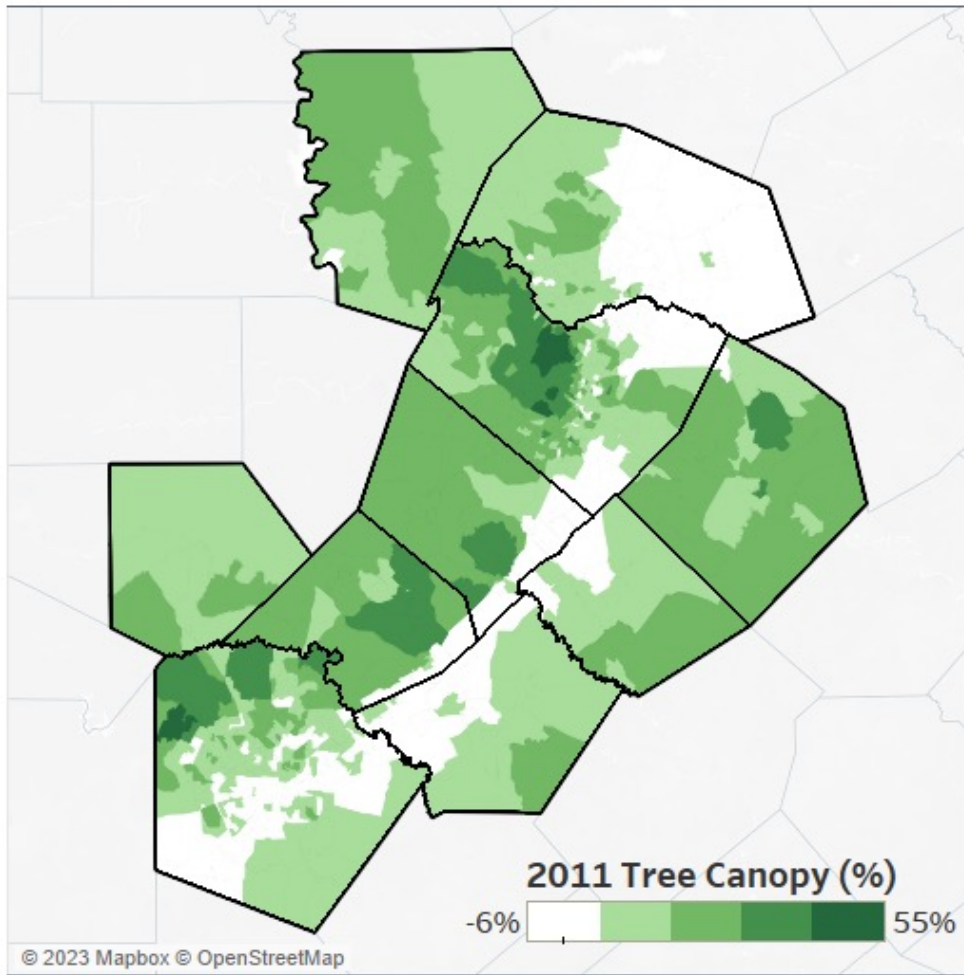
FIGURE 7: Population, Jobs, and Developed Land Trends with Linear Forecast to 2050 with Central Texas in Orange and San Antonio in Blue. Source: Census, ACS, LODES, NLCD

**INTENSE DEVELOPMENT IS INCREASING  
IMPERVIOUSNESS AND REDUCING TREE CANOPY**



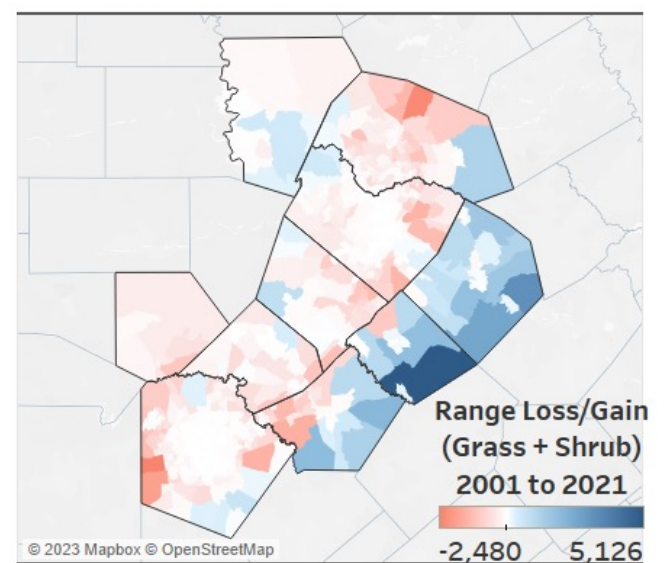
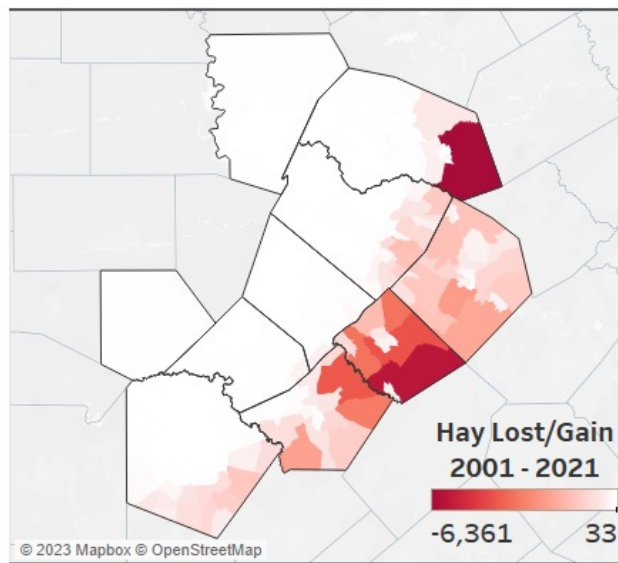
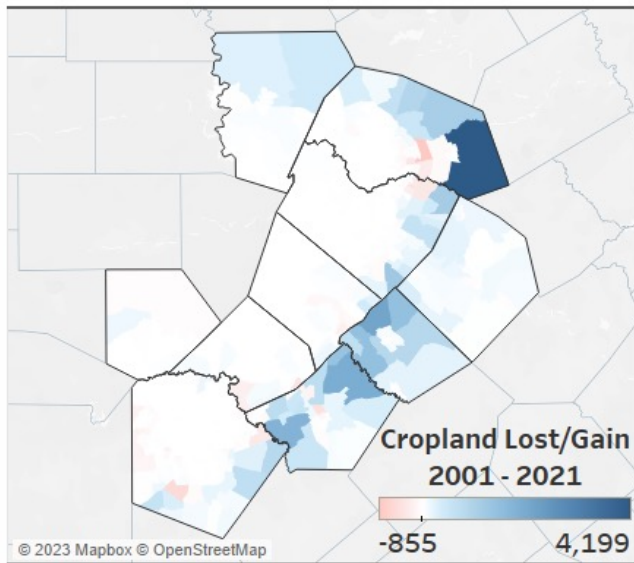
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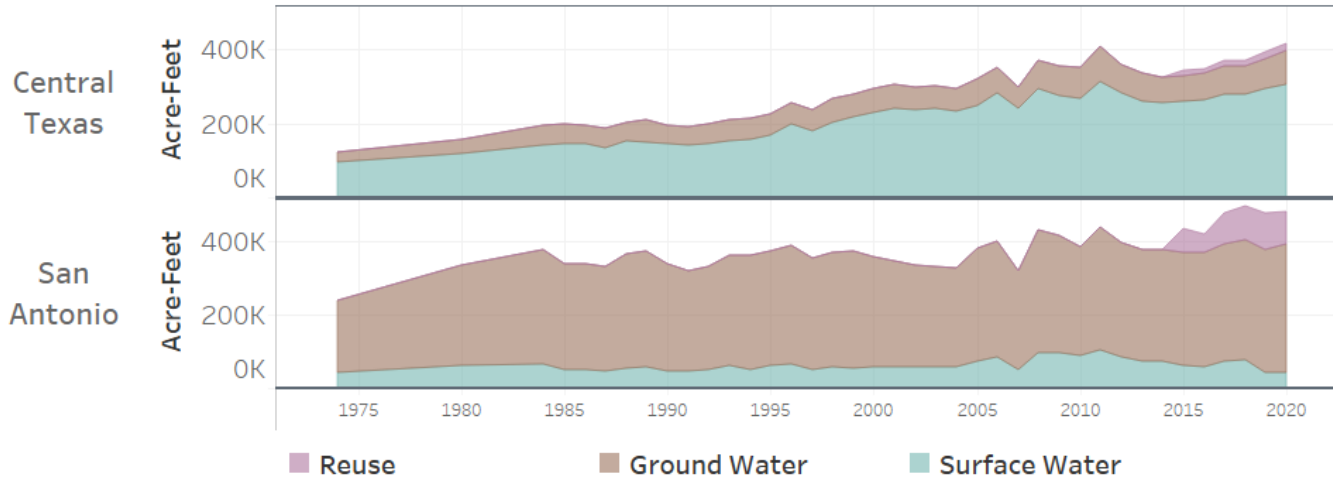




