

**Summary Notes**  
**CAMPO Transit Working Group**  
Monday February 25, 2008  
Austin City Hall, Council Chambers

Member	Representing	Present	Absent	Contact #
Will Wynn Chair	City of Austin Mayor	X		(512) 974-2250
Brewster McCracken Vice Chair	City of Austin Council Member	X		(512) 974-2256
Mike Martinez	City of Austin Council Member and Capital Metro	X		(512) 974-2264
Kirk Watson Ex Officio	State Senator, District 14	X		(512) 463-0114
Sarah Eckhardt	Travis County Commissioner	X		(512) 854-9222
Gerald Daugherty	Travis County Commissioner	X		(512) 854-9333
Mike Krusee	State Representative, Williamson County	X		(512) 463-0670
Frank Fernandez	Alliance for Public Transportation	X		
Jeff Coffee	Elgin City Manager	X		(512) 281-5724
Jeff Barton	Austin/San Antonio Corridor Council and Hays County	X		(512) 262-2091
Brandon Janes	Take on Traffic, Chair	X		(512) 236-2095
Wade Cooper	Downtown Austin Alliance	X		(512) 236-2220
Terry Bray	Capitol Area Transportation Coalition	X		(512) 480-5635
Fritz Steiner	University of Texas at Austin	X		(512) 471-1922
Ashton Cumberbatch Jr.	Seton Family of Hospitals		X	(512) 324-7760

**Mayor Wynn** welcomed the group and explained that due to the gap in presentations this week, the group would begin brainstorming transit possibilities and that Senator Watson would be facilitating the session.

**Senator Watson** indicated that he would be leading the group through an exercise involving brainstorming without judgment. The two rules for the exercise include not being tied to anything you say, and no debate/judgment of other ideas.

**Senator Watson** initiated the exercise with a series of questions:

- What do we want the focus of the investment to be?
- What would be the optimal role for transit (magic wand)?
- What are the objectives for having transit?
- What values should transit reflect (congestion reduction/land use/alternatives)?

**Senator Watson** asked the group to start with discussing values and objectives for transit. During the discussion, group members identified the following values:

1. Transportation should be:
  - Mobility
  - Economic development
  - Environmental/Social
2. Does it fit into the overall system. Timing, cost, issue: do we have a vision on what is "overall system"
3. "Time certain" connectivity. Realistically, based on specific destinations and starting points. Reliability of the service/system is important.
4. Reduce VMT and VMT per capita
5. Core system should continue to serve transit dependent populations as part of allocation of resources (basic constituency)
6. Should drive land use.
7. Play role in economic development
8. Support density that helps smaller cities with cost of providing services
9. Need to define core constituency more broadly: various issues including affordability, etc.
10. Regionalism as explicit goal
11. Cost effective: how will we define it?
12. Comprehensive and long term cost effectiveness
13. Should ECT vision be a starting point? What other counter model is there?
14. Land use is linked to transit. One feeds the other.
15. Corridors and destinations. Destinations are not enough. Need to look at what corridor provides the biggest bang for the buck in terms of development potential and other values.
16. Need to consider alternatives that also achieve the desired result.
17. What is the right mode of transit? How to define the term "right"?
18. Should serve specific destinations
19. Access between centers of activity. Future potential centers included.
20. Should ECT Vision or another vision be adopted by the TWG?
21. Timing is important
22. Improve access to CBD, Capitol Complex, UT
23. Provide diversity in Central Corridors (transportation as a "portfolio")
24. Lay foundation for future growth (not just project by project)

25. Consider “gears” of activity in some other areas: Cedar Park, colleges/higher ed, health, etc.
26. Impact on air quality
27. Impact on visitor industry
28. Getting employees around for economic development comparison
29. How will we ensure that it will work? Mandates? Incentives?
30. Discussion of role of parking and parking pricing to supporting alternative transportation
31. What will success look like?
32. How to avoid unintended consequences?
33. Part of comprehensive regional strategy
34. Cost benefit analysis needs to consider cost impacts of using existing assets
35. How do we pay for it?
36. Who governs? Need to develop a complete, specific structure of governance that can be explained to the public and supported.
37. Sustainability is important.
38. How do we measure costs and benefits?

**Senator Watson** wrapped up the brainstorming.

**Mayor Wynn** announced that next Monday March 3, 2008 the University of Texas would be presenting to the Working Group and that his office was also working to see if folks from State of Texas facilities management could come and talk about their assets and role. Beginning as early as Monday March 10, 2008, the group will start working through an analytical tool.

The meeting was adjourned.

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