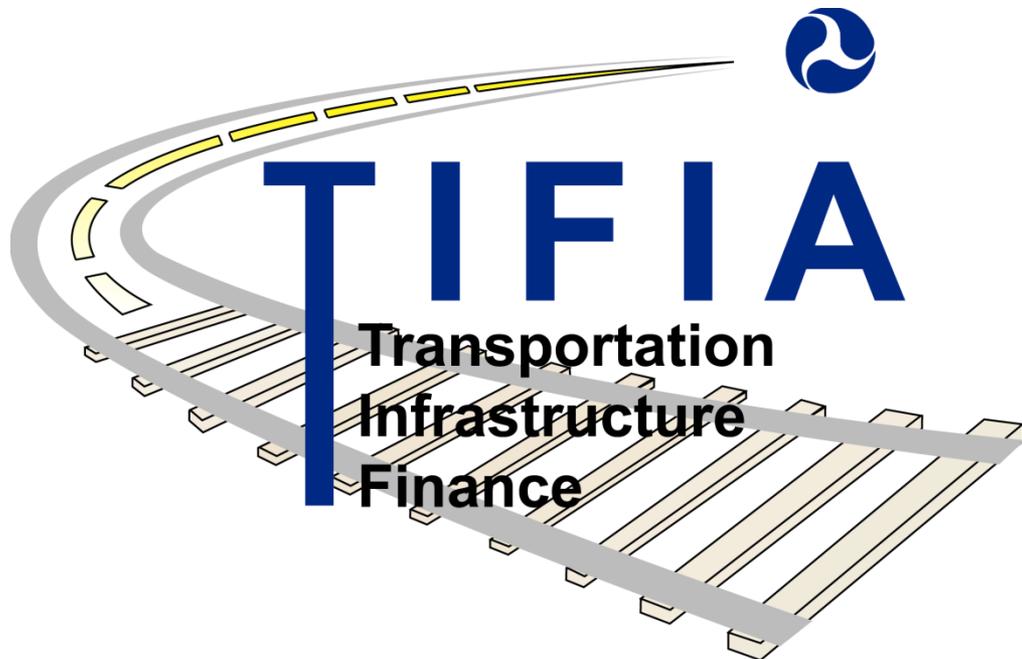


# *TIFIA Credit Program Overview*

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*Transportation  
Infrastructure  
Finance and  
Innovation  
Act (TIFIA)*

*Updated August 2010*

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# ***Background on TIFIA***

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- **Strategic goal** – to leverage limited Federal resources and stimulate private capital investment in transportation infrastructure by **providing credit assistance in the form of direct loans, loan guarantees, and standby lines of credit** (rather than grants) to projects of national or regional significance.
  
- **Key objectives**
  - Facilitate projects with significant public benefits
  - Encourage new revenue streams and private participation
  - Fill capital market gaps for secondary/subordinate capital
  - Be a flexible, “patient” investor willing to take on investor concerns about investment horizon, liquidity, predictability and risk
  - Limit Federal exposure by relying on market discipline