# CONSERVATION OF CROPLAND AT THE EXPENSE OF HAY AND RANGELAND



### Total Water Use by Source



### Total Water Use by End Use

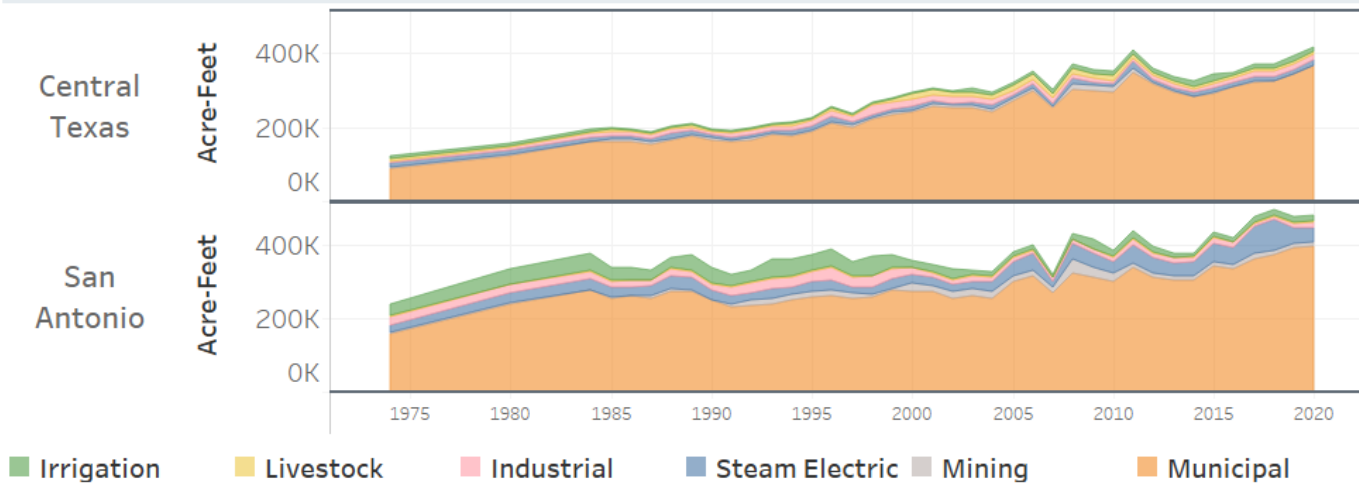
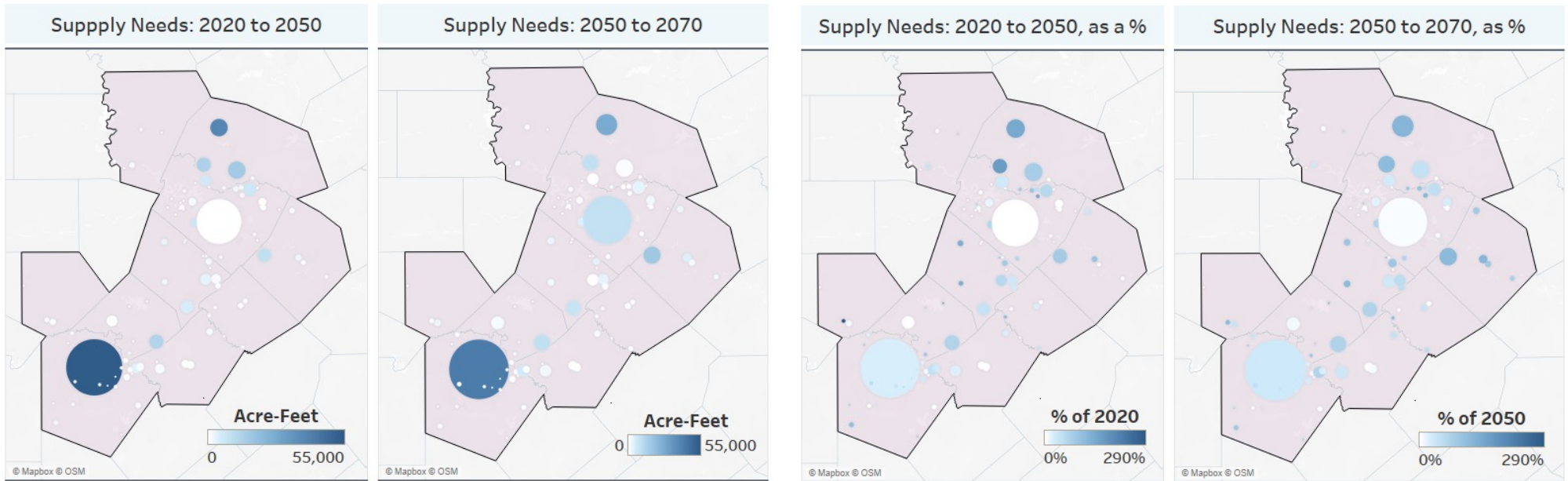


