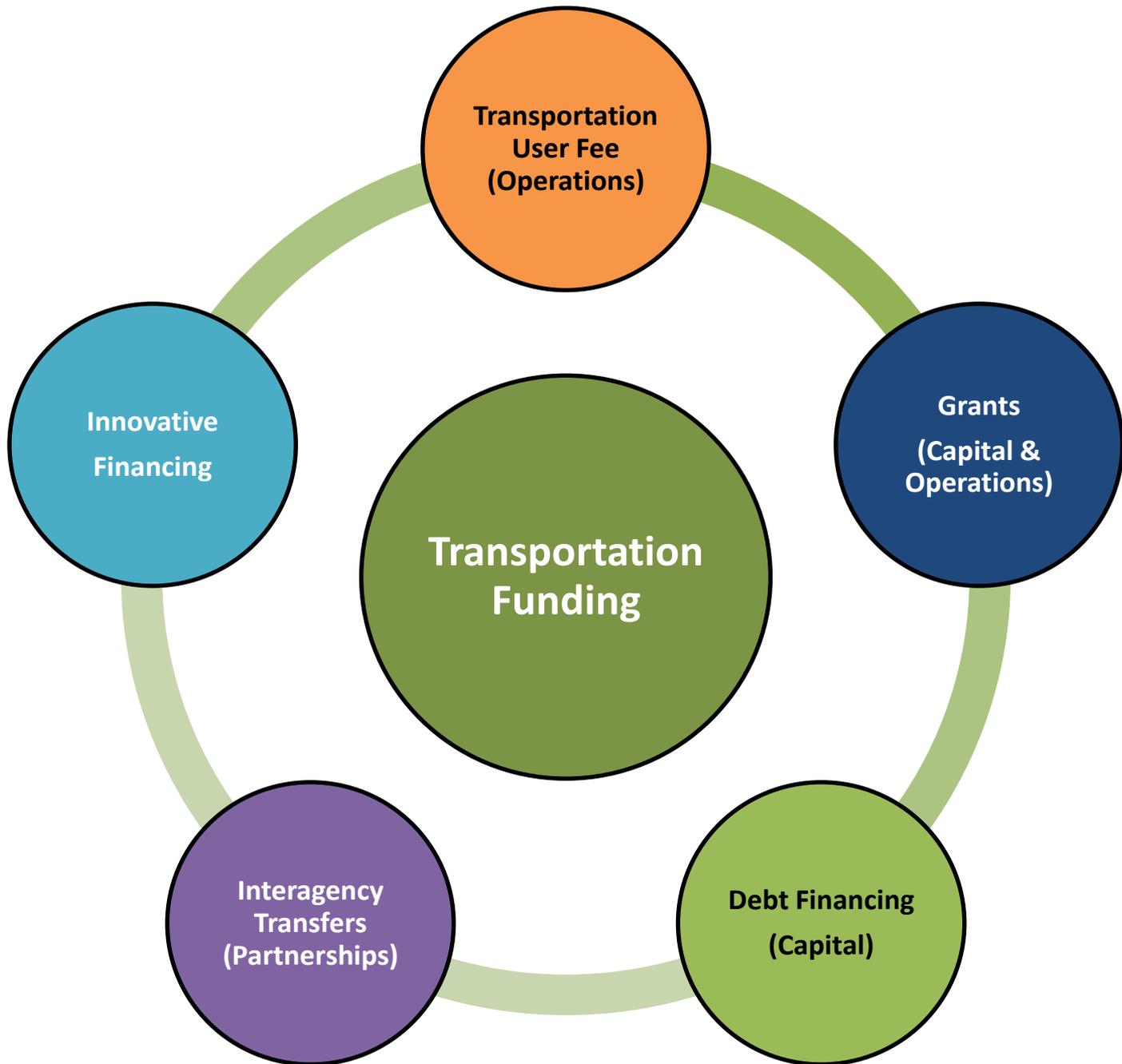


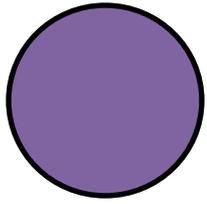


Transportation Funding Mobility Committee

April 1, 2015







Interagency Transfers (Partnerships)

- **TxDOT**
(Texas Department of Transportation)
- **Capital Metro**
- **CTRMA**
(Cen. TX Regional Mobility Authority)
- **LSRD**
(Lone Star Rail District)
- **Williamson County**
- **Travis County**