# ***Background on TIFIA (continued)***

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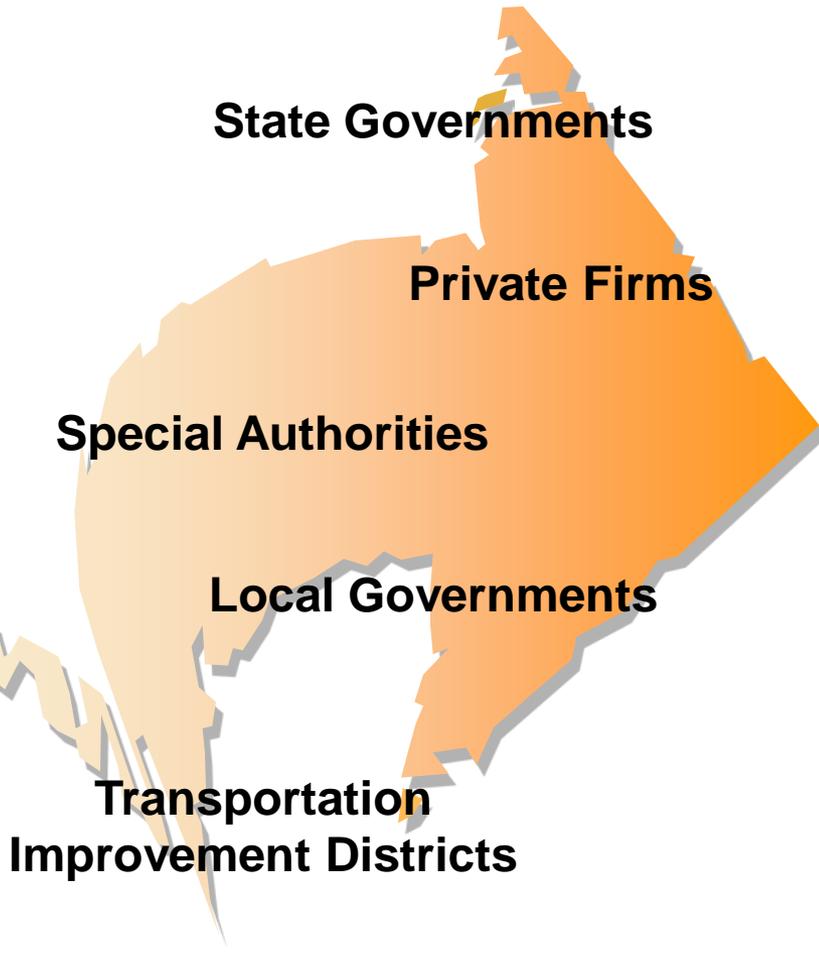
## ➤ **Major requirements**

- Large surface transportation projects (\$50M generally, \$15M for intelligent transportation systems – ITS)
- TIFIA contribution limited to 33 percent
- Senior debt must be rated investment grade
- Dedicated revenues for repayment
- Applicable Federal requirements, including but not limited to Civil Rights, NEPA, Uniform Relocation, Titles 23/49
- Public or private highway, transit, rail and port projects are eligible to apply for TIFIA assistance

- **Application process** – applicants must submit letters of interest and, after invitation from the TIFIA Joint Program Office (JPO), a formal application including financial plans and ratings, to DOT for consideration.