FIGURE 23: Historic Water Use by Source and End Use. Source: TWDB

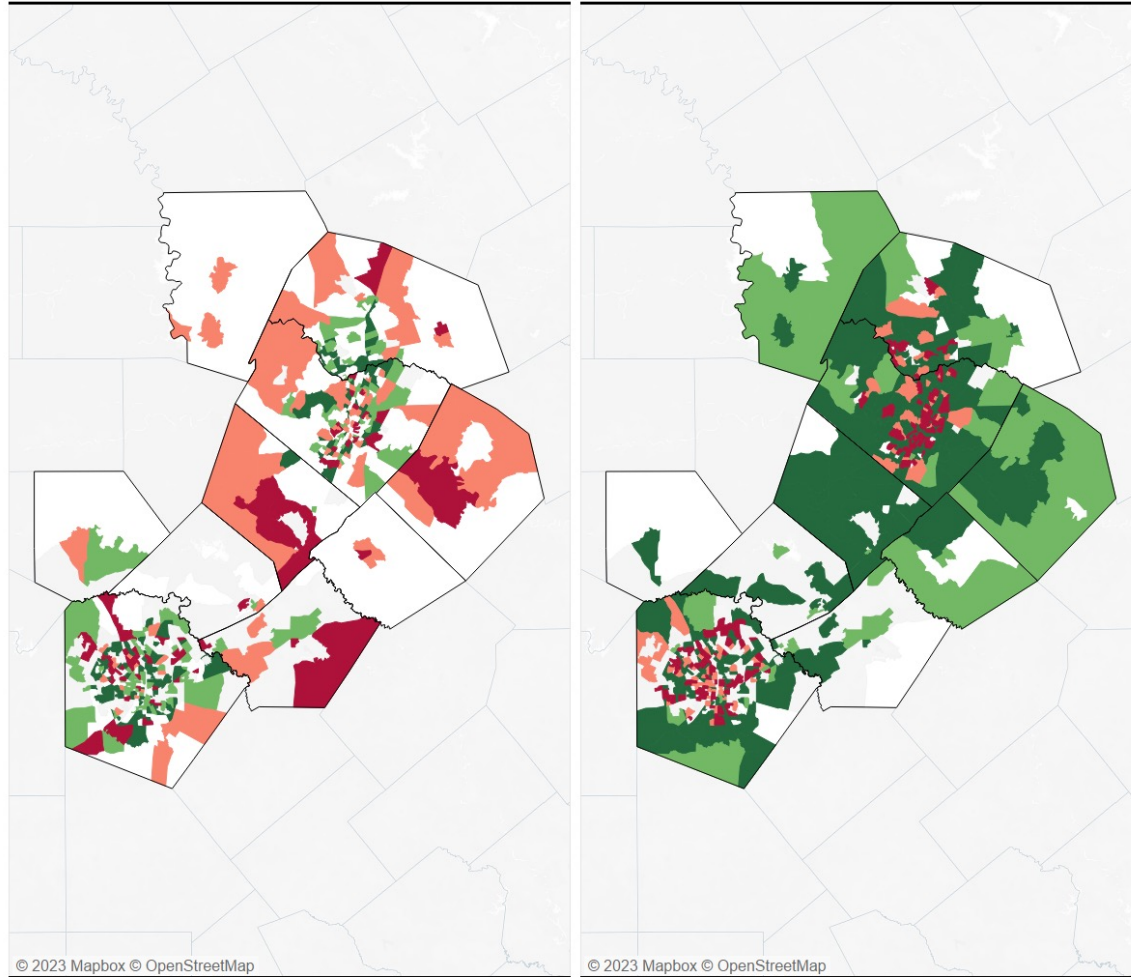
# PROJECTED SUPPLY NEEDS IN 2050 AND 2070 BY WATER UTILITY



# SIGNIFICANT INCREASE IN TRAFFIC VOLUME

2002-2010

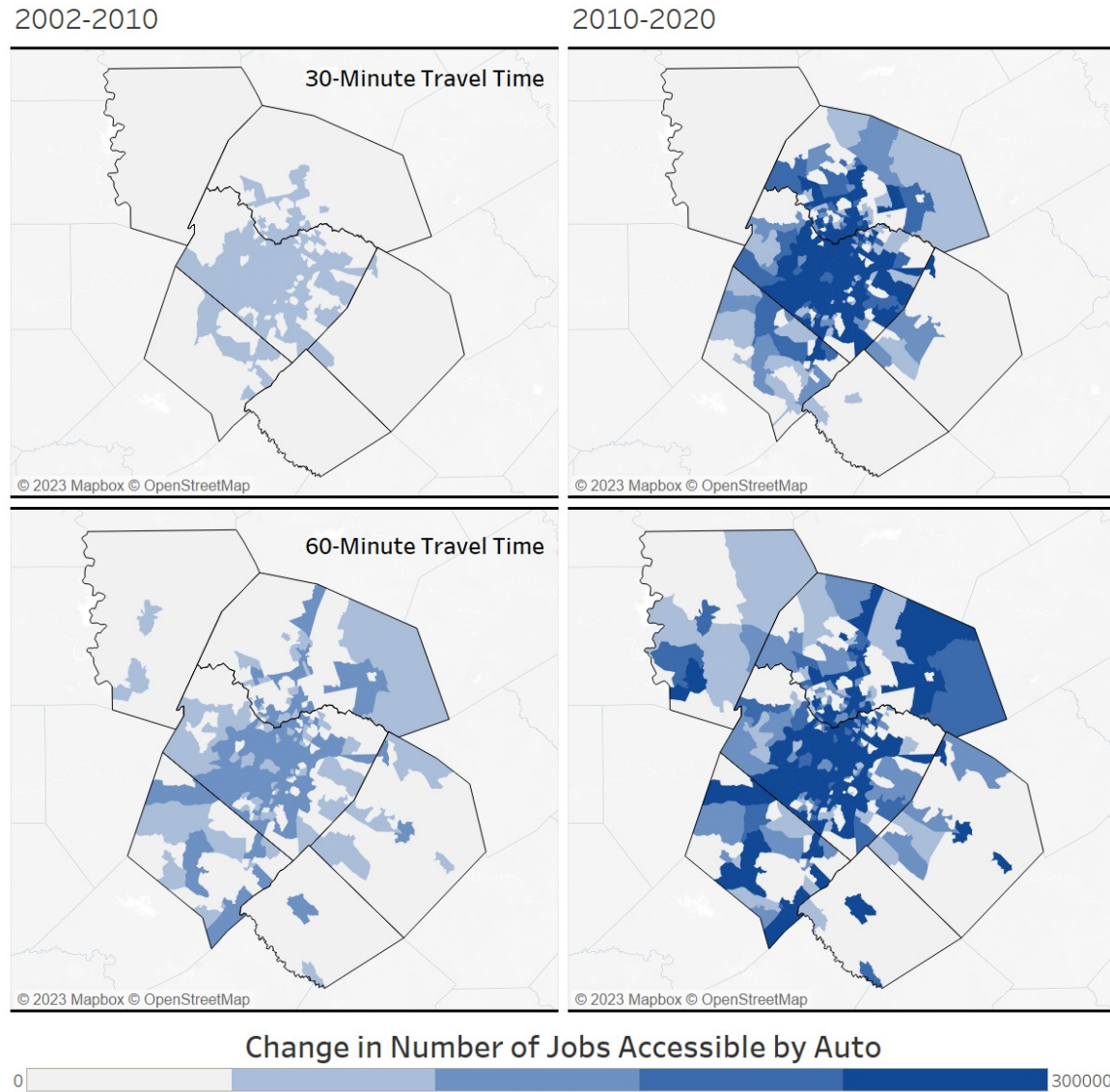
2010-2018



