



U.S. Department
of Transportation
**Federal Highway
Administration**

EDC-5 Value Capture Innovation



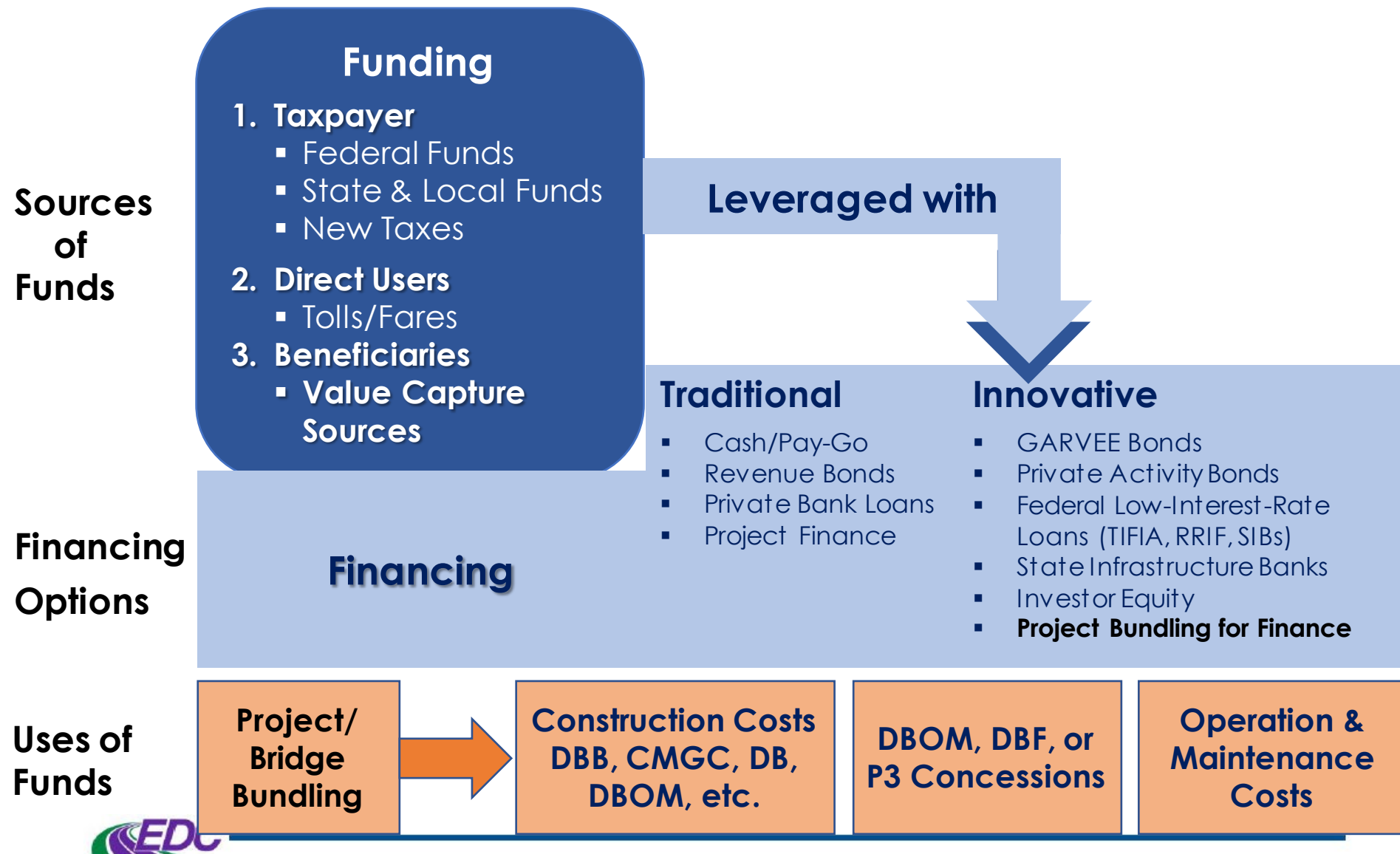
**Value Capture:
Capitalizing on the Value Created by Transportation**

Introduction to Value Capture

- Key Distinctions
- Why is Value Capture Needed?
- Value Capture Overview & Benefits
- Value Capture Mechanisms & Examples
- Value Capture & Project Bundling Resources
- Q&A



Funding and Financing



Value Capture vs. Tax

■ Tax

- ✓ Primarily revenue-raising
- ✓ Express authority required
- ✓ Levied regardless of whether one uses a particular service

■ Value Capture

- ✓ Not a revenue measure but a means of compensating the government for a portion of the cost of offering a particular service or benefit
- ✓ Authorization for value capture comes from the home rule powers of the local government
- ✓ Proportionality required
- ✓ Strict accounting procedures



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Why is Value Capture Needed?

Why Value Capture?

2021 Infrastructure Grades

 AVIATION	 D+	 PORTS	 B-
 BRIDGES	 C	 RAIL	B
 DAMS	D	 ROADS	D
 DRINKING WATER	 C-	 SCHOOLS	D+
 ENERGY	 C-	 SOLID WASTE	C+
 HAZARDOUS WASTE	D+	 STORM WATER	D
 INLAND WATERWAYS	 D+	 TRANSIT	D-
 LEVEES	D	 WASTEWATER	D+
 PARKS AND RECREATION	D+		

America's
Cumulative
Infrastructure
Grade



A EXCEPTIONAL

B GOOD

C MEDIOCRE

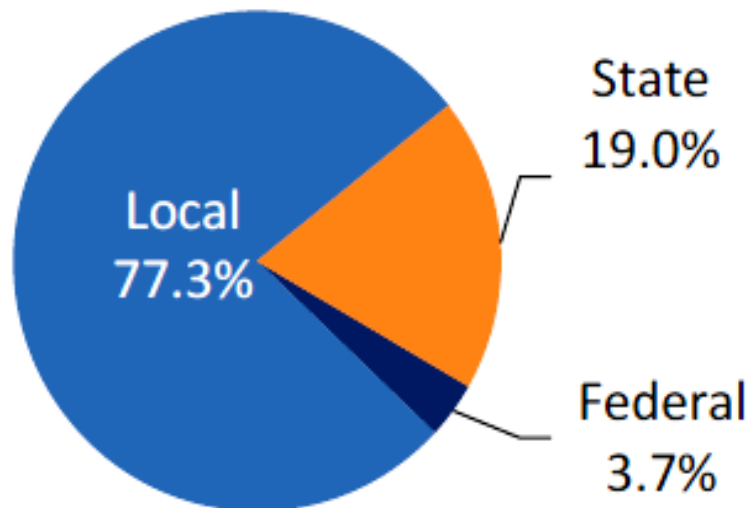
D POOR

F FAILING

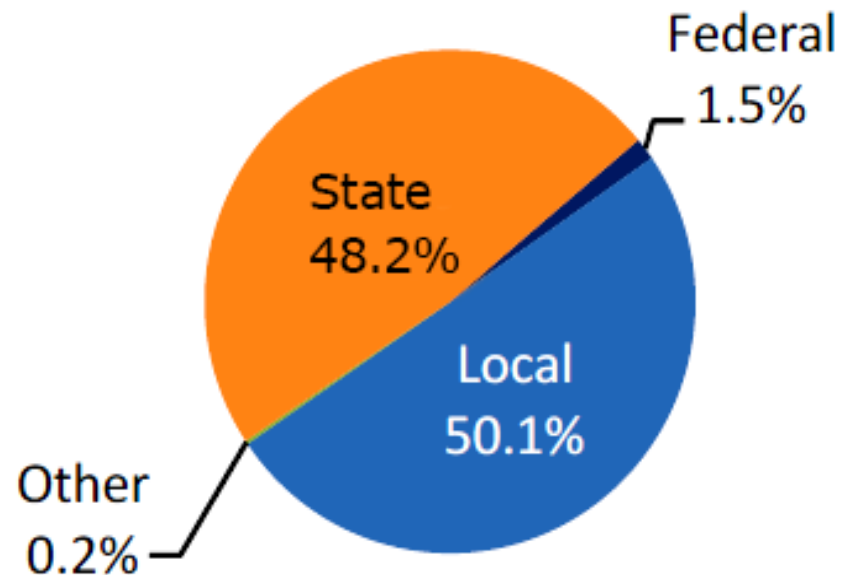
Source: Credit to ASCE

Why Value Capture?

