

“Constraints breed innovation.”

- M. Heller, 2004

The Foundation of Creating Financial Change in Project Delivery

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The Importance of the Federal Financial Constraint Requirement of 1991

Intermodal Surface Transportation Efficiency Act (ISTEA),
1991, 23 CFR 450.322(b)(11):

“Include a financial plan that demonstrates the consistency of proposed transportation investments with already available and projected sources of revenue.”



Roadway Examples

SH 121	\$3.2 Billion Concession Payment
SH 161	\$200 Million Concession Payment
George Bush Extension	20% Gross Revenue
Southwest Parkway	TxDOT Backstop (=\$400 Million)



Public Sector Credit Union Bank

Local governments and regional transportation agencies eligible

Borrow funds from regional RTR or RTC/local accounts

Funds must be repaid with interest

Examples:

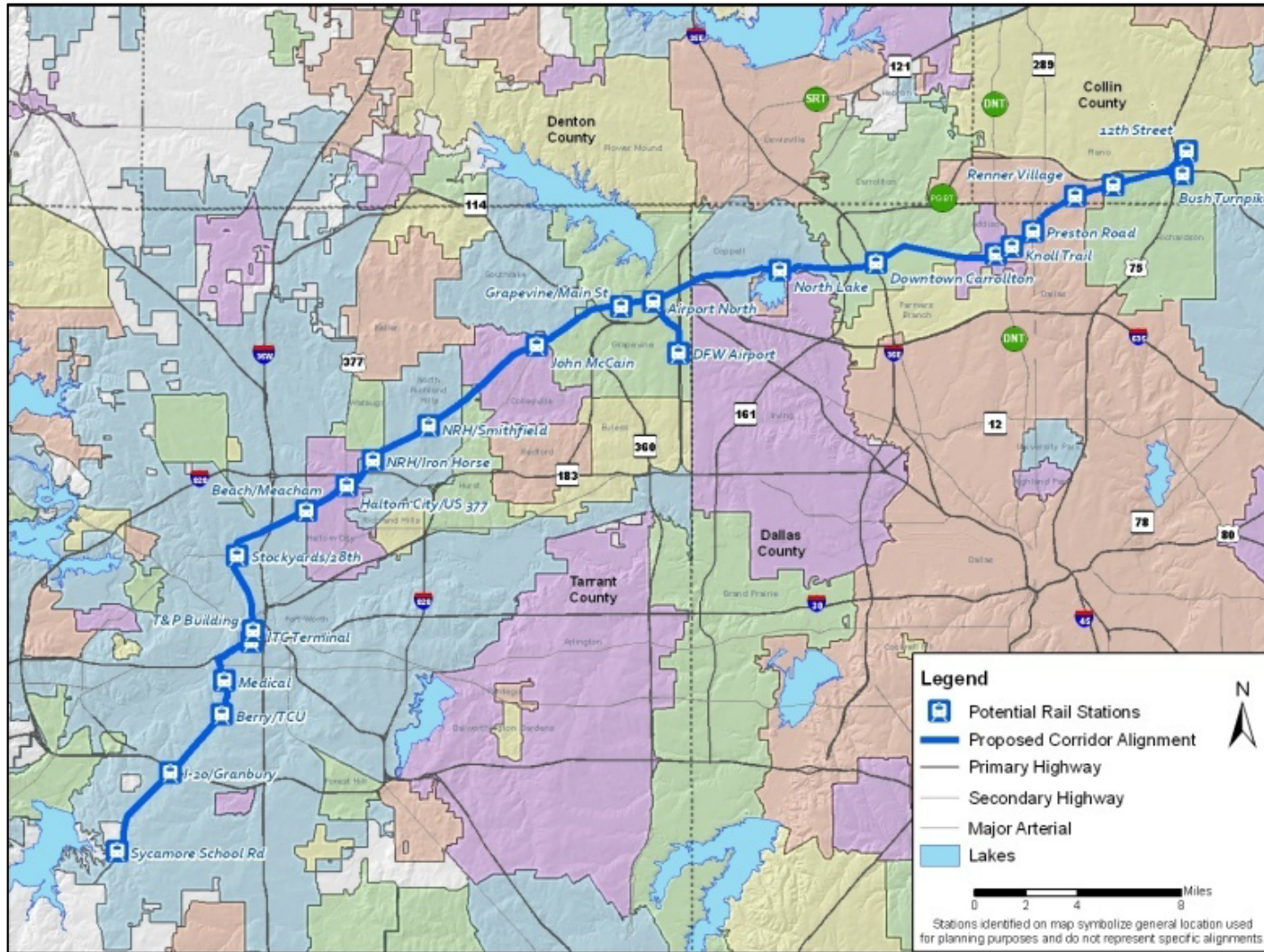
Lancaster Frontage Roads (loaned federal dollars, repaid with local dollars)

Parker County Bond Program (loaned start up costs, to be repaid once election is successful and bonds are issued)

RTR Loans (SH 161, PGBT Eastern Extension, Trinity Parkway Engineering, etc.)



Cotton Belt Corridor: Passenger Rail, 62 Miles



Innovative Revenue Opportunities for Cotton Belt Rail Service

Local Option Elections

Parking Revenue

Silo Busting

Vehicle Assembly Plant

Externality Value Capture

Risk Allocation

Naming Rights

Distance/Value Based Fares

Smart Card



Institutional Structure

How many transportation organizations does Austin have?