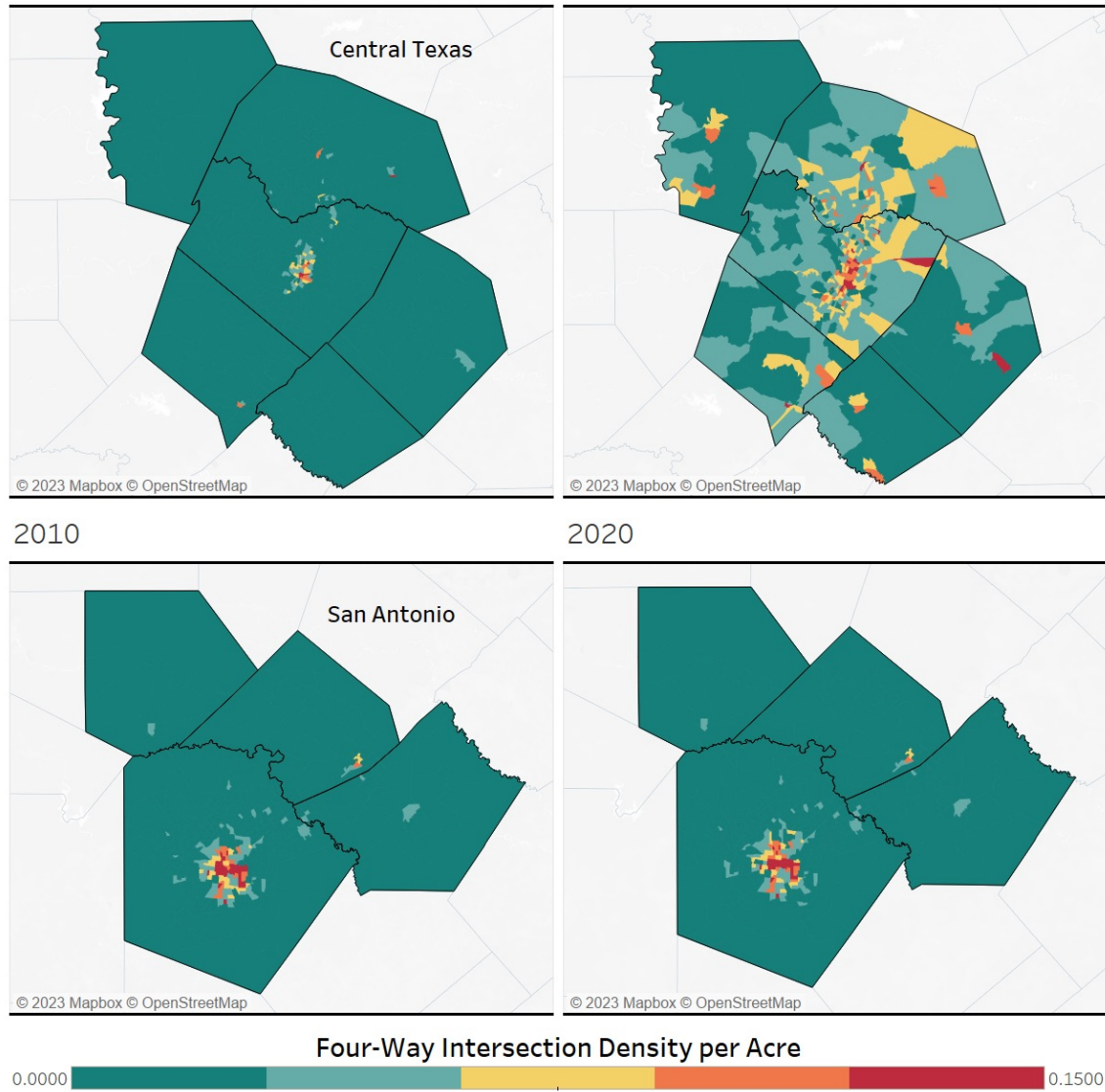
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# JOB ACCESSIBILITY INCREASED ALONG TRANSPORTATION CORRIDORS

Figure 30: Change in job access by auto over time within 30-minute and 60-minute travel time thresholds. Source: LODS, University of Texas.

