

IBTTA/TRB/AASHTO International Transportation Finance Summit

Session Descriptions for the Call for Presentations

DEADLINE: DECEMBER 5, 2019

GENERAL SESSIONS

1. Roundtable of US and state DOT Officials Discussing the State of Transportation Finance

A highly constrained transportation funding and financing environment imposes huge stresses on state and local elected and transportation department officials. In this session, we seek presentations from state and local leaders about blazing new paths to enhance the flow of funding for vital transportation infrastructure projects and resetting the dialogue about which projects should be funded.

2. CFO Roundtable Discussion on Practical Issues in the Realm of Funding and Finance Within Transportation

(We will not be accepting any presentation submissions for this session.)

Back by popular demand, CFOs from tolling and transportation agencies will deliver straight answers about the real challenges they face and the solutions they are actually implementing. To provide a starting point for this session, the meeting planners will conduct a survey to discover the top challenges facing CFOs and their executive leadership. After a brief presentation of the results, the audience will drive the session with questions and suggestions. This highly interactive session will give attendees access to frank and open discussion on CFO experiences with specific topics that really matter to toll practitioners.

3. The Effect of Emerging Vehicle Technologies on Transportation Revenue Streams

There are legitimate differences of opinion as to the effect that new vehicle technologies will have on transportation revenue streams. Will driverless vehicles result in more or fewer vehicle miles of travel? If the answer is fewer, this will affect tolling, gas tax revenues, etc. If VMT is higher, then congestion will likely increase in urban areas and fuel tax revenues will increase. For this session we seek presentations that examine a few key dramatic changes to the technology in our vehicle fleet and vehicle ownership and the implications for revenues to fund the system. The planners are also accepting abstracts for this session related to Heavy Vehicle Charging and Road Reforms and how innovative system design can lead to better value creation.

IBTTA/TRB/AASHTO International Transportation Finance Summit

Session Descriptions for the Call for Presentations

DEADLINE: DECEMBER 5, 2019

INNOVATIVE FINANCE TRACK

1. Developments in U.S. Department of Transportation Financing Programs

As public sector agencies strive to tackle costly and complex transportation projects, innovative project finance strategies are vital to bridge the gap between available resources and infrastructure needs. The goal of this session is to explore developments in federal debt financing tools and credit assistance programs that state and local entities can use to better manage and accelerate project delivery. In this session we seek presenters who can share expertise on innovative use of the TIFIA program, bonding and debt instruments, and related topics. Presentations are also sought on new opportunities, practices and policies within federal financing programs.

2. Developments in Congestion Pricing

Congestion pricing is an emerging tool for governmental entities to manage traffic in city cores. New York City has announced a plan to implement a congestion pricing program in 2021 and many other localities are considering the approach. The goal of this session is to examine current and emerging developments in congestion pricing including managed lanes, area or cordon pricing, shared mobility pricing, and newer concepts such as curb and environmental zone pricing. For this session we seek presentations that address methods for attracting investors, strategies for improving project financial feasibility, use of net revenue and integration with transit, and the use of congestion pricing with other tolling mechanisms.

3. State Infrastructure Banks and State-Based Financing Approaches

The full potential of State Infrastructure Banks (SIBs) to provide credit assistance to both public and private entities for local transportation projects remains untapped. Credit assistance and debt financing tools at the state level can offer new methods for borrowing money in flexible and potentially cost-effective ways to pay for infrastructure projects. For this session we seek presentations that explore (a) state-based financing approaches to provide financial assistance to project sponsors, (b) partnerships between state financing authorities and state departments of transportation to capitalize SIBs, and (c) new SIB products.

IBTTA/TRB/AASHTO International Transportation Finance Summit
Session Descriptions for the Call for Presentations
DEADLINE: DECEMBER 5, 2019

FUNDING TRACK

1. Capturing the Economic Value of Land Use Made Possible by Transportation Improvements

The link between transportation and land use has always been a symbiotic one. The potential of transportation assets to generate economic value and the ability to capture some of that value is an important tool to fund transportation projects in urban communities. This session focuses on the opportunities (e.g., transit-oriented development, P3, public financing) and challenges (e.g., credit ratings, regulations, speculation) of using value capture to fund and finance transit and highway projects. In this session we seek presentations that explore case studies in which communities have successfully implemented value capture.

2. Assessing the Effect of Policy Changes on the Cost of Collections in Road Charging

Changes in tolling policy can have a big impact on the cost of collecting revenue. Evaluating the cost of collection often relies on benchmarks and rules of thumb that may not reflect the true effects of the policy changes. In this session we seek presentations that explore the assumptions and techniques that can be used to most accurately assess the true cost of revenue collection for tolls and other road charges (taxes, RUC, etc.) in a rapidly changing transportation funding landscape.

3. Attracting a Portfolio of Multiple Revenue Streams and Alignment with Traditional Funding Sources

We are in an exciting time in transportation in which states and localities are exploring many new transportation revenue raising schemes such as congestion charging, RUC, truck charges, dynamic parking, multimodal transit fares, and more. The challenge is figuring out how these newer schemes will align with or replace traditional sources such as general fund revenues, fuel taxes, sales taxes and more. In this session we seek presentations that explore ways to attract, integrate, and effectively use these multiple, varied funding sources and revenue streams.

IBTTA/TRB/AASHTO International Transportation Finance Summit
Session Descriptions for the Call for Presentations
DEADLINE: DECEMBER 5, 2019

PUBLIC PRIVATE PARTNERSHIP (P3) TRACK

1. Trends in the P3 Market

This session will look at current trends in the global P3 market across all surface transportation modes (highways, transit, rail, multimodal). Despite much discussion about asset recycling, the U.S. market remains dominated by greenfield projects and extensions of existing projects. Risk transfer to design-build contractors has been a hot topic recently, along with discussions about revenue risk vs. availability payments, and performance management in long-term concessions. In this session we seek presentations that explore US and international trends in the P3 marketplace and how they may evolve over the next decade.

2. Educating the Public and Stakeholders on P3s, Tolling and Funding Matters

One of the main barriers to developing transportation projects, particularly toll roads, is the common misunderstanding of how transportation assets are actually funded, and how tolling works. P3s are also commonly misunderstood, and their benefits can be difficult to convey to the public. In this session we seek presentations that explore ideas on how to educate stakeholders and the general public on these key issues, and how to develop public support for projects, including congestion pricing, and transit.

3. Impact of Major Delays and Cancellations of P3 Projects on Future Private Investment

Several major P3 projects, such as the Mobile River Bridge on I-10 in Alabama, have either been cancelled or suffered significant delays. Other significant changes to P3 projects include the elimination of tolling on all Vancouver bridges. In this session we seek presentations that explore the impact of these events on future private investment in the U.S. and globally, and what, if anything, can be done to mitigate political and environmental risk.