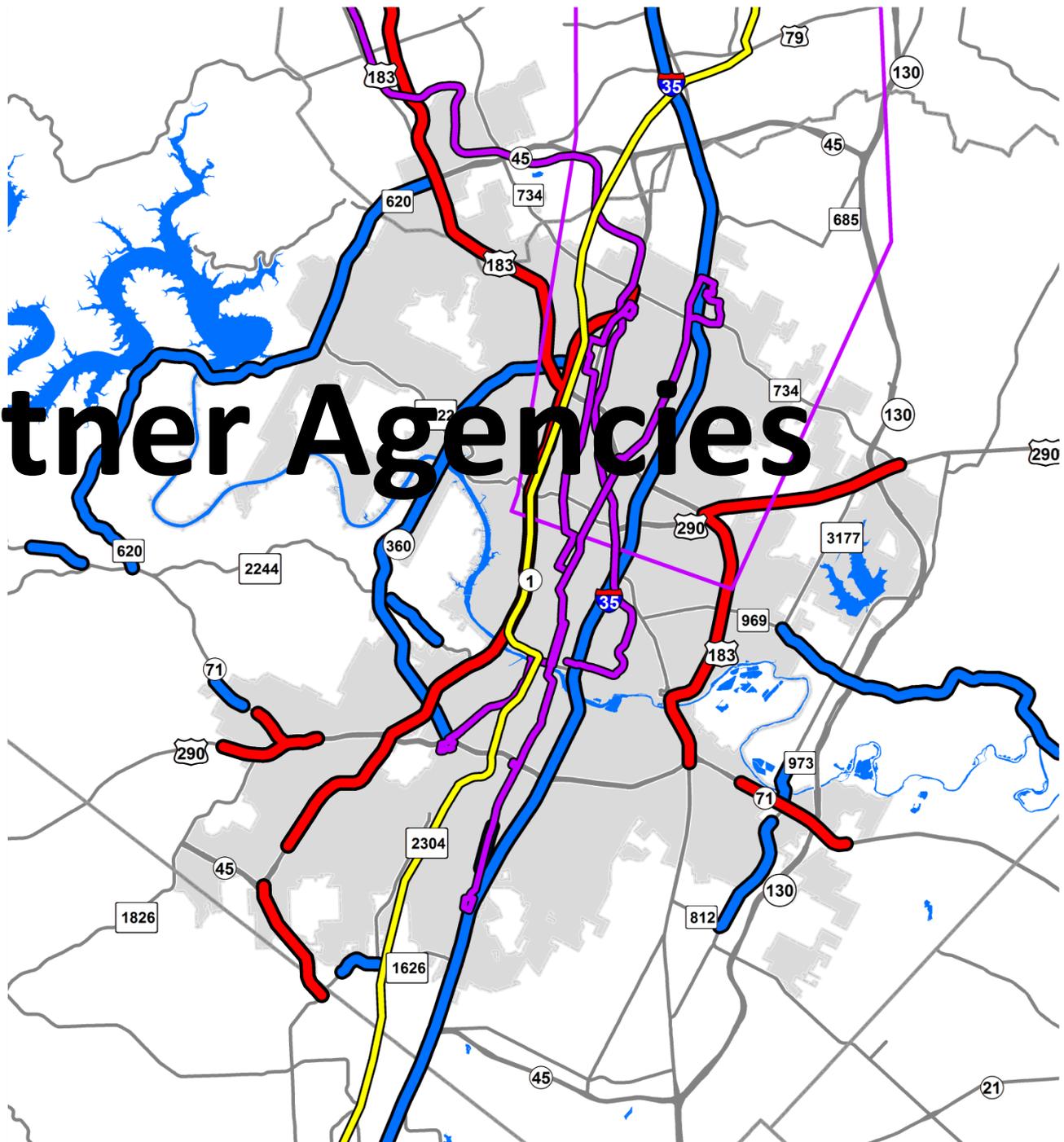


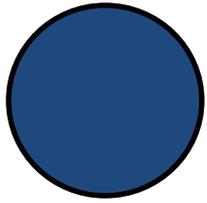


CENTRAL TEXAS
Regional Mobility Authority



Partner Agencies

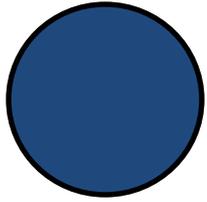




Grants

- Two Principal Sources of Grant Funds:
 - Federal
 - US Department of Transportation
 - Federal Highway Administration (FHWA)
 - Federal Transit Administration
 - Environmental Protection Agency
 - Housing and Urban Development
 - Centers for Disease Control & more
 - Private Foundations
 - National Foundations
 - Local Philanthropy