Highway Mileage



Bridges



Highway and Bridge Ownership by Level of Government
Source: FHWA

Capacity & Conditions Funding Challenges

Capacity: Two out of every five miles of America's urban interstates are congested

- Costs the country \$160 billion in wasted time and fuel

Conditions: One out of every five miles of highway pavement is in poor condition

- \$836 billion backlog of highway and bridge capital needs

Traffic Fatalities: 35,092 people killed in motor vehicle crashes

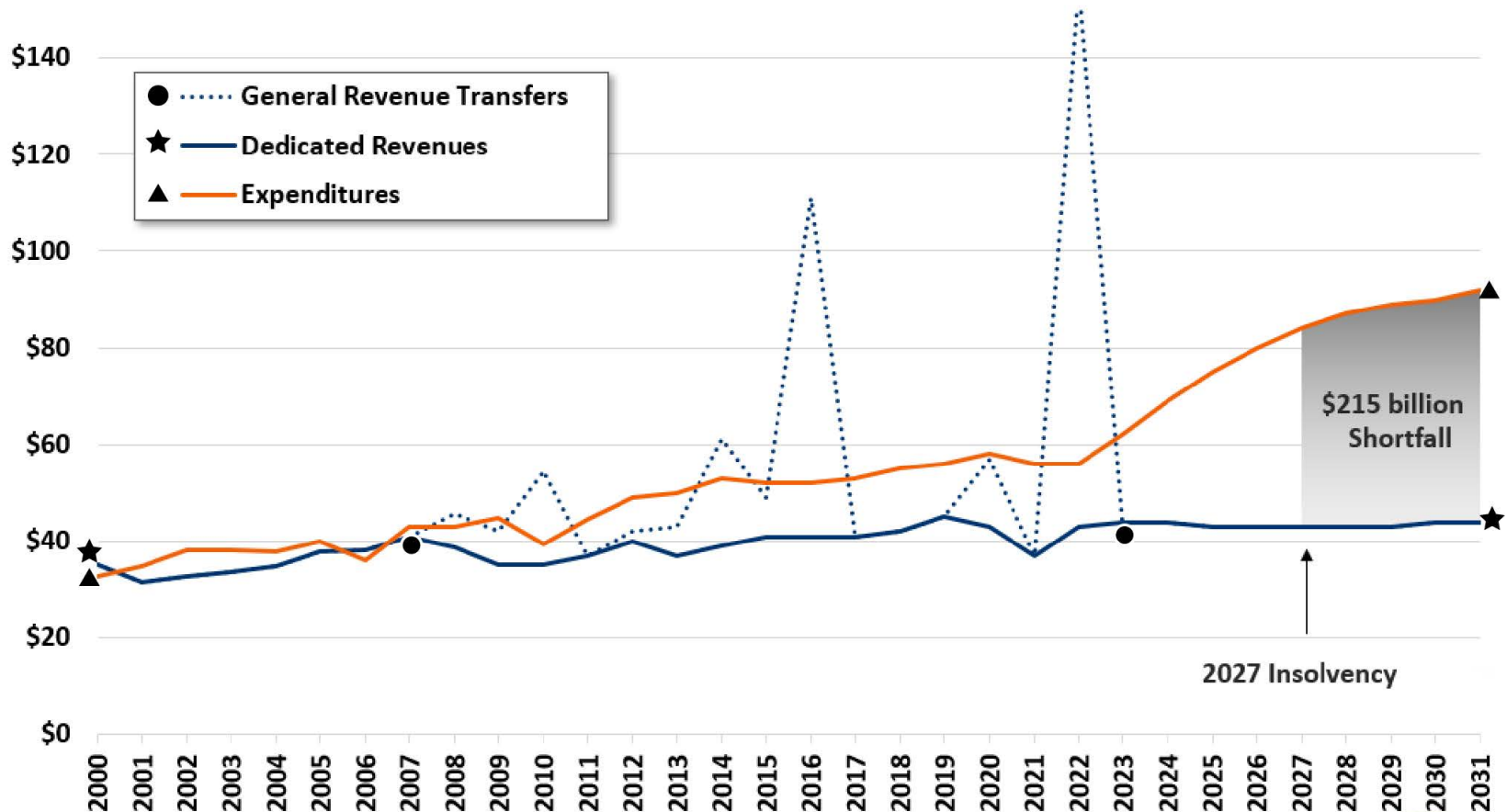
- Pedestrian deaths on US roads increased 36% since 2015; (7,485 in 2021, GHSA)



Source: FHWA

Highway Trust Fund Faces Shortfall After 2027

Trust Fund Spending and Revenue After the Enactment of the Bipartisan Infrastructure Bill (billions)



2027 Insolvency

\$215 billion
Shortfall

Source: Committee for a Responsible Federal Budget based on Congressional Budget Office Data

CRFB.org





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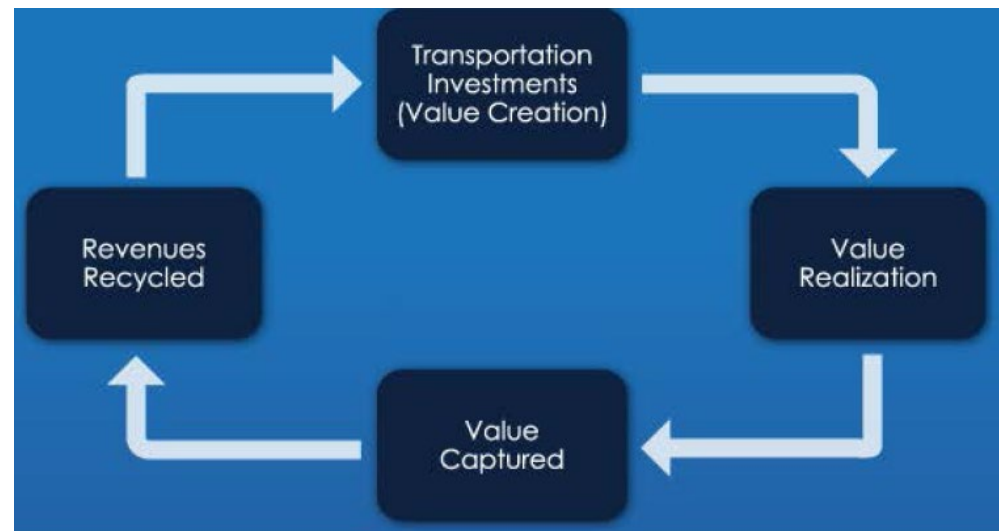
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Value Capture Overview