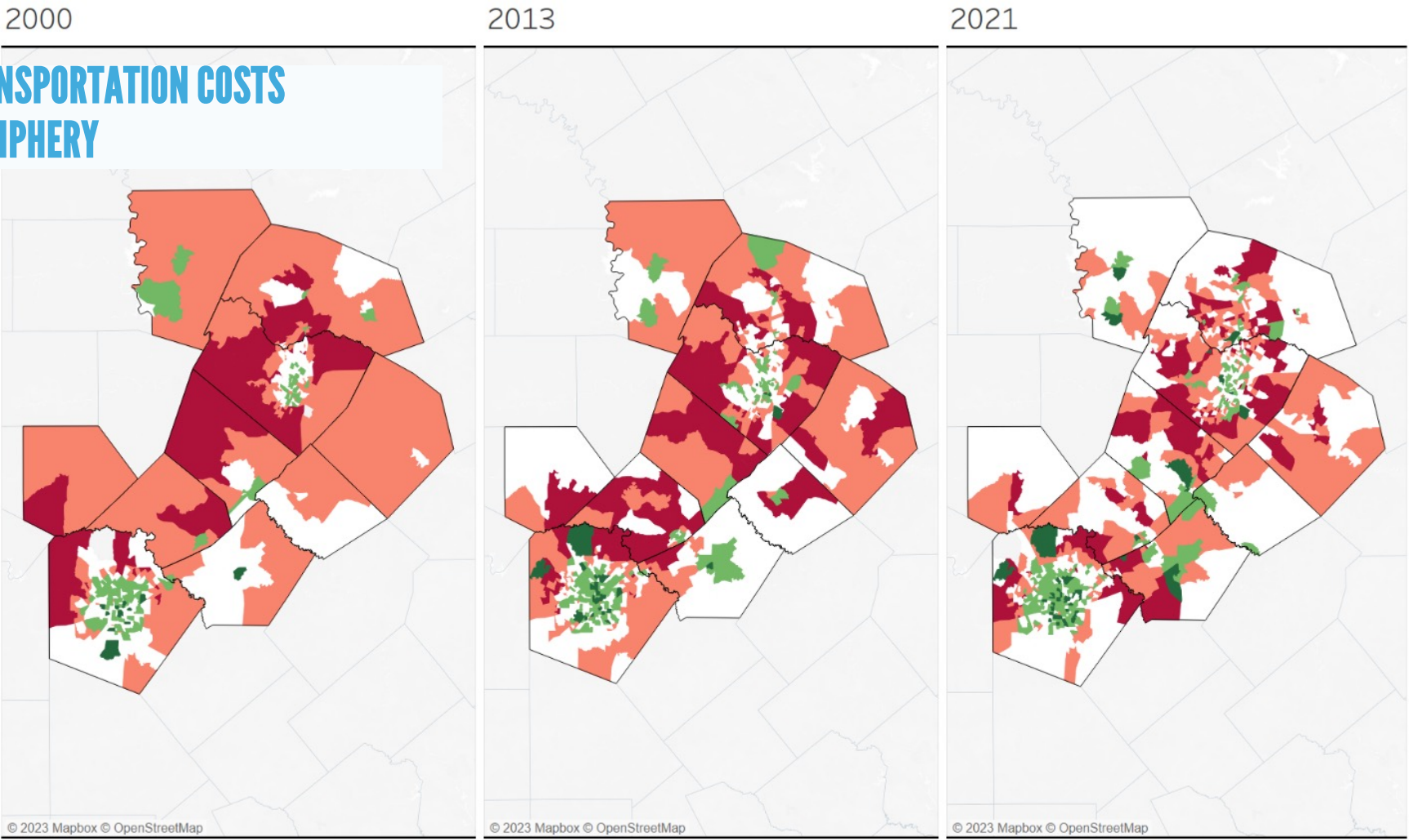


# FOUR-WAY INTERSECTION DENSITY UP 20% IN TRAVIS COUNTY



# HOUSING AND TRANSPORTATION COSTS IMPROVING IN PERIPHERY

Figure 44: Housing and transportation cost index based on average commute times and median gross rent prices adjusted to 2021 Dollars. Source: U.S. Census.