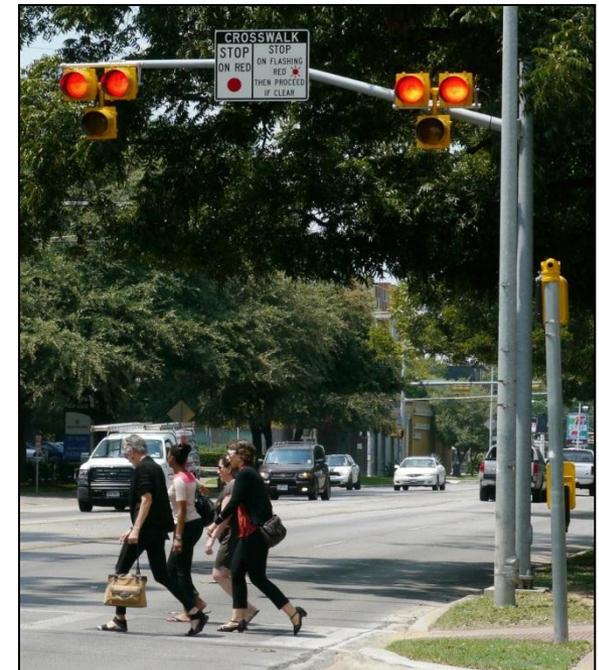
Grants

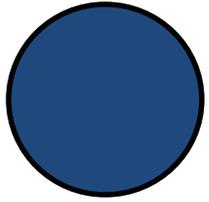
- USDOT – FHWA & FTA Grant Programs
 - Surface Transportation Program (STP)
 - Highway Safety Improvement Program (HSIP)
 - Transportation Alternatives Program (TAP)
 - Capital Investment Grant Program (CIG)
 - Transportation Investment Generating Economic Recovery (TIGER)

STP
funding



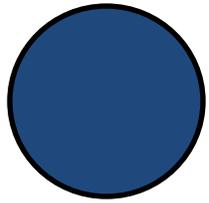
Pedestrian Hybrid-Beacons are an eligible grant expense. (TAP)





Grants

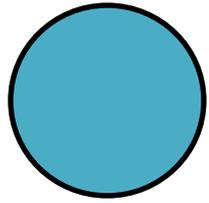
- Typically competitive
- Specific unique requirements for eligibility established by granting and distributing agency
- Often unique performance reporting and eligibility requirements by agency.
- May have a required match (20%) versus a “competitive match” (50%)



Grants

Upcoming grant opportunities via CAMPO:

- Transportation Alternatives Program/Highway Safety Improvement Program (HSIP)
 - Pedestrian/bike project (TAP)
 - Safety projects (HSIP)
- Next Steps
 - Present Mobility Committee with potential list of projects at April 8 meeting.
 - Bring proposals to Mayor and City Council May 21, 2015; applications due to CAMPO June 26, 2015

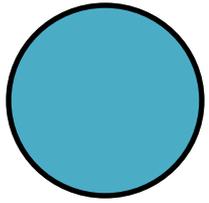


Innovative Financing

- Innovative Financing
 - Pass through financing (TXDOT)
 - 80/20 Local entity bears risk, financing costs
 - Formal TxDOT program no longer funded, but ad-hoc opportunities exist