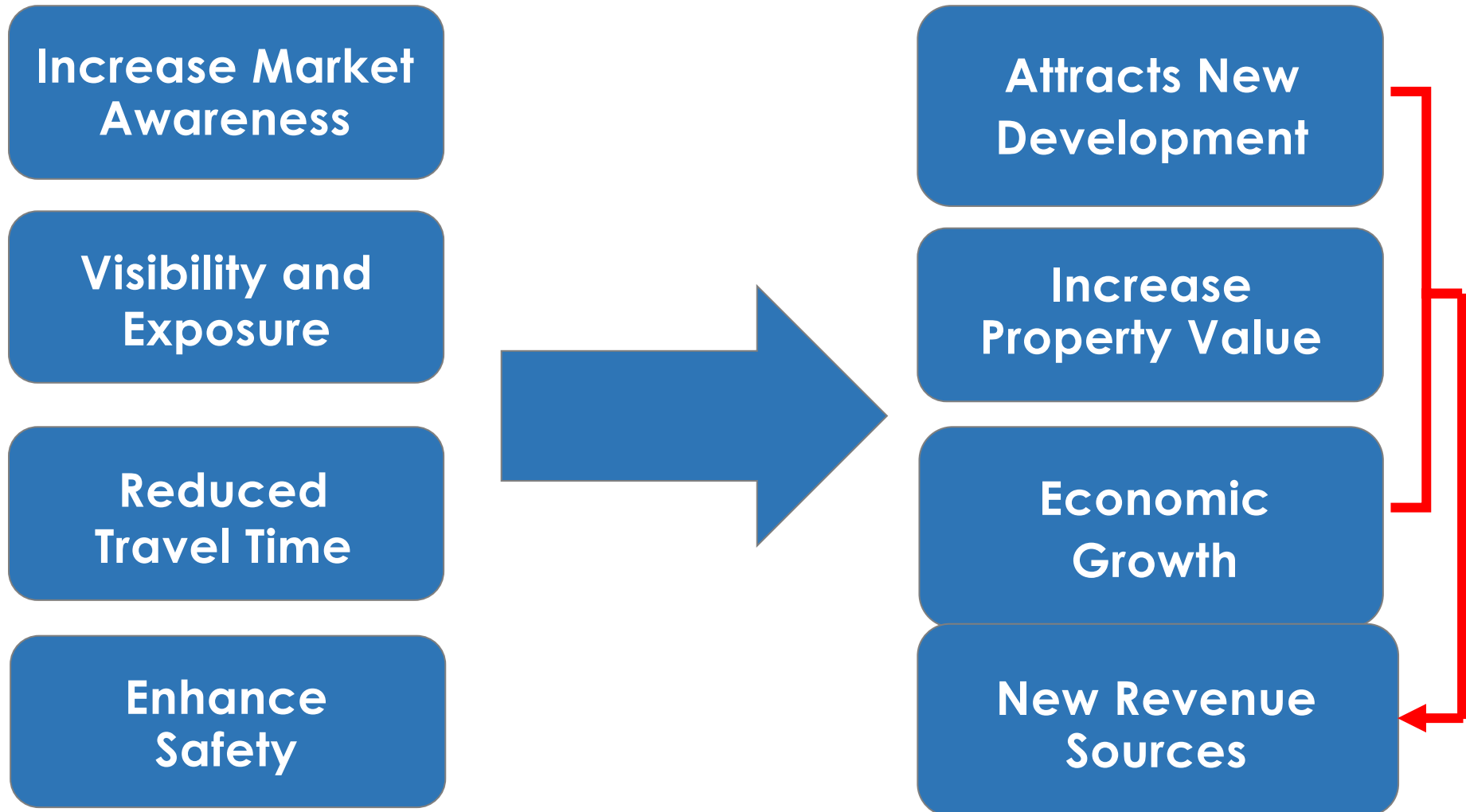
Value Capture (VC) Defined

- VC is an innovative revenue source that leverages the real estate potential brought by infrastructure improvements
- It is widely used to finance transit investments in the U.S.
- Application to roadways is sparse to date



Value Capture: Capitalizing on the Value Created by Transportation

Transportation Improvements Create Value



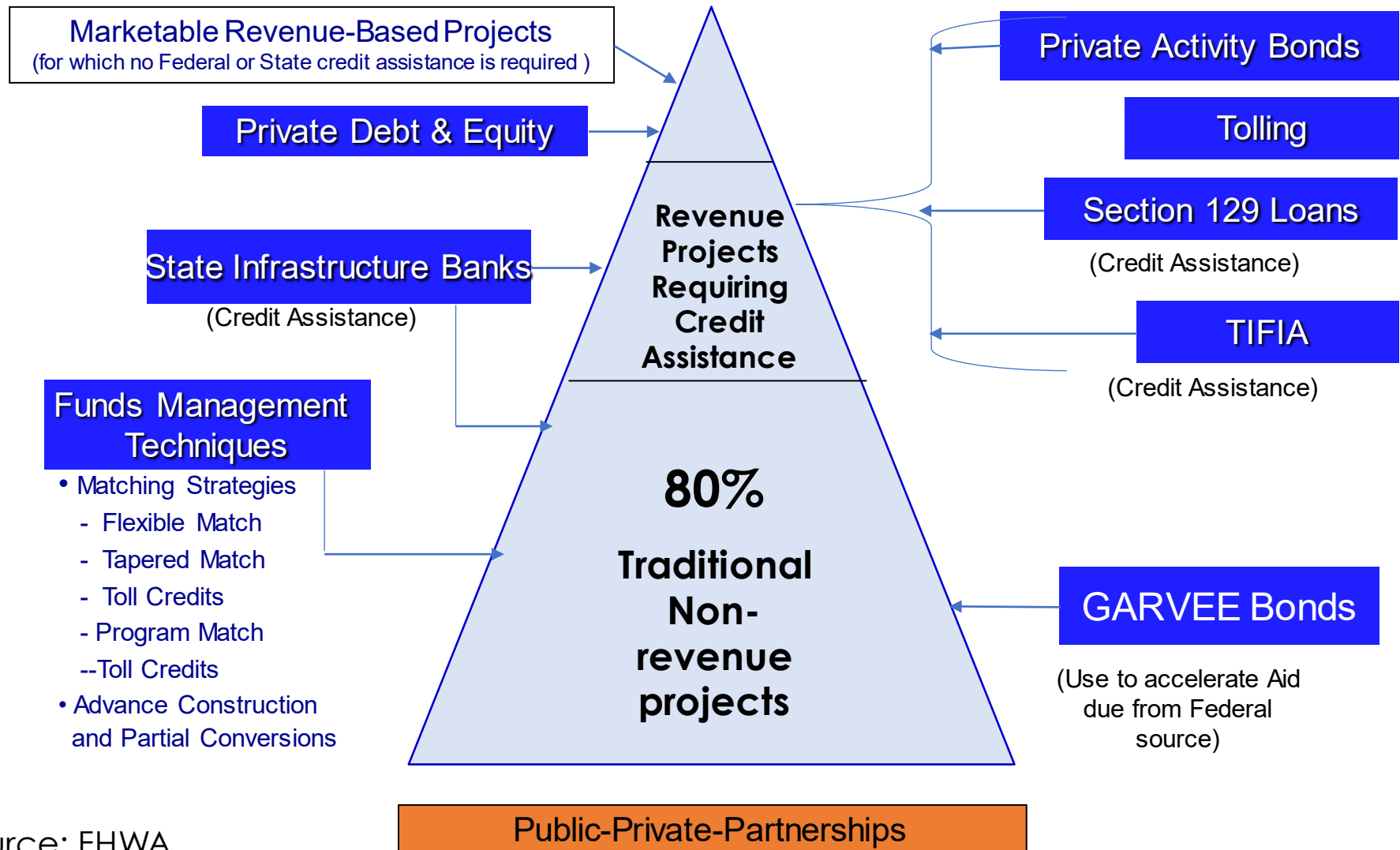
Example Beneficiaries of Infrastructure Projects