# Eligible TIFIA Applicants and Projects



Highways and Bridges

Intelligent Transportation Systems

Intermodal Connectors

Transit Vehicles and Facilities

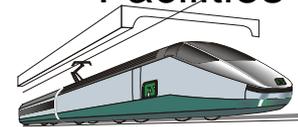
Intercity Buses and Facilities



Freight Transfer Facilities

Passenger Rail Vehicles and

Facilities



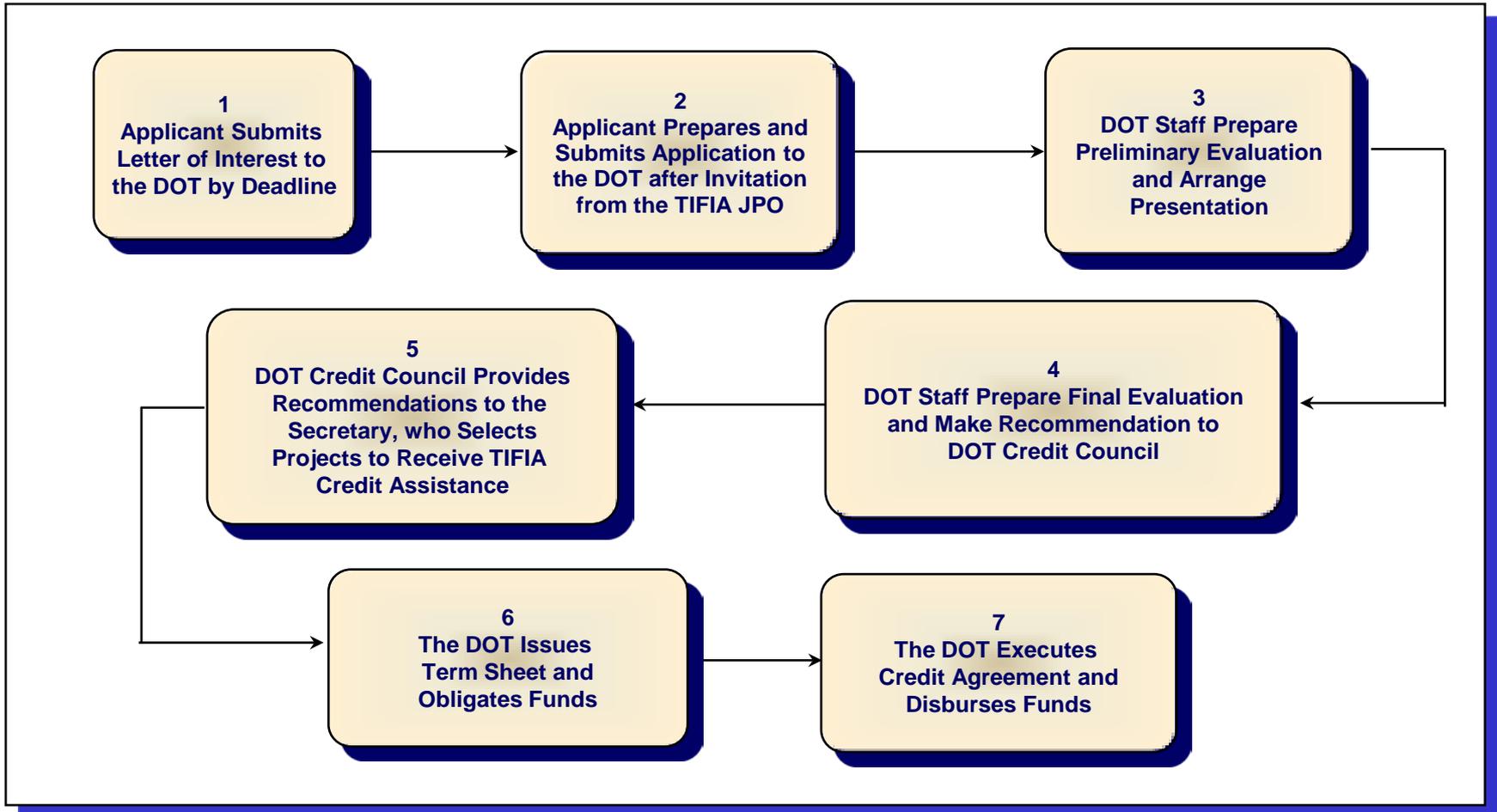


# **Statutory Selection Criteria Weighting** *(percentage amounts)*

|                                   |       |
|-----------------------------------|-------|
| Private Participation             | 20.0% |
| Environmental Impact              | 20.0% |
| National or Regional Significance | 20.0% |
| Project Acceleration              | 12.5% |
| Credit Worthiness                 | 12.5% |
| Use of New Technologies           | 5.0%  |
| Reduced Federal Grant Assistance  | 5.0%  |
| Consumption of Budget Authority   | 5.0%  |