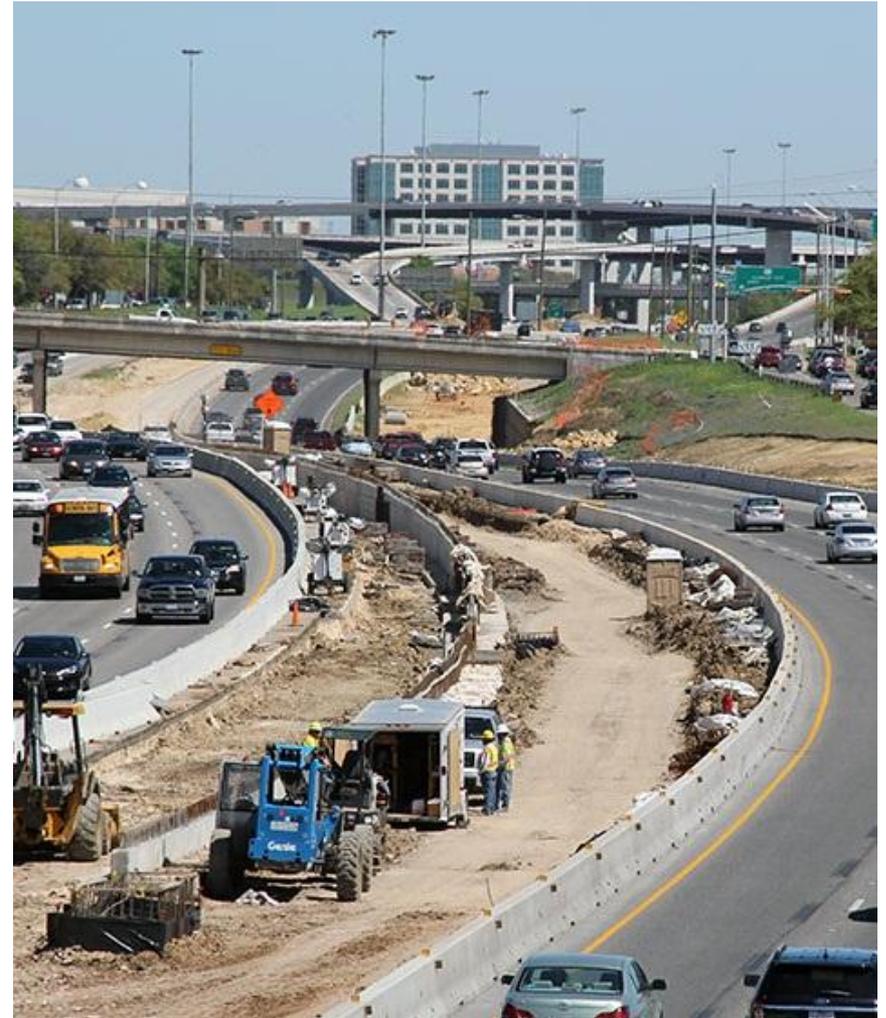


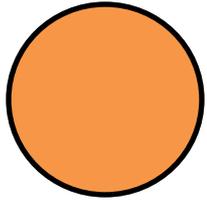
- MoPac @ US290/71 Ramps
 - \$10 Million agreement
 - Financed using non-voter approved debt
 - Ten year pay back period based on traffic use



Innovative Financing

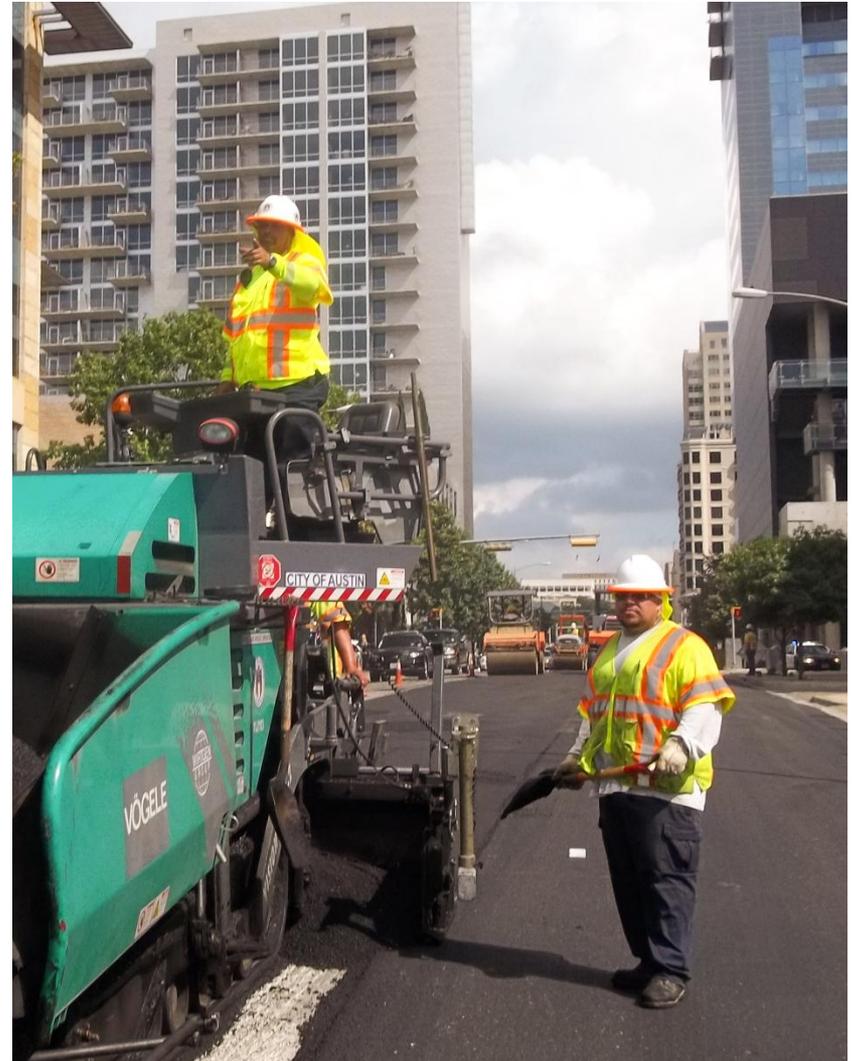
- Regional “Infrastructure Bank”
 - Established by region in 2013 in response to state-wide funding call for “shovel ready projects”
 - MoPAC North Express Lanes funded as only project ready and meeting requirements
 - Distribution by CAMPO