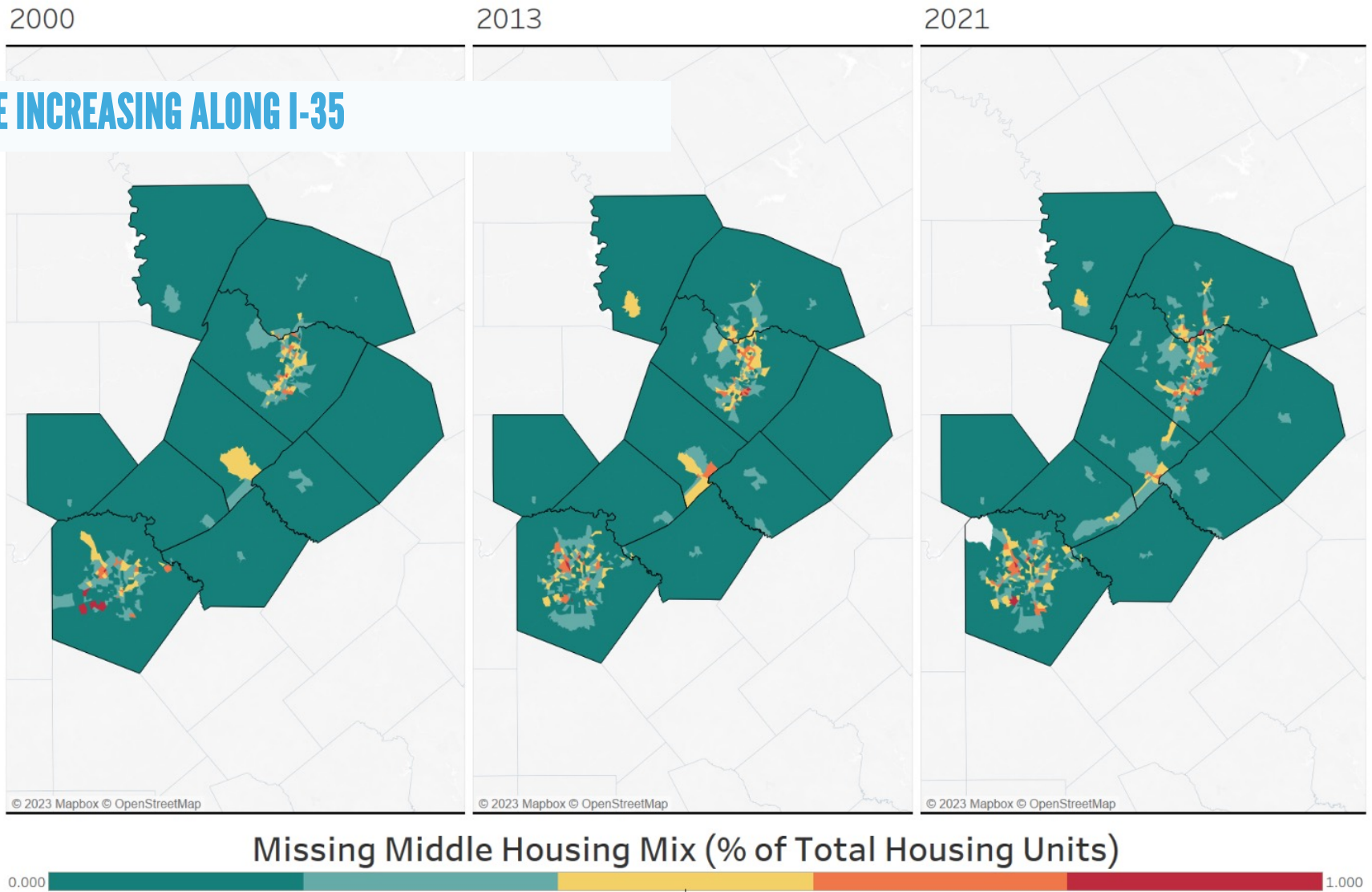


### Housing and Transportation Costs



## MISSING MIDDLE INCREASING ALONG I-35

Figure 36:  
Percent of total housing units that comprise the missing middle. Housing units include townhomes, duplexes, small multifamily, and medium multifamily under 50 units. Source: U.S. Census.





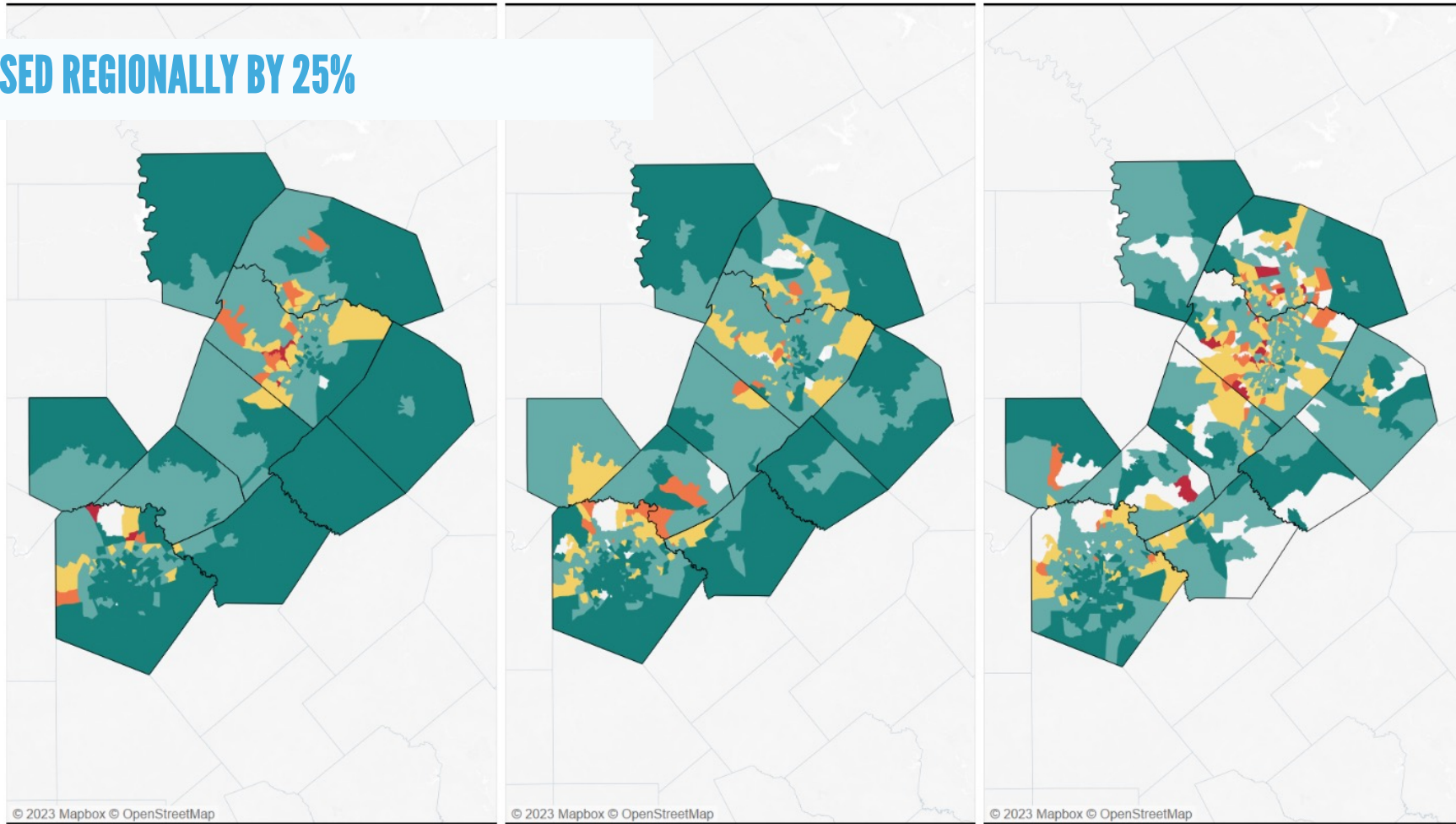
2000

2013

2021

## RENTS INCREASED REGIONALLY BY 25%

Figure 38:  
Median gross rent adjusted to 2021 dollars.  
Source: U.S. Census.



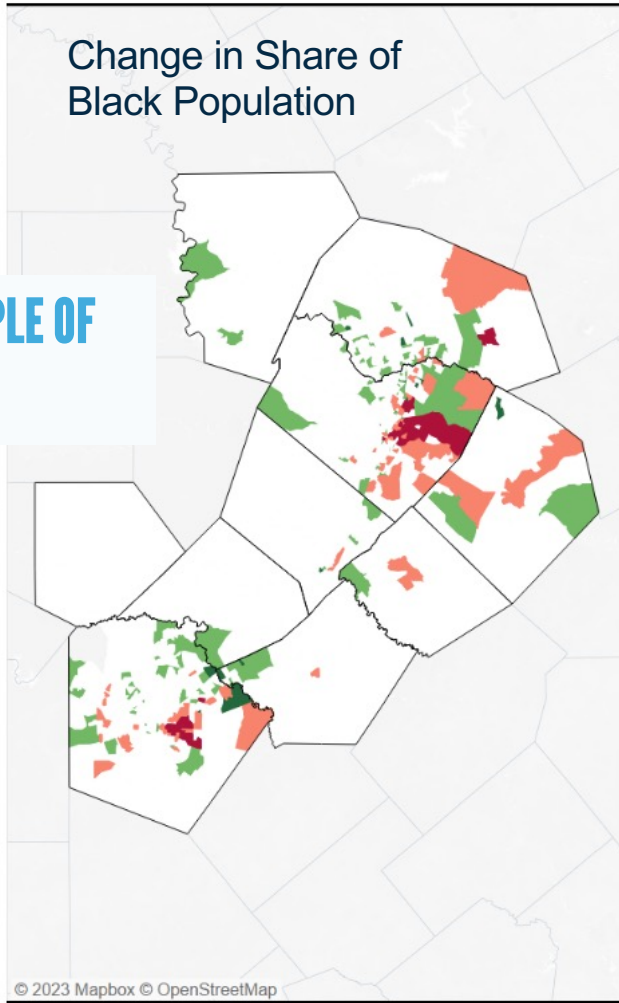
Median Gross Rent (2021 Adjusted Dollars)



