



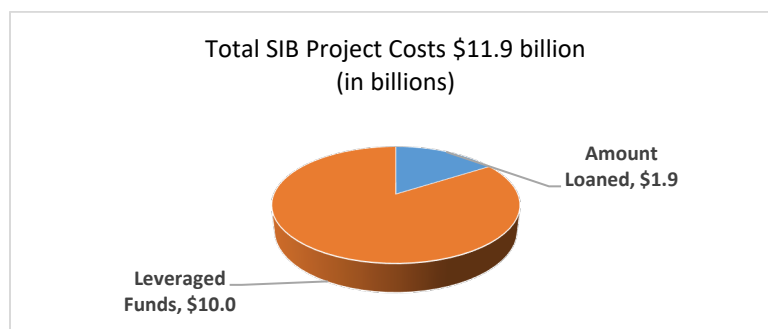
Florida State Infrastructure Bank

The Florida State Infrastructure Bank (SIB) was established in 1997, following the selection of Florida as one of the original 10 National Highway System SIB pilot States, with the goal to leverage funds through loans and credit enhancement assistance to improve project feasibility. The SIB has become an important financial tool to accelerate the delivery of critical transportation projects, generate economic benefits, and encourage increased local and private participation in transportation projects. The support of the program is demonstrated by its legislative history and the significant portfolio of projects that have been advanced with SIB loans. Initially established as a federally funded SIB under preexisting State law, the SIB’s authority was expanded several times, creating a state-funded SIB, providing authority to issue bonds, and expanding project eligibility.

Program Highlights

- The SIB federal-funded account has been capitalized with a total \$126.3 million in Federal dollars (\$115.5 million in Federal highway funds and \$10.8 million in Federal transit funds). The SIB state-funded account has been capitalized with \$498.8 million, reflecting a combination of State funds and net bond proceeds.
- To date, two series of SIB bonds have been issued: \$62.3 million in June 2005 and \$61.3 million in July 2007.
- As of September 30, 2020, the combined Federal and State SIB accounts had funded 106 loans totaling \$1.9 billion.
 - The federally funded SIB has provided 45 loans totaling \$658.1 million advancing \$2,485.7 million of project costs.
 - The State-funded SIB has provided 61 loans totaling \$1,232.5 million advancing \$9,392.4 million of project costs.

Program inception	1997
Loan portfolio	\$904.6million (combined federal and state-funded SIBs)
Interest rate	At or below market interest rates, based on current market conditions, the financial strength of borrower, term, loan and other systemic risks.
Loan term	Loan repayments may be deferred up to 5 years after the project has been completed or opened to traffic, whichever is later. Maximum loan maturity allowable, including deferrals, is 35 years (for federal-funded SIB projects) or 30 years (for state-funded SIB projects).
Size range	Minimum of \$1 million with exceptions on limited basis for small projects.
Fees	No application fees



Eligibility

The table below lists the eligible borrowers and eligible projects. SIB funds may be used for various forms of financial assistance such as subordinated loans, emergency loans, interest subsidies, letters of credit, capital reserves for bond financing, capital improvements, and all phases of construction.

Eligible Borrowers

- Public entities, including Florida Department of Transportation (FDOT) district offices
- Private entities

Eligible Projects

- Federal SIB
 - Projects eligible for assistance under Title 23 USC or capital projects defined in Title 49 USC.
- State SIB
 - Transportation facility project on the State Highway System or that provides increased mobility on the State's Transportation System or intermodal connectivity.
 - Projects in the Transportation Regional Incentive Program.
 - Transportation facilities or ancillary facilities that produce or distribute natural gas or fuel.
 - Damaged public-use facilities within an area that is part of an official state declaration of emergency approved by FDOT Secretary and Legislative Budget Commission.

Spotlight on Innovation:

- **Creating Value through Partnerships.** The Florida SIB has proven to be an effective tool for encouraging increased local and private participation in transportation projects. Together, the state-funded and federal-funded SIB accounts have leveraged \$6.08 in projects for each \$1 loaned. The following examples of SIB loans highlight the benefits of these partnerships:
 - A **\$13.5 million SIB loan** to a private developer facilitated the building of the **\$19.7 million Orchard Pond Parkway**, Florida's first private toll facility. This 5.2-mile toll road north of Tallahassee, Florida will be paired with a paved bicycle and pedestrian path. The developer contributed cash to fund the remaining project costs and donated scenic easements for the nature trail and bike path. The road will belong to Leon County, which will lease it to the developer to operate. Revenue from the tolls will be used to pay off the loan, as well as maintain and service the road. In 99 years, when the lease ends, the road becomes the sole property of Leon County.
 - The **widening and extension of SR 56** in Pasco County from Meadow Pointe Boulevard to U.S. Highway 301/State Road 41 was accomplished through a **\$22.8 million SIB loan** to Pasco County. The County leveraged a public-private partnership with the city of Zephyrhills, and four private developments along the corridor to finance the \$59.6 million project that included funding contributions from the county, the city of Zephyrhills, and the four developers. The private sector partners also donated rights of way and stormwater ponds. This partnership, together with the SIB loan, accelerated the delivery of this project and realized cost savings by advancing construction.