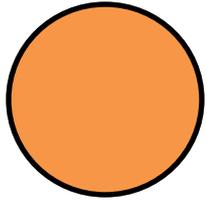




Transportation User Fee

- Established in Chapter 14-10 of the City Code.
- Funds the “acquisition, construction, operation, administration, repair, maintenance, and extension” of the transportation system.
- The fee funds the following services:
 - Pavement, sidewalk, curb, ramp, gutter, and urban trail maintenance and repair
 - Right of way maintenance, including medians, trees, and plantings
 - Signs, signals, and markings
 - Emergency services

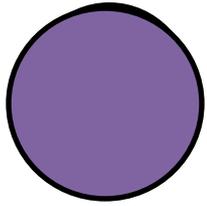




Transportation User Fee

- Assessed against each user based upon type of use (trip factor) and developed acreage.
- Fee has nine categories (8 - Residential / 1- Commercial)
- Collected by Austin Energy on combined bill and managed by PWD (per ordinance). Distributed to the Public Works Transportation Fund (PWD) and the Mobility Fund (ATD) based upon approved budgets.
- Total annual revenue projected for (FY15) is \$49.2M.

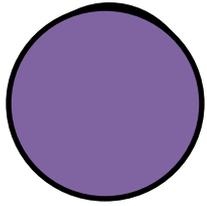




Interagency Transfers (Quarter Cent Funding)

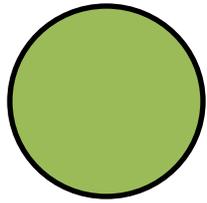
- Inter-local agreement between City and Capital Metro relating to regional mobility and transportation projects. Last modification in April 2010.
- Approximately \$139.5M of which currently \$113.4M has been spent to date and approximately \$4.3M is obligated/committed to authorized work.
- Approximately \$21.8M remains available.





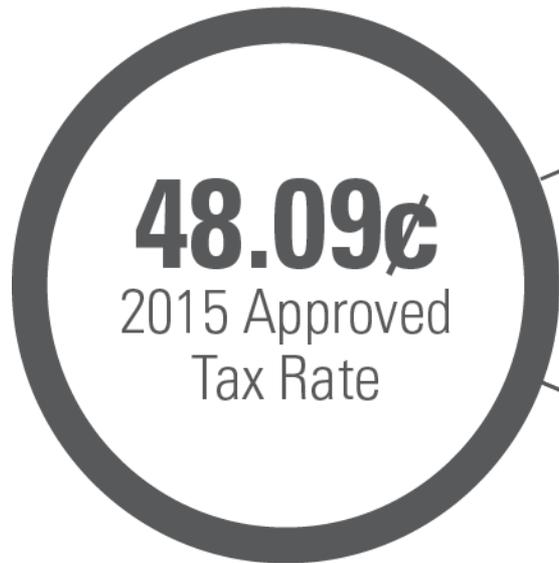
Interagency Transfers (Quarter Cent Funding)

- Current categories: Regional Mobility, Sidewalk – School Safety, Sidewalk, Bicycle, Traffic Signals, Roadway Improvements, Intersections, Great Streets, Regional Safety & Mobility, Maintenance & Reconstruction, and Regional Mobility – Right of Way.
- Any new project must meet one or more of the following criteria: Enhances Regional Mobility; Supports Public Transit; Provides Leverage for Federal or Private Funds; Adds to an Existing Program; and Expedites a Critical Mobility Project.