**SUBURBANIZATION OF PEOPLE OF COLOR**

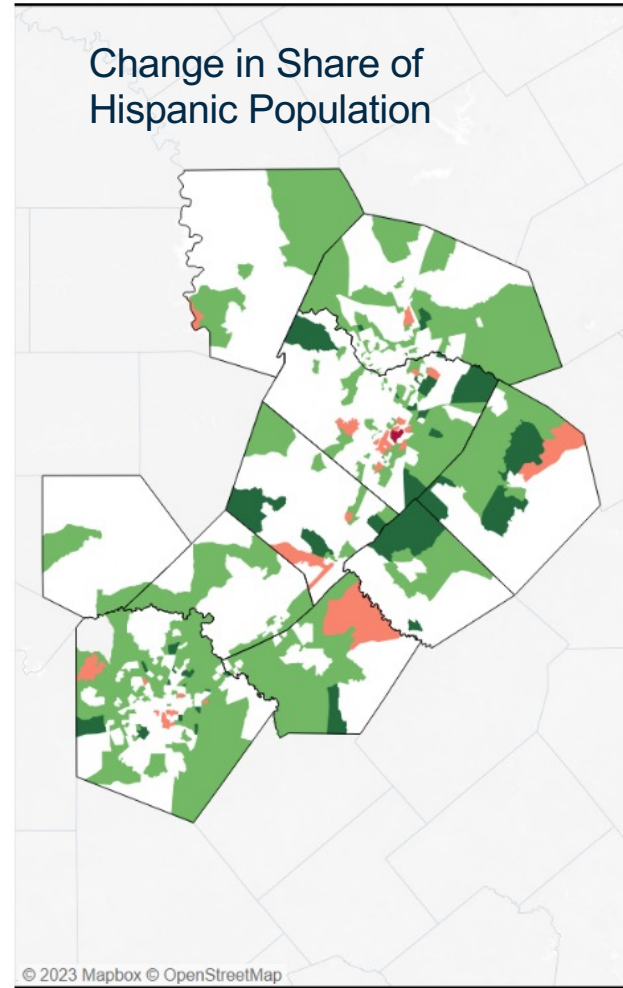
2000-2021

Change in Share of Black Population



2000-2021

Change in Share of Hispanic Population



Negative



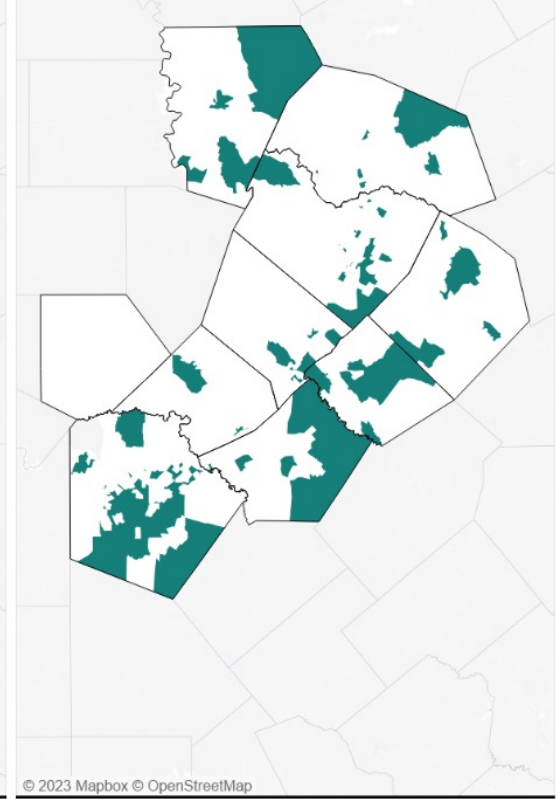
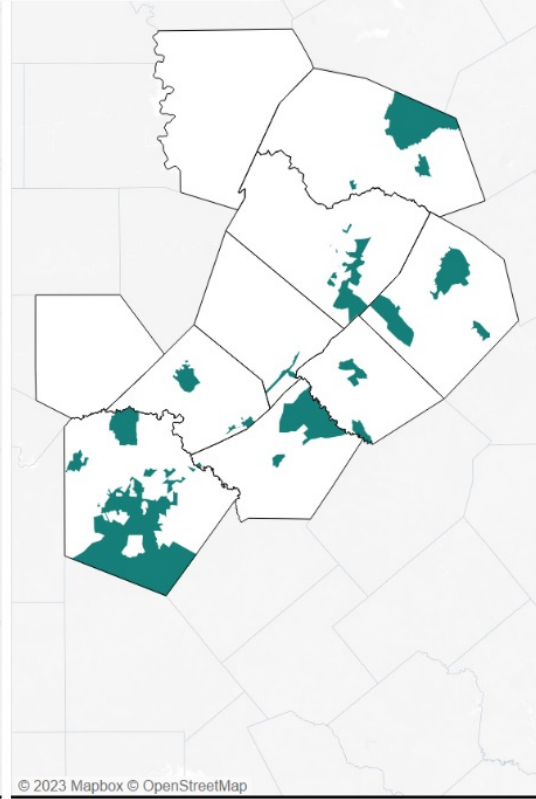
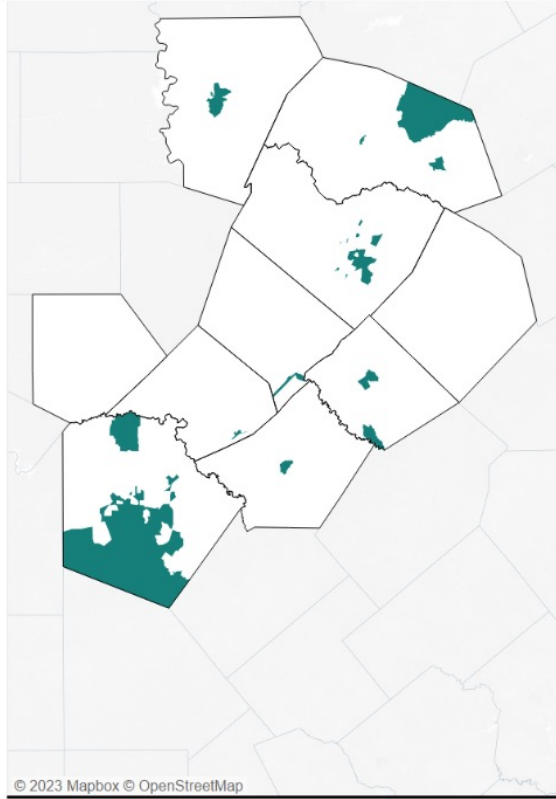
Positive