- Developers
- Property Owners (residential, commercial, retail, industrial)
- Employers
- Businesses
- Investors
- Landowners
- Road Users
- Transportation Operators/Users

Benefits of Value Capture Strategies

- Provides gap funding sources for highway improvements & infrastructure life cycle costs
 - **Value Capture Revenue = Innovative Finance**
- **Provide key benefits...**
 - **Facilitate** access to ongoing revenue stream to LPAs
 - **Accelerate** project delivery & safety Improvements
 - **Induce** private investment and better design & construction
 - **Revenue** source to secure multiple Federal sources (TIFIA, Section 129 Loans, SIBs, GARVEEs, & Matching Share)

Federal Finance/Leveraging Incentives Tools



Source: FHWA



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Value Capture Strategies & Examples



**Developer
Contributions**



**Special
Assessments**



**Advertising ,
Naming
Rights, &
Sponsorships**

Value Capture Strategies

Sustainable, Reliable, & Equitable



**Transportation
Utility Fees**



Concessions



**Joint
Development**



**Incremental
Growth**

Value Capture Techniques' Key Features

Value Capture Strategies	Capex or O&M	Modal Applicability	Funding and/or Financing	Revenue Potential	Timing of Revenue Received
Impact Fees/Mobility Fees/Multi Modals Fees	Capex	All Modes	Funding	✓✓	Immediate
Negotiated Exactions	Capex	Highway & Transit	Funding	✓✓	Immediate
Transportation Utility Fees	O&M	All Modes	Funding	✓	Delayed
Special Assessment Districts	Capex	Highway & Transit	Funding & Financing	✓✓/✓✓✓	Delayed
Community/Business Improvement Districts	Capex & O&M	All Modes	Funding	✓✓	Immediate
Land Value Taxes	Capex & O&M	All Modes	Funding	✓✓✓	Delayed
Sales Tax Districts/Local Options	Capex	All Modes	Funding & Financing	✓✓✓/ ✓✓✓✓	Delayed
Tax Increment Financing	Capex	All Modes	Funding & Financing	✓✓/✓✓✓	Delayed
Joint Development	Capex	Highway & Transit	Funding & Financing	✓✓	Immediate or delayed
Asset Recycling	Capex	Highway & Transit	Funding	✓✓/✓✓✓	Immediate or delayed
Naming Rights	Capex / O&M	Transit	Funding	✓	Immediate
Advertising/Sponsorships	O&M	Highway & Transit	Funding	✓	Immediate

Impact Fees/Mobility Fees

Payment from developer to public agency to fund portion of infrastructure or services required for new development

- Opportunities: Economically efficient, relatively easy to implement and create little public resistance. Because they are collected upfront, public agencies can access these funds earlier than other sources.
- Challenges:
 - ✓ Estimating cost impact of new development and resistance from developers
 - ✓ Meet the “Rational Nexus” or a reasonable relationship established between the development & payment

Osceola County Roadway and Bridge Bundling Program (FL)



Osceola County, Florida has taken advantage of transportation impact fees to facilitate construction of key bridge and roadway infrastructure for three decades. The fees were implemented in 1990 to address rapid growth of county, which had led to **severe traffic issues** and citizen frustration. Osceola County's has **leveraged mobility fees** to streamline delivery of critical transport infrastructure through its **\$1 billion roadway and bridge program**, entirely funded by impact fees.

Examples

Voluntary Contribution

- [Atlantic Station 17th Street Bridge, GA](#)
- [Reno Transportation Rail Access Corridor \(ReTRAC\)](#)
- [Chicago Region Environmental and Transportation Efficiency Program \(CREATE\), IL](#)
- [BelRed Street Network, Bellevue, WA](#)

Negotiated Exaction

- [Airport MAX Red Line Extension, OR](#)
- [Interstate 95 Widening and Systems Interchange, FL](#)
- [NoMa - Gallaudet U Metrorail Station, DC](#)

Examples

Impact Fees

- [Foothill / Eastern and San Joaquin Hills Toll, California](#)
- [Jackson School Road Project, Hillsboro, Oregon](#)
- [Pedestrian Bridges, City of Chula Vista, California](#)
- [New Traffic Signals Project - Atlanta, Georgia](#)

Mobility Fees/Multi-modal Mobility Fees

- [The City of Jacksonville's mobility fee program includes commuter rail and streetcar projects](#)
- [The City of San Francisco's program includes buses, light rail and their famous cable cars](#)
- [The Pasco County Multi-modal Mobility Fees](#)
- [The Osceola County Mobility Fees](#)

Transportation Utility Fees

Periodic fee paid by property owner or building occupant to municipality based on use of transportation system

- An option to fund road improvement & on-going maintenance
- Opportunities: May be more equitable and economically efficient than general property taxes. TUF meets one definition of fairness.
- Challenges:
 - ✓ Methods used in calculating a transportation utility fee
 - ✓ stakeholder support can be a lengthy process



City of Hillsboro, Oregon. In 2008, the City Council established the TUF to help pay for street maintenance. It was developed to be a monthly user fee based on the use of the road system and paid through the City's utility bill. The TUF provides a direct and consistent source of funding for backlog street maintenance projects by the year 2024

Examples

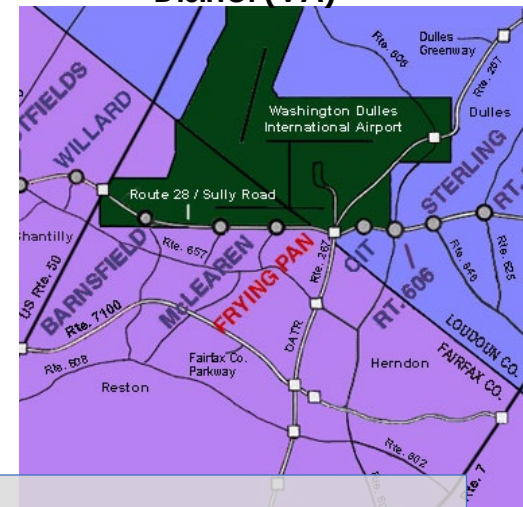
- [Street Maintenance Fees](#) fund to be used solely for maintaining the street system, City of Killeen, TX
- [Road Maintenance & Preservation Program](#), City of Newberg, OR
- [Jackson School Road Improvement Project](#), Hillsboro City, OR
- [Transportation User Fees](#) fund street and sidewalk repair, rehabilitation and maintenance, City of Taylor, TX

Special Taxes and Fees

Includes special assessment districts, community improvement districts/business improvement districts, land value taxes and sales tax districts

- Provide a wide array of services such as transportation infrastructure improvements, street lighting, multi-purpose maintenance, and capital improvement projects
 - ✓ Provisional Order Method and the Petition Method
- Opportunities: May generate substantial revenues to fund and finance transportation projects
- Challenges:
 - ✓ Requires significant outreach
 - ✓ Majority of property owner consent requirements

Route 28 Highway Transportation Improvement District (VA)



Virginia Route 28 Transportation Improvement District, Transformed by new corporate and high-tech campuses, hotels, expansive residential communities, and landmarks such as the Steven F. UdvarHazy Center

Examples-Nonprofit Corporations

- [North Fulton Community Improvement District Projects](#), GA
- [Community Benefit Districts](#), City of San Francisco, CA
- [Community Improvement Districts](#), City of Springfield, MO
- [Downtown South Neighborhood Improvement District](#), City of Orlando, FL
- [Local Improvement District \(LID\)](#), City of Seattle, WA
- [KC Main Street Rail Transportation Development District \(TDD\)](#), Kansas City, MO