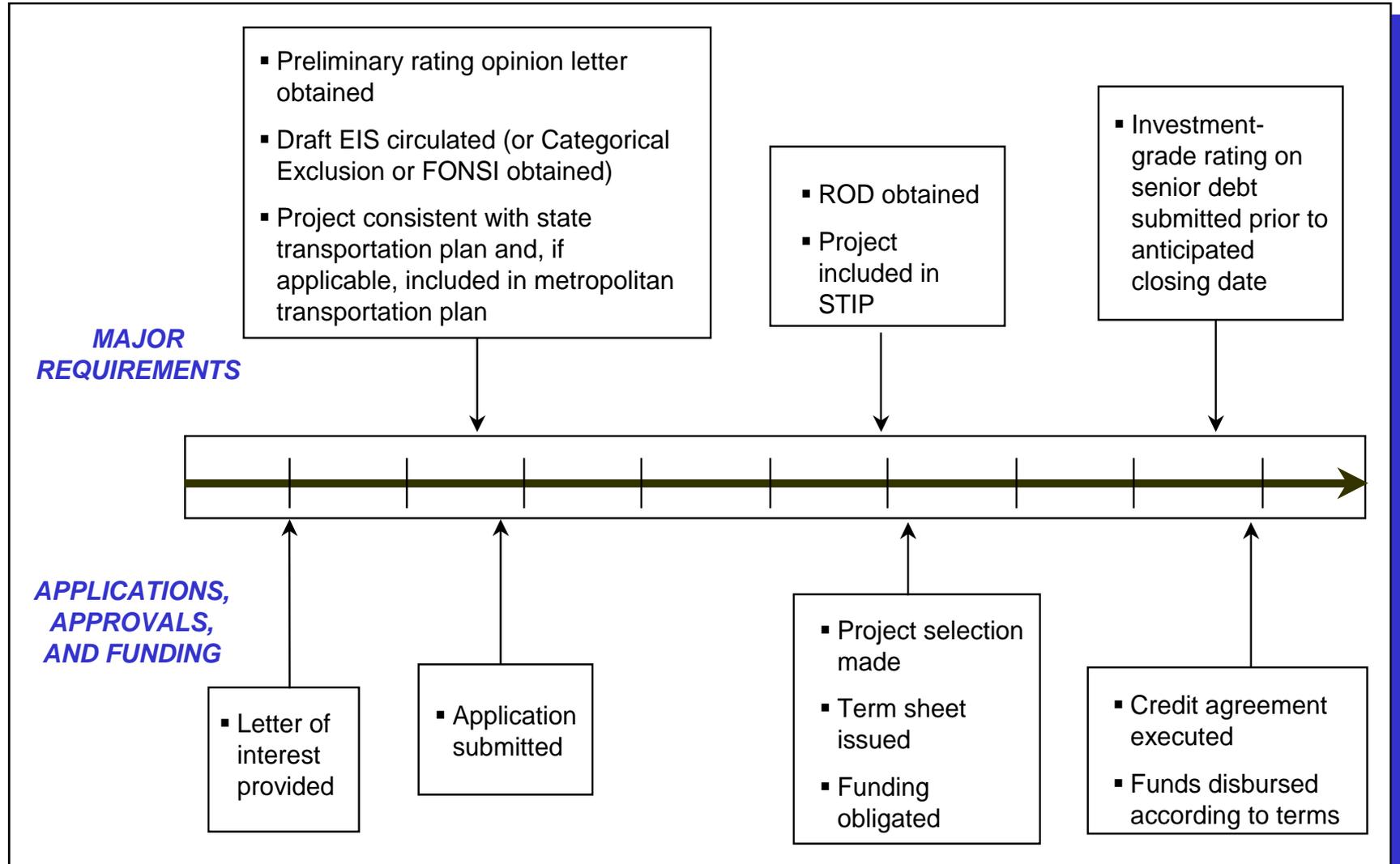


# Program Implementation: Selection & Funding of a TIFIA Project





# TIFIA Documentation Requirements





# ***TIFIA Program Fees***

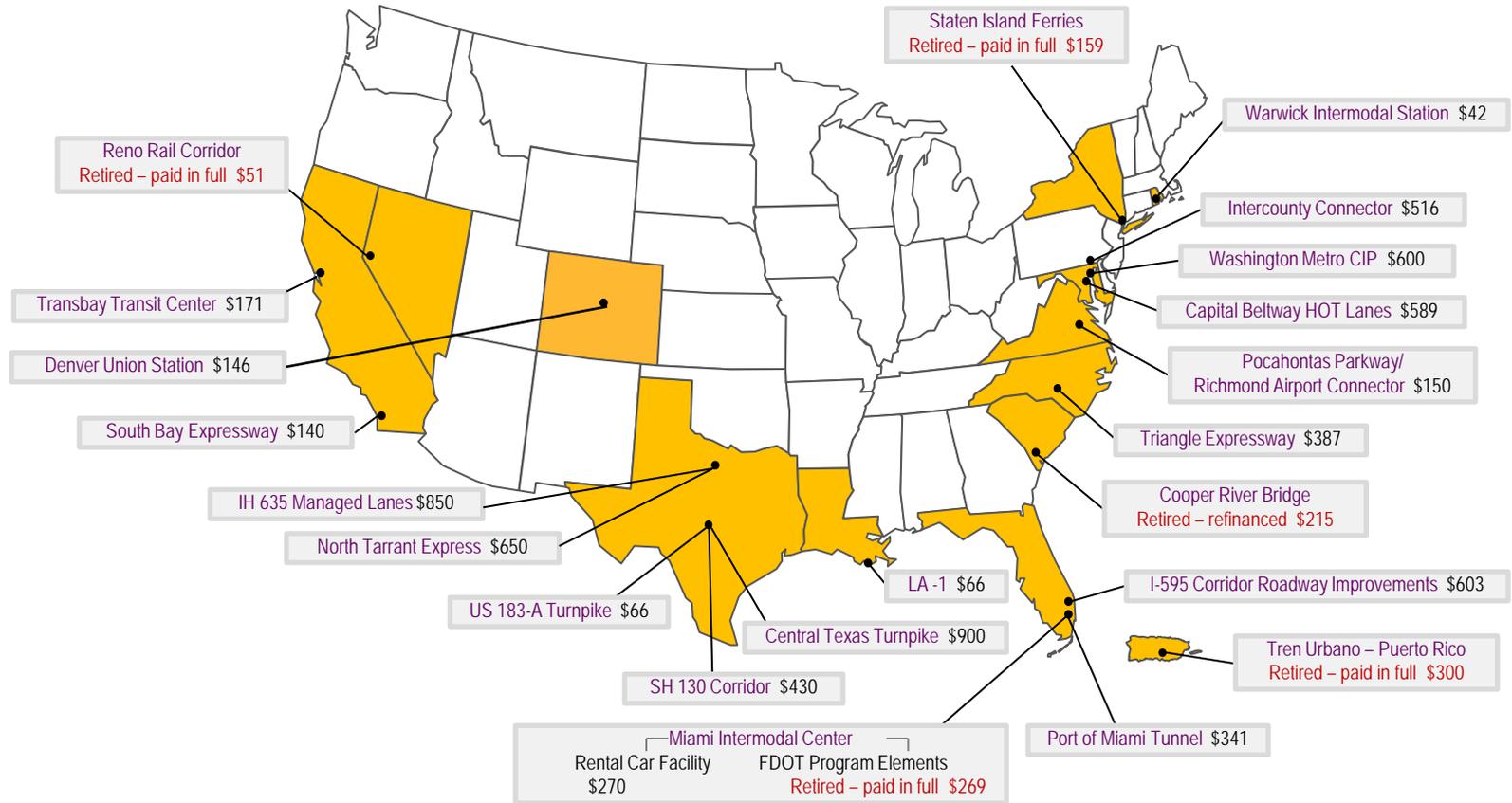
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- **The TIFIA JPO will require each applicant to pay a non-refundable Application Fee of \$50,000.**
- **Each borrower will be required to pay a Transaction Fee equal to the costs incurred by the TIFIA JPO in negotiating the credit agreement. This credit processing fee will typically range from \$200,000- \$300,000.**
- **Borrowers will be required to pay an \$11,500 Loan Servicing Fee annually, due by November 15.**
- **Borrowers also will be required to pay a Monitoring Fee as defined in the credit agreement.**



# TIFIA Approved Projects

(TIFIA Instruments in Millions)



