



**CAMPO**

*Capital Area Metropolitan Planning Organization*

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## **Mobility Financing Task Force**

**March 26, 2007**

**12:00 noon – 1:30 p.m.**

**Texas State Capitol, Capitol Extension: Room E1.012**

1. Recap of last meeting's "SWOT Analysis" (Strengths, Weaknesses, Opportunities, and Threats) related to mobility and transportation financing in Central Texas
2. Opportunity for additional SWOT input
3. Brainstorming on possible solutions to issues raised in Items 1 and 2 above
4. Other items

### **Members:**

Senator Kirk Watson, Chair

Mayor John Trube, Vice Chair

Commissioner Gerald Daugherty, Travis County

Commissioner Sarah Eckhardt, Travis County

Commissioner Cynthia Long, Williamson County

Judge Liz Sumter, Hays County

Mayor Pro Tem Betty Dunkerley, City of Austin

Dr. David Ellis, Texas Transportation Institute

Michael Repogle, Transportation Director, Environmental Defense

Greg Marshall, Owner, The Marshall Group

Frank Fernandez, Executive Director, Community Partnership for the Homeless

### **Future Meeting(s):**

To be determined

**Brainstorming on Possible Solutions to  
SWOT Analysis of the Region's Transportation System  
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Top **strengths**

1. Process
  - a. Willingness to address long-term transportation issues (public officials; inclusive process; general public)
  - b. Access to data/experts
2. Fundamentals/core on which to build (backbone)
3. Diversity and/or number of financing tools to build transportation improvements
  - a. General Obligation Bonds
  - b. Toll roads
  - c. Pass through financing
  - d. 4B taxes within cities (sales taxes)
  - e. Ad valorem taxes
  - f. Private partnerships/developers and concessions
  - g. Gas tax (federal and state)
  - h. State Infrastructure Banks
  - i. Road districts (utility/Tax Increment Financing /Tax Increment Reinvestment Zones)
  - j. TIFIA (federal loan)
  - k. Some planning tools
  - l. Vehicle registration or other fees (do more research)
  - m. One cent (a percentage) as a source of funds
4. Other tools
  - a. Use of parking as tool
  - b. Incentives for use of roads at non-peak times
    - Employers, congestion pricing, etc.
  - c. Bills on regional planning
  - d. Public education

**Weaknesses** of number and diversity financing tools to build transportation improvements

1. Obsolescence of revenue model as applies to gas tax
  - a. Model not being used well
    - Keeping up with inflation
    - Stop diversion
  - b. Less of a corollary to use of the roads
  - c. Less and less equitable
2. Diversity of jurisdictions
  - a. Lack of regional ability/willingness to tie together

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3. Need the tools to be bigger (need more money in gas tax)
4. Need to increase number of tools
5. Some tools are expensive and slow (other expenses)
6. Need to assure optimal efficiency of the tool/bang for the buck
  - a. Infrastructure not at peak efficiency
7. Having debt
8. Losing government control on private deals
9. Inadequate/lack of informative public regarding the strengths/weakness of tools and issues
10. Some of the tools tend to be regressive

**Threats/Weaknesses**

1. Costs of delay

**DRAFT**