Examples-Political Subdivisions

- [Route 28 Transportation Improvement District](#), Fairfax and Loudoun Counties, Virginia
- [Veterans Highway \(State Route 129\)](#), Butler County, Ohio
- [U.S. Highway 36 - Interstate 72 Corridor Transportation Development District](#), Macon, Marion, Monroe, and Shelby counties, MO
- [Transportation Benefit District](#), City of Tacoma, WA
- [Pavement Preservation & Ped-Bike Improvement Projects](#), City of Sequim, WA

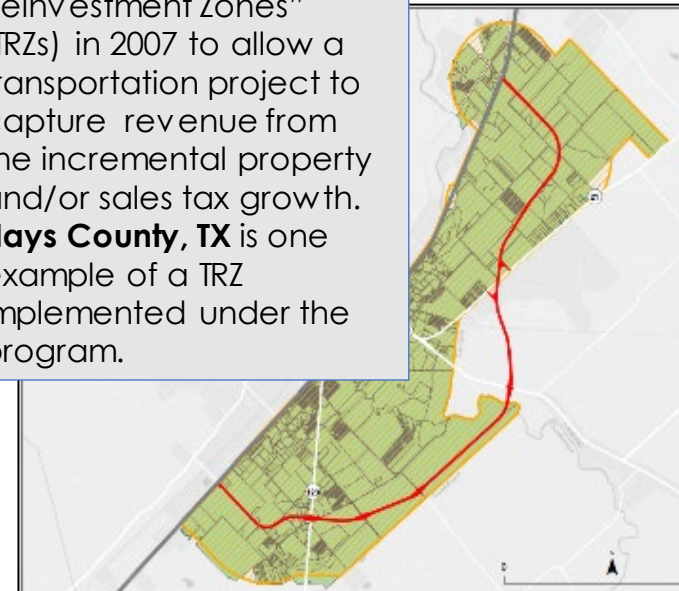
Tax Increment Financing

Geographic area administered by special authority in which incremental property tax revenue increases from the investment are captured

- Appropriate where market value of development is increased by use of Tax Increment Financing
- Opportunities: Can raise substantial revenues for capital projects through revenue-backed bonds
 - ✓ Best suited in areas with low current assessed value and high potential for expected future growth
- Challenges:
 - ✓ Requires significant institutional capacity to manage
 - ✓ Requires the "but for" test

The State of Texas

enabled "Transportation Reinvestment Zones" (TRZs) in 2007 to allow a transportation project to capture revenue from the incremental property and/or sales tax growth. **Hays County, TX** is one example of a TRZ implemented under the program.



**Hays County Transportation
Reinvestment Zone Map**

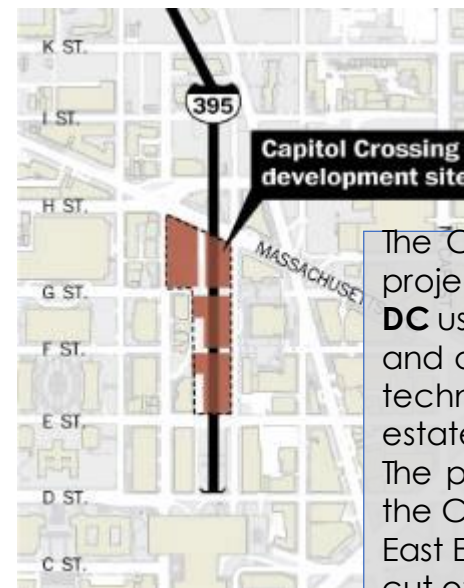
Examples-Tax Increment Financing

- [Atlanta Beltline Redevelopment Project](#), GA
 - Tax Allocation District & Special Service District
- [I-10/Loop 375 Americas Interchange](#), El Paso, TX
 - Transportation Reinvestment Zones leveraged State Infrastructure Bank
- [Atlantic City-Brigantine Connector](#), Atlantic City, NJ
 - Tax Increment Financing
- [Portland Streetcar](#), City of Portland, OR
 - Local Improvement Districts & Tax Increment Financing

Joint Development

Public agency/group of agencies partner with private developer or developers to improve use of land near, below or above infrastructure

- The public agency sells or leases the right-of-way for development, including those that better link neighborhoods
- Opportunities: At-grade and above grade JD can increase impact of key infrastructure and revitalize distressed areas
- Challenges: Complex development agreement and lengthy negotiation processes. Might require Federal & State approval



**Capitol Crossing
Development Site**

The Capitol Crossing project in **Washington, DC** used private funding and air rights as funding techniques for a real estate development. The project reconnects the Capitol Hill and the East End areas that were cut off from each other by the construction of I-395 in the late 1960s. It forms a first of its kind "ecodistrict" in Washington.

Examples-Joint Development

Above Grade

- [Capitol Crossing Air Rights Development, DC](#)

Below Grade

- [Big Cottonwood Canyon Fiber Optic Deployment, UT](#)

At Grade

- [California Electric Vehicle Fast Chargers Along the State Highways, Central California](#)

Concession: Asset Recycling

Advancing Infrastructure Projects in a Time of Funding Crisis

- A tool to extract value from existing assets through the sale or lease of the assets to the private sector, and the use of the proceeds to invest in new infrastructure.
- Opportunity: Asset recycling has been used to generate revenues through the sale or long-term lease of land, buildings, toll roads, parking facilities, and sustainable energy generation.
- Challenges: Complex concession agreement and lengthy negotiation processes. Might require Federal & State approval.

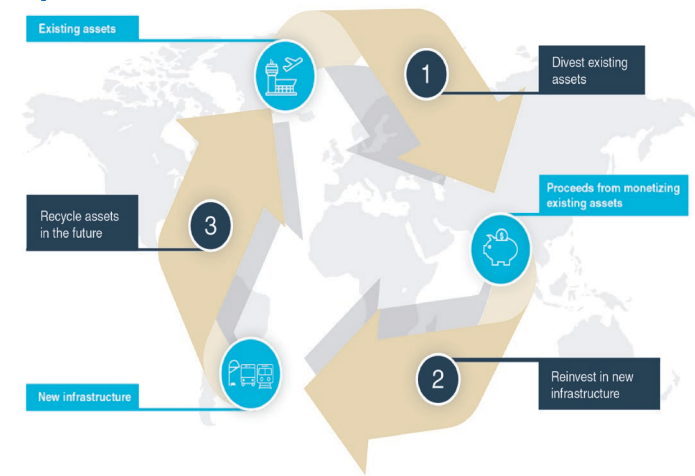
Indiana Toll Road, Indiana



Indiana Toll Road. 156-mile toll road running east-west across northern Indiana. Connects to I-90/ Chicago Skyway at Illinois state line and connects to I-80/I-90/ Ohio Turnpike at Ohio state line. \$3.8 billion in up front payment to State of Indiana for 75 Year Lease

Examples: Asset Recycling

- Indiana Toll Road, Indiana
- Chicago Skyway - Chicago, Illinois
- Puerto Rico PR-22 & PR-5 Lease - Northern Puerto Rico
- Eastern Michigan University (EMU) Parking Concession
- Ohio State University Parking Facility
- Seagirt Marine Terminal, MD
- Millennium Parking Garages Concession
- Arizona land sale proceeds used for the I-10 widening project



Source: Atkins Acuity

Naming Rights & Sponsorships

Public agency sells rights to name infrastructure to private company

- Appropriate for transit stations, rest stations and agency-owned fleets as relatively straightforward way to raise funds
- Opportunities: Can raise moderate sums of money to fund O&M
- Challenges:
 - ✓ First & Fourteenth Amendment
 - ✓ Concerns over losing historic landmarks
 - ✓ Difficult navigate transport network when name changes

Branded Safety Patrol Vehicle



Image courtesy of Ohio Department of Transportation.