**Total TIFIA Assistance: \$7.9 Billion**  
**Total Project Investment: \$29.4 Billion**



# TIFIA Portfolio

## TIFIA Portfolio (\$Millions)

| TIFIA Number                     | Project   | Project Type | Project Cost    | Instrument Type | Credit Amount      | Primary Revenue Pledge                 |
|----------------------------------|---|--------------|-----------------|-----------------|--------------------|--|
| <b>Active Credit Agreements</b>  |   |              |                 |                 |                    |  |
| 19991002B                        | <a href="#">Miami Intermodal Center</a>                           | Intermodal   | 1,664           | Direct Loan     | 270.000            | User Charges                           |
| 20011001                         | <a href="#">Central Texas Turnpike System</a>                     | Highway      | 3,278           | Direct Loan     | 900.000            | User Charges                           |
| 20031002                         | <a href="#">South Bay Expressway (formerly SR 125 South)</a>      | Highway      | 658             | Direct Loan     | 140.000            | User Charges                           |
| 20051001                         | <a href="#">183-A Turnpike</a>                                    | Highway      | 305             | Direct Loan     | 66.000             | User Charges                           |
| 20051002                         | <a href="#">LA 1 Improvements</a>                                 | Highway      | 372             | Direct Loan     | 66.000             | User Charges                           |
| 20061001                         | <a href="#">Warwick Intermodal Station</a>                        | Intermodal   | 267             | Direct Loan     | 42.000             | User Charges                           |
| 20061003A                        | <a href="#">Pocahontas Parkway / Richmond Airport Connector</a>   | Highway      | 597             | Direct Loan     | 150.000            | User Charges                           |
| 20071004A                        | <a href="#">I-495 Capital Beltway HOT Lanes</a>                   | Highway      | 1,938           | Direct Loan     | 589.000            | User Charges                           |
| 20071002A                        | <a href="#">SH 130 (Segments 5-6)</a>                             | Highway      | 1,328           | Direct Loan     | 430.000            | User Charges                           |
| 20061002A                        | <a href="#">Intercounty Connector</a>                             | Highway      | 2,566           | Direct Loan     | 516.000            | User Charges                           |
| 20081002A                        | <a href="#">I-595 Corridor Roadway Improvements</a>               | Highway      | 1,834           | Direct Loan     | 603.000            | Availability Payments                  |
| 20081004A                        | <a href="#">Triangle Expressway</a>                               | Highway      | 1,172           | Direct Loan     | 386.662            | User Charges                           |
| 20081008A                        | <a href="#">Port of Miami Tunnel</a>                              | Highway      | 1,073           | Direct Loan     | 341.037            | Availability Payments                  |
| 20081001A                        | <a href="#">North Tarrant Express</a>                             | Highway      | 2,047           | Direct Loan     | 650.000            | User Charges                           |
| 20081007A                        | <a href="#">Transbay Transit Center</a>                           | Transit      | 1,189           | Direct Loan     | 171.000            | Real Estate Tax Increment              |
| 20071006A                        | <a href="#">IH 635 Managed Lanes</a>                              | Highway      | 2,615           | Direct Loan     | 850.000            | User Charges                           |
| 20101001A                        | <a href="#">Denver Union Station Project</a>                      | Intermodal   | 519             | Direct Loan     | 145.600            | Sales Tax/Real Estate Tax Increment    |
| <b>Total</b>                     |   |              | <b>\$23,421</b> |                 | <b>\$6,316.299</b> |  |
| <b>Retired Credit Agreements</b> |   |              |                 |                 |                    |  |
| 19991005                         | <a href="#">Washington Metro Capital Improvement Program</a>      | Transit      | 2,324           | Guarantee       | 600.000            | Interjurisdictional Funding Agreements |
| 19991006                         | <a href="#">Tren Urbano (PR)</a>                                  | Transit      | 2,250           | Direct Loan     | 300.000            | Tax Revenues                           |
| 20001003                         | <a href="#">Cooper River Bridge Replacement</a>                   | Highway      | 675             | Direct Loan     | 215.000            | Infrastructure Bank Loan Repayments    |
| 20001004                         | <a href="#">Staten Island Ferries and Terminals</a>               | Transit      | 482             | Direct Loan     | 159.225            | Tobacco Settlement Revenues            |
| 20011002A                        | <a href="#">Reno Transportation Rail Access Corridor (ReTRAC)</a> | Intermodal   | 280             | Direct Loan     | 50.500             | Room and Sales Tax                     |
| 19991002A                        | <a href="#">Miami Intermodal Center</a>                           | Intermodal   | <sup>a</sup>    | Direct Loan     | 269.076            | Tax Revenues                           |
| <b>Total</b>                     |   |              | <b>\$6,011</b>  |                 | <b>\$1,593.801</b> |  |
| <b>Total All Categories</b>      |   |              | <b>\$29,432</b> |                 | <b>\$7,910.100</b> |  |

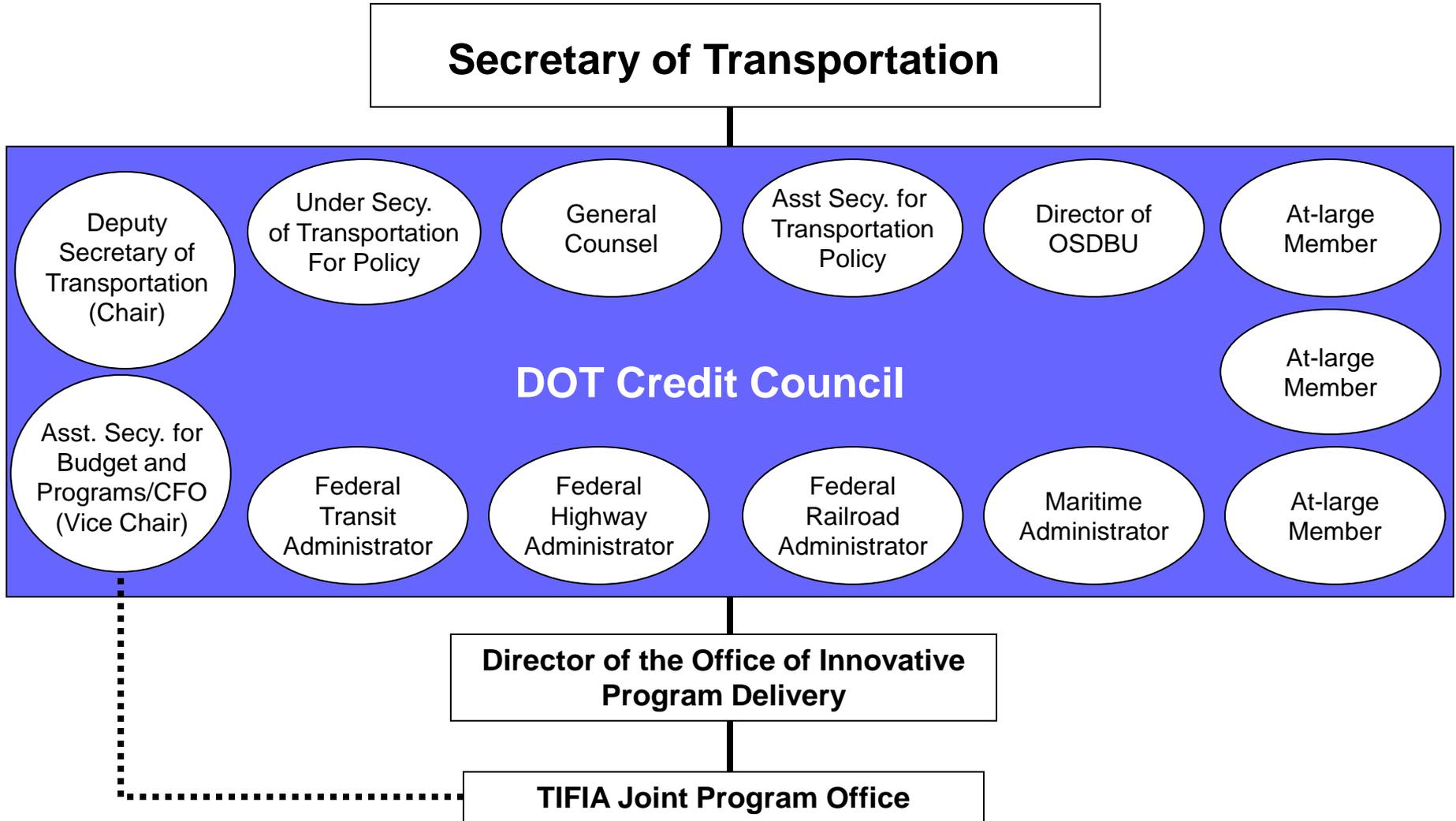
As of 8/02/10

### Footnotes

<sup>a</sup> Project Cost included in TIFIA Number 19991002b



# TIFIA JPO Organizational Framework





# TIFIA Oversight: Credit Instrument Life Cycle

## Construction Oversight and Performance Monitoring

### Design / Construction

- On-site inspections
- Periodic meetings
- Disbursement approvals
- Project acceptance

### Operations/Post Construction

- Performance reporting
- Revenue realization
- Change reporting
- Compliance with credit agreement