Debt Financing

PROPERTY TAX RATE COMPONENTS



General Fund Operating & Maintenance (O&M)

36.91¢

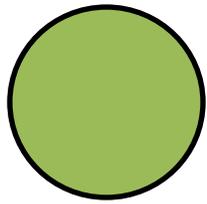
per \$100 Assessed Valuation

Debt Service Fund

11.18¢

per \$100 Assessed Valuation

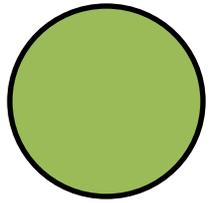
Debt service tax rate set each year at level needed to fund principal and interest payments on debt issued and pledged with property tax.



Debt Financing

- Public Improvement Bonds, Certificate of Obligation, and Contractual Obligations
 - \$1.0 billion in outstanding G.O. debt currently
 - Issued once per year in August prior to setting the tax rate
 - Revenue pledge – backed by property (ad valorem) and “full faith and credit” of the City

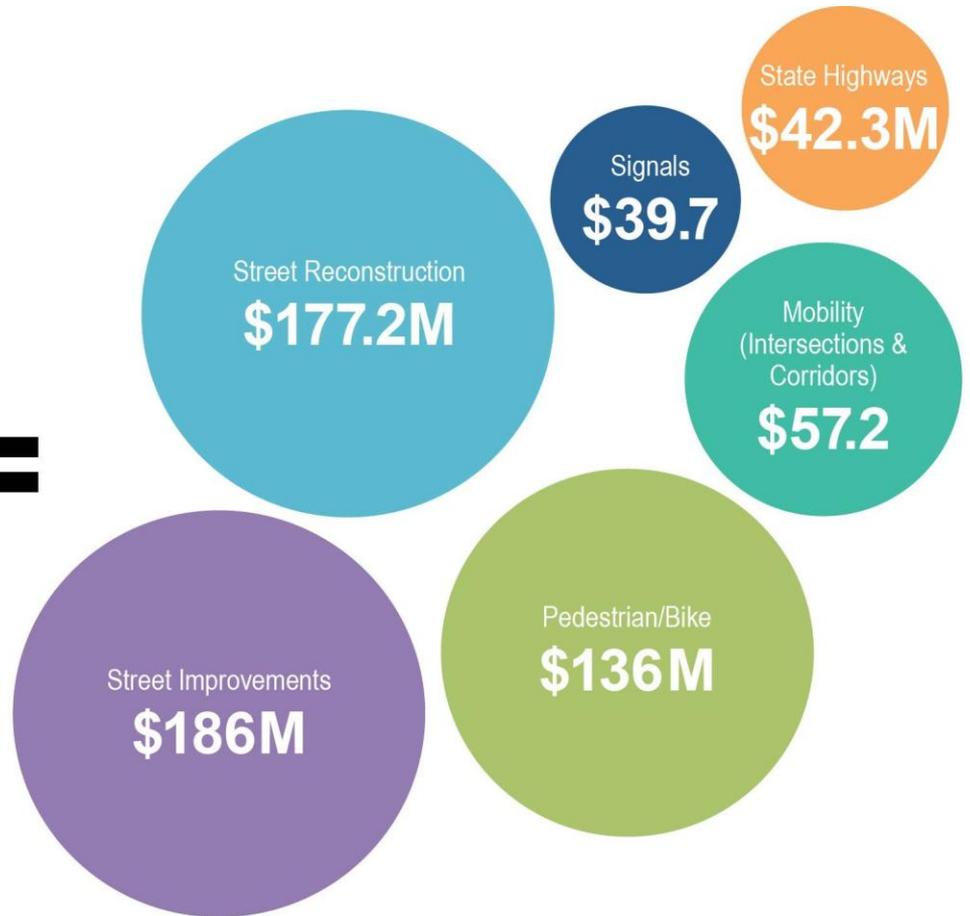
Types of G.O. Debt	Purpose	Voter Approval	Term
Public Improvement Bonds (PIBs)	Capital Assets	Yes	20 yrs
Certificates of Obligation (COs)	Real Property, Off-cycle capital needs	No	10 - 20 yrs
Contractual Obligation (KOs)	Equipment	No	5- 10 yrs



Debt Financing – G.O. Bonds



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Summary

- Multiple funding sources, mechanisms utilized for transportation/mobility improvements and programs
- Collaborative, partnerships-driven approach to address the regional mobility network
- Opportunities to leverage local funding with state, federal dollars

Questions?