Examples

Advertising

- [State of Delaware Transit Bus and Shelter Advertising](#)
- [MARTA Buses, Trains, Stations & Shelters](#)
- [FDOT Outdoor Advertising](#)

Sponsorships

- [Beautify Virginia Partnership Program](#), Virginia
- [Safety Patrols Sponsored By GEICO](#)
- [GEICO-sponsored Safe Phone Zones at Rest Areas](#)

Examples

Naming Rights

- [The HealthLine](#), the top BRT system in North America, Greater Cleveland Regional Transit Authority (RTA)
- [The Wawa Station](#), Southeastern Pennsylvania Transportation Authority (SEPTA)
- [BetMGM Meadowlands Rail Line](#), New Jersey Transit
- [Salesforce Transit Center](#), Transbay Joint Powers Authority (TJPA)

Summary

- Value Capture presents an opportunity to **meet funding challenges** for transportation projects at a local and state level and deliver on public policy objectives
- While value capture can contribute significant revenue to projects for both capital and operating needs, it usually **supplements, rather than replaces**, traditional funding sources
- As shown through multiple case studies, it is critical for sponsors of projects involving value capture techniques to **involve stakeholders** and foster public involvement
- **Careful planning and implementation** is required to deliver on the potential benefits of value capture. this includes awareness of the economic, legal, and delivery implications of the various value capture techniques.

Start Early, Think Long Term!

Value Capture Resources

https://www.fhwa.dot.gov/ipd/value_capture/

- [FHWA EDC-5 Value Capture Website](#)
- [Value Capture Guidebook \(includes case studies\)](#)
- [Project Profiles](#) (221 projects)
- [Case Studies](#) (47)
- [Value Capture Strategy Primers](#) (10)
- [Value Capture Toolkits](#)
- [Frequently Asked Questions](#) (12)
- [Value Capture Resources by Mechanism](#) (17)
- [LPA Online Training Course](#)

Project Bundling Resources

https://www.fhwa.dot.gov/ipd/alternative_project_delivery/defined/bundled_facilities/default.aspx

- [FHWA EDC-5 Project Bundling Website](#)
- [Bridge Bundling Guidebook](#) (includes case studies on LPA bundling)
- [Agency Self-Assessment](#)
- [Resource Database](#)
- [Case Studies \(15\)](#)
- [On-demand webinars \(series #1 & series 2\)](#)
- [LPA online training course](#)



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Questions & Answers

Presentation for:

*Leveraging Value
Capture with Federal
Innovative Finance
Programs Webinar*

July 19, 2023





Osceola County Transportation and Transit Department



Presented by:
Joshua DeVries, AICP

Mobility Fee History

- May 2009
 - Cluster Development Study
- October 2009
 - Worked with MetroPlan to update Transportation Analysis Zones (TAZ)
- August 2011
 - Transportation Element Update Kick Off, including a Transportation Funding Study



Mobility Fee History - Continued

- March 2015
 - The 1st Mobility Fee Study and Ordinance was adopted
- February 2022
 - The original Mobility Fee Study and Ordinance was evaluated and revised with updated information
- 2023 (Present)
 - Begin re-evaluation of local construction cost increases
 - Coordination with a local Municipality for potential common methodologies and Joint Mobility Fee

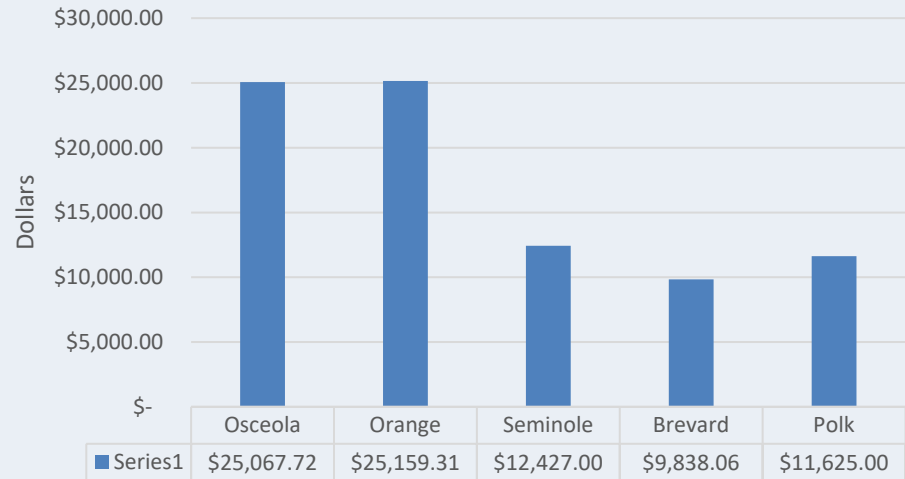


How Does Osceola County Compare in Central FL

- **Osceola County has one of the highest Impact/Mobility Fees in Central Florida**
 - **Over \$25,000/residential unit**
 - **New development can't pay for the sins of the past**



Impact / Mobility Fees in Central FL



2010-2012 Comprehensive Plan Amendments

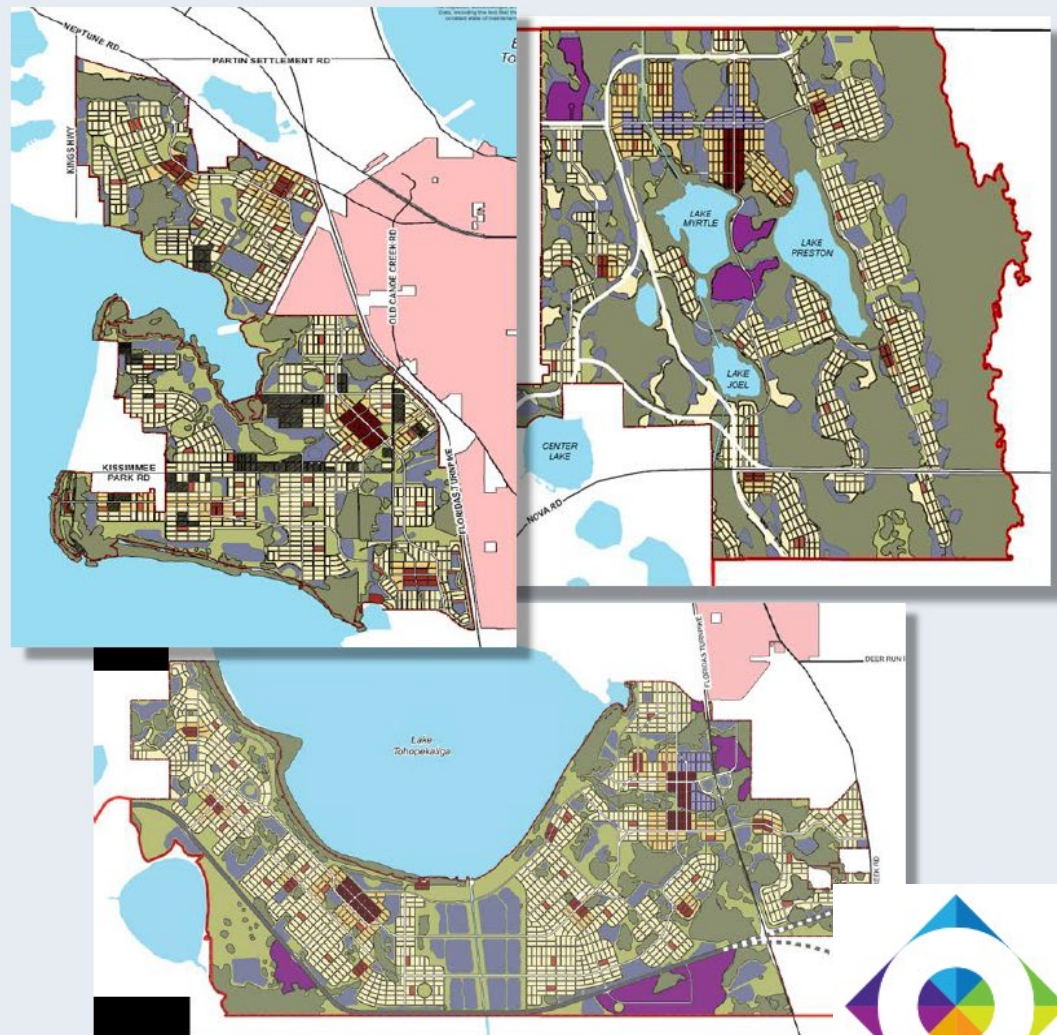
Mixed Use Districts (MXDs)