2000

2013

2021

**NEIGHBORHOODS AT-RISK FOR GENTRIFICATION ARE SHIFTING OUTWARDS**



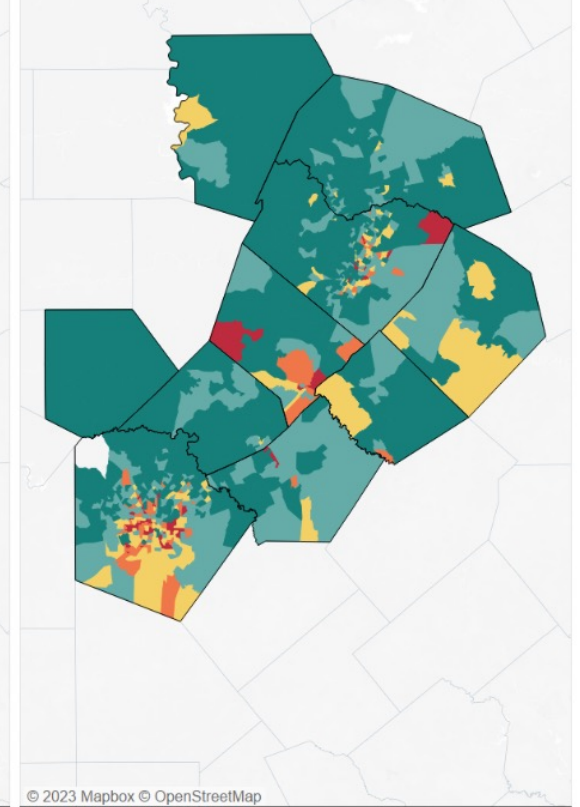
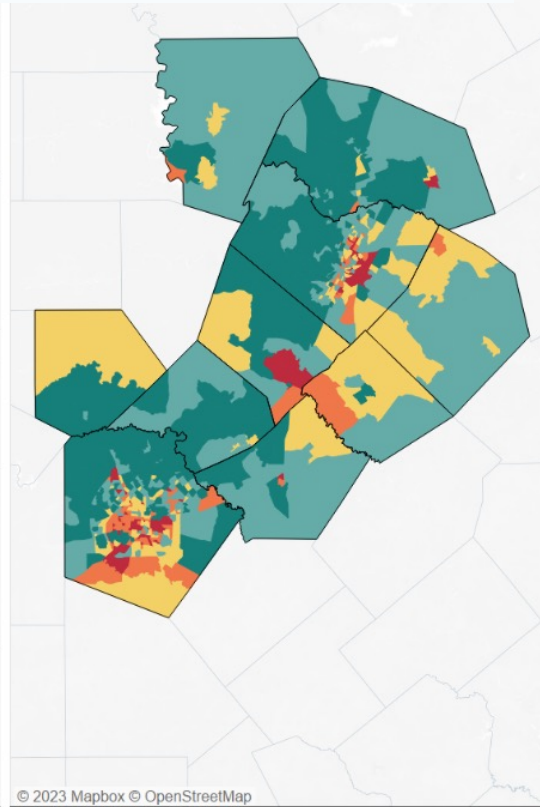
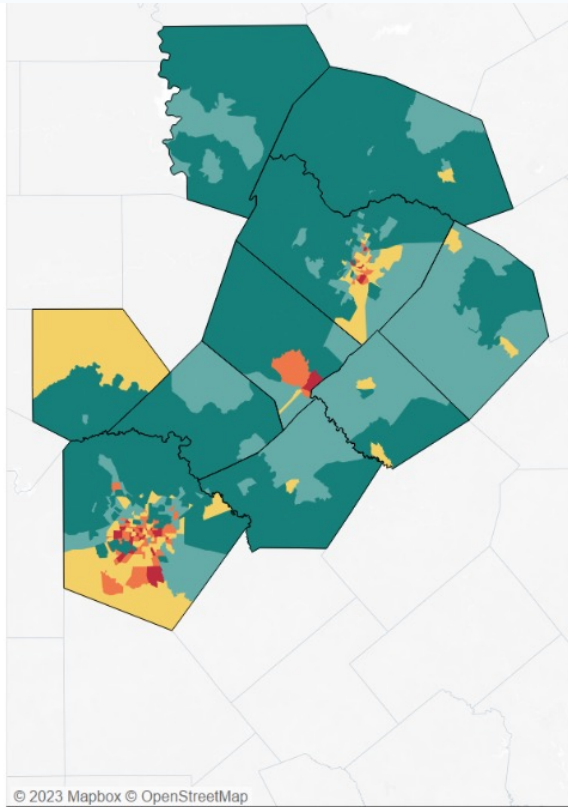
**At-Risk for Gentrification**

2000

2013

2021

# SUBURBANIZATION OF POVERTY



Share of Population Living in Poverty



# Looking to 2050

- Northern expansion is encroaching on more productive agricultural soils, with future loss of cropland likely to increase
- The absence of climate change projections likely understates regional water supply needs
- Without strategic shifts in transportation and housing planning, issues of housing affordability, congestion, and auto dependency will likely worsen
- A greater mix in housing types could expand and diversify housing supply and further improve job access.
- Locating some job growth outside of the urban core is a necessary step towards bringing jobs closer to people and reduced travel costs



# Open Questions

- To what extent will industrial expansion along SH-130 induce growth east toward Bastrop County? And how will the water intensive nature of these activities affect communities across Central Texas?
- Will major highway improvements in Oak Hill remove a barrier to growth SW along 71 W and 290 SW, catalyzing the slower growing corridors along the southwest and into Hays County?
- How will the Project Connect expansion of light rail and bus rapid transit affect concentration of growth in the core?
- Might substantive changes to the land development code in Austin shift housing production away from single-family dominance?

CENTRAL TEXAS  
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23

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