



Florida Department of
TRANSPORTATION

Project Finance and Delivery Options

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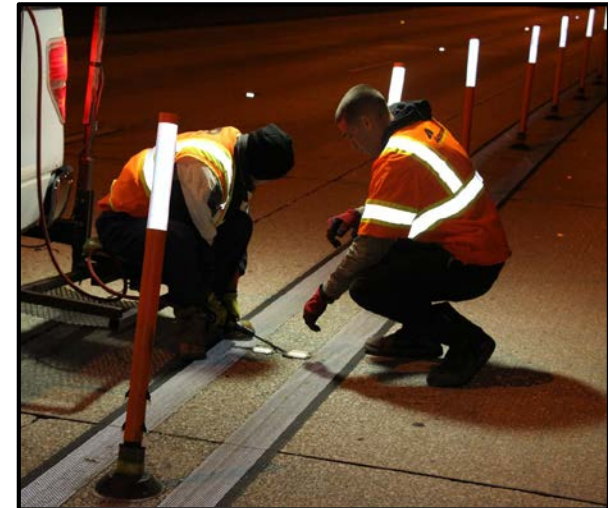


International Managed Lanes Conference
May 6, 2016

Current Issues in Project Finance

Express lanes have unique considerations

- Construction costs can exceed \$500 million
- How will the Department fund and finance?
- How do we advance – project delivery method?
- Are there unique risks to the project?
- Costs beyond construction
- Revenue potential
- Tracking finances through project life



Methods for Project Advancement

- Design Build
- Design Build Finance
- Design Build Finance Operate Maintain



I-95 Express Phase 1 (DBF)

Cost: \$139 M



95express.com

Financing

- USDOT Urban Partnership Agreement offered partial funding solution
- Contract set cash availability schedule
- Payments beyond construction created potential need for contractor to obtain short-term financing

Benefits:

- Congestion reduction in Miami-Dade County
- Phase 1 complete April 2010.
- Estimated 5 years advancement

Key Decisions:

- FDOT retains O&M, tolling

I-595 (DBFOM)

Financing:

- Final acceptance and availability payments follow construction
- \$603.4M TIFIA loan, \$781.1M bank loans, and \$207.7M in equity

Benefits:

- Added 3 at-grade reversible tolled express lanes and corridor improvements
- Construction complete in 2014, estimated 15 years advancement

Key Decisions:

- Tolls set and retained by FDOT
- Concessionaire has 30-year O&M period following construction

Cost: \$1.2B



595express.info



I-4 Ultimate (DBFOM)

Financing:

- Construction period, final acceptance, and availability payments
- \$949M TIFIA loans, \$486M bank loans, and \$104M private equity

Benefits:

- Major interchanges and bridge reconstruction
- Addition of express lanes provides congestion relief and improves safety
- Estimated 20-year advancement

Key Decisions:

- 21 miles at one time, size and complexity of project
- 40-year concession agreement

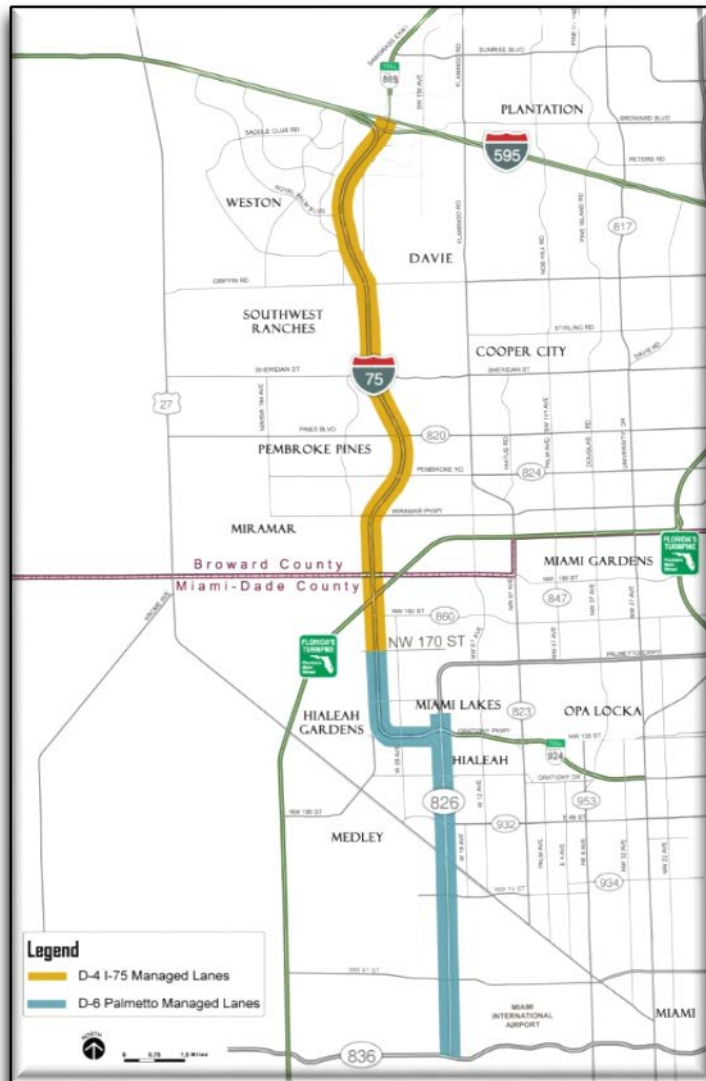
Cost: \$2.3B



I4Ultimate.com



I-75/Palmetto Express (DB)



2011-12 Analysis:

- \$433M, Express Lanes on I-75 in Broward and Miami-Dade
- Analyzed combining the project with \$258M Palmetto Express
- Toll Concession, Availability Payment, and DBF P3s analyzed
- Availability Payment may have been feasible
- Project unknowns minimal, nominal benefits of risk transfer
- Conclusion: Deliver projects in multiple Design Build segments and fund traditionally

Steps for Project Advancement

Initial steps

- Understand project priority and scope
- Gather and refine inputs - funding, costs, revenue streams
- Determine feasible delivery options and risk allocation
- Determine benefits (return on investment) of feasible options
- If candidate for advancement, determine best procurement approach

Continue to revisit

- Impact to FDOT's overall finance plan
- Debt implications and caps
- Communication with management
- External stakeholder input (local, state, industry)

Contact Information



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