Conceptual Master Plans adopted

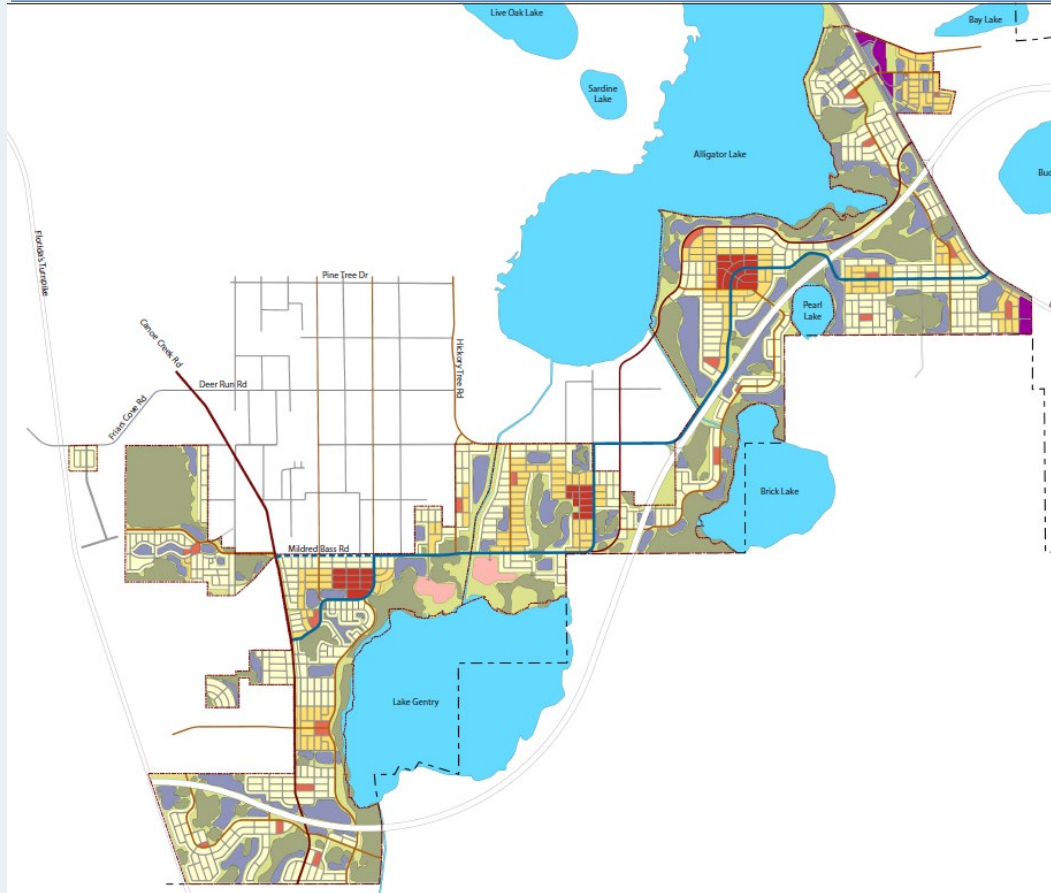
- East of Lake Toho
- South Lake Toho
- Northeast District

MXD Land Development Code

- Place types and land uses
- Density and intensity
- Road connectivity
- Urban form



2023 Comprehensive Plan Amendment



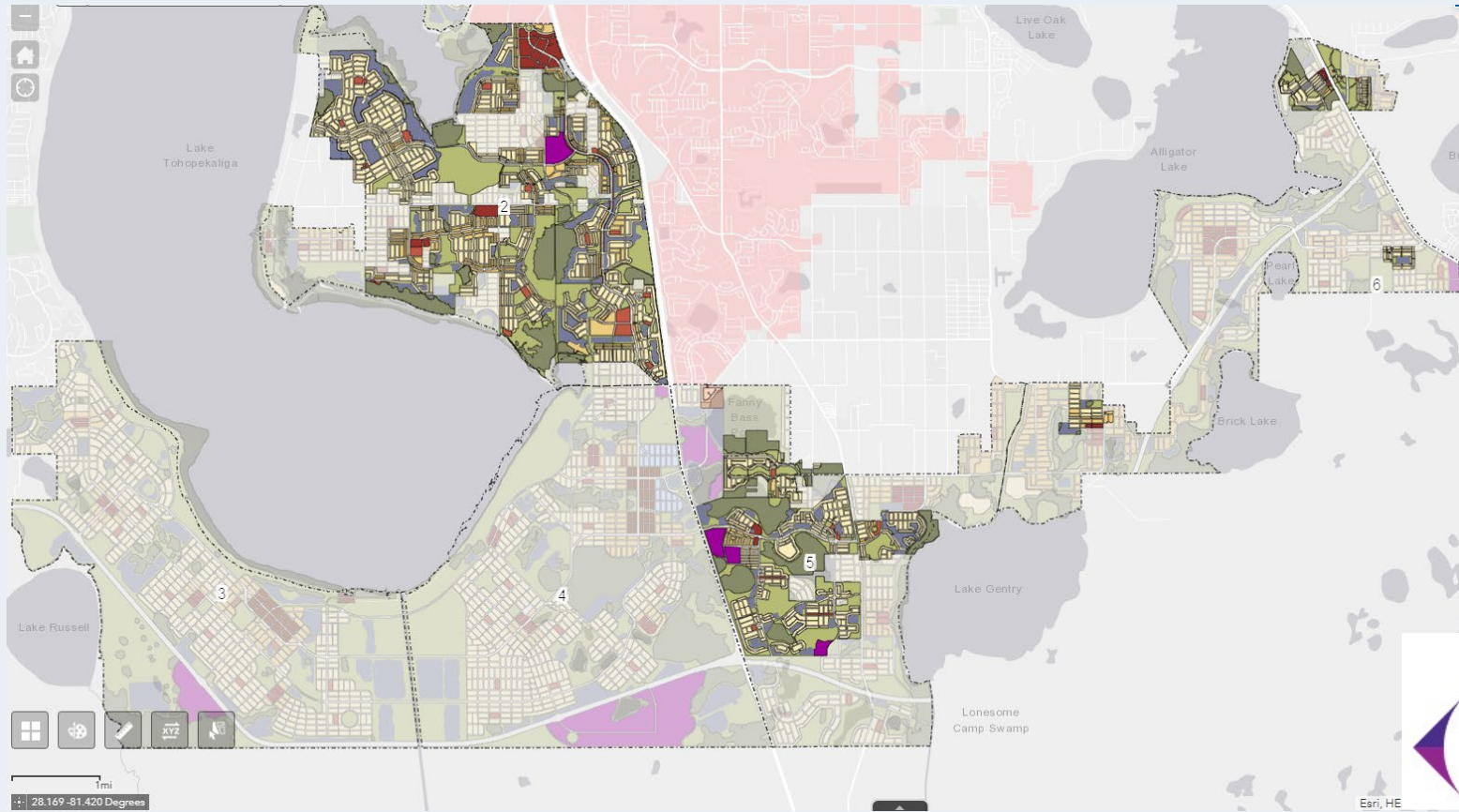
Alligator Chain of Lakes MXD:

- Planned for adoption in February 2023.





2023 Planned Conditions in Mixed Use Districts



Funding (Revenue) Sources for New FY20 Capital Projects:

Funding Source:	FY20 Amended Budget:
Transportation Trust Fund	\$ 227,000
Tourist Development Tax Fund	\$ 2,000,000
Mobility Fee - East Zone	\$ 14,338,900
Mobility Fee - West Zone	\$ 25,156,186
State and Federal Grant Funding	\$ 5,001,064
Local Option Infrastructure Sales Surtax (Transportation Portion)	\$ 5,881,042
Transportation Imp Rev Bonds Series 2019	\$ 40,233,000
Total:	\$ 92,837,192

- Total Mobility Fee Revenue: \$39,495,086
- 43% of the total Revenue available for Capital projects in FY20.



Funding (Revenue) Sources for FY23

Capital Projects:

Funding Source:	FY23 CIP Budget
Transportation Trust Fund	\$0
Tourist Development Tax Fund	\$7,000,000
Mobility Fee Northeast	\$20,158,021
Mobility Fee Southeast	\$750,609
Mobility Fee East	\$18,869,815
Mobility Fee West	\$105,361,052
State and Federal Grant Funding	\$53,002,245
Local Option Infrastructure Sales Surtax (Transportation Portion)	\$38,733,995
Transportation Imp Rev Bonds Series 2019	\$168,292,894
Total	\$412,168,631

- Total Mobility Fee Revenue: \$145,139,497.
- 35% of the total Revenue available for Capital projects in FY23 from Mobility Fees.



Innovative Funding Strategies / Value Capture Examples

- **Bundling of Funds**
- **Developer Agreements**
- **Infrastructure Improvement Area / Tax Increment Financing (TIF)**



Bundling of Funds: Federal/State + Mobility Fees + Other Local Funds

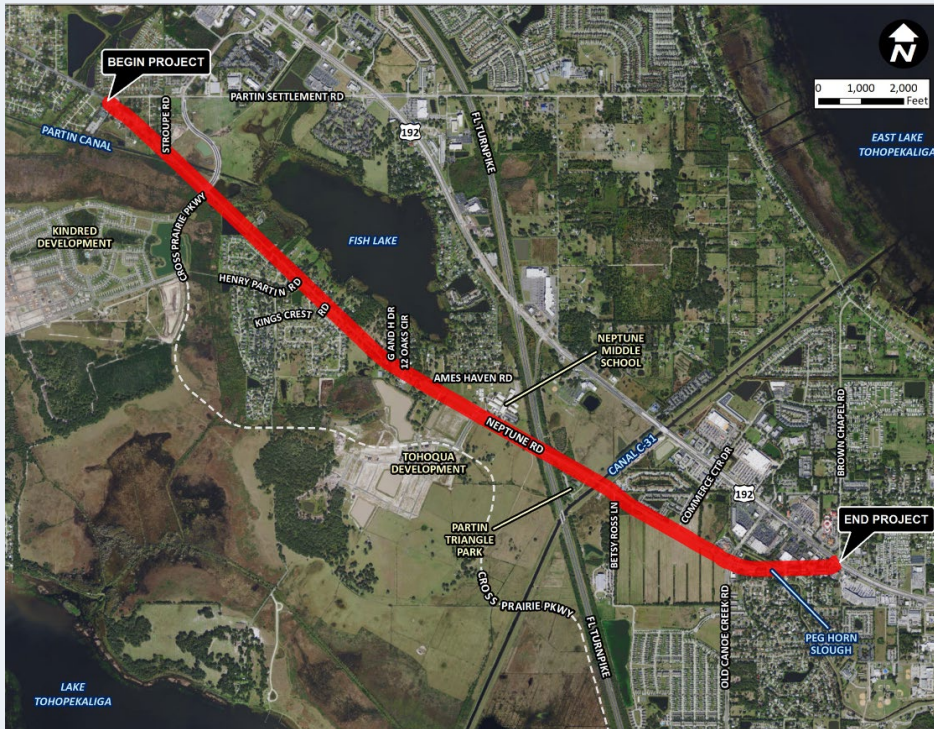
- Neptune Road
 - Fortune Lakeshore Trail
 - Parkway Middle School Sidewalk
- Deerwood Elementary School Sidewalk



Neptune Road

Federal/State + Mobility Fees + Other Funds

Project Funding



- Neptune Road
 - State/Federal Funds,
 - Mobility Fees, and
 - Other Available Local Funds



Federal/State + Mobility Fees + Other Funds Project Funding



LEGEND

--- Lynx Route
--- Trail Corridor



Transit Stop



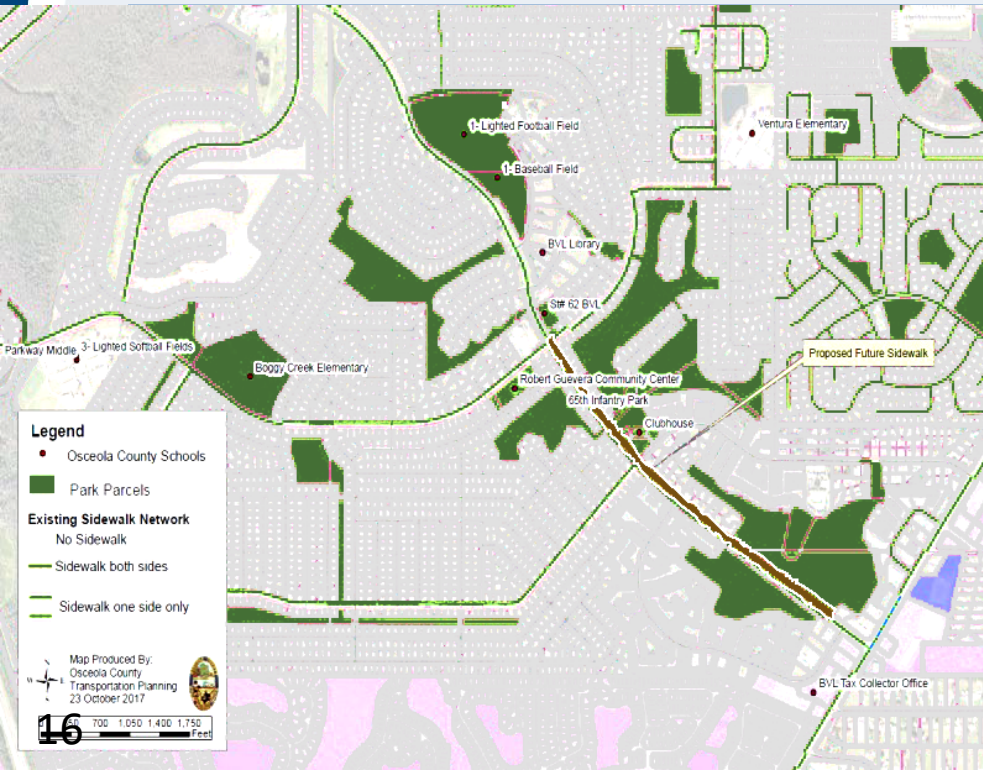
Existing Sidewalk



Parkway Middle School Sidewalk

Federal/State + Mobility Fees + Other Funds

Project Funding



Deerwood Elementary School Sidewalk

Federal/State + Mobility Fees + Other Funds

Project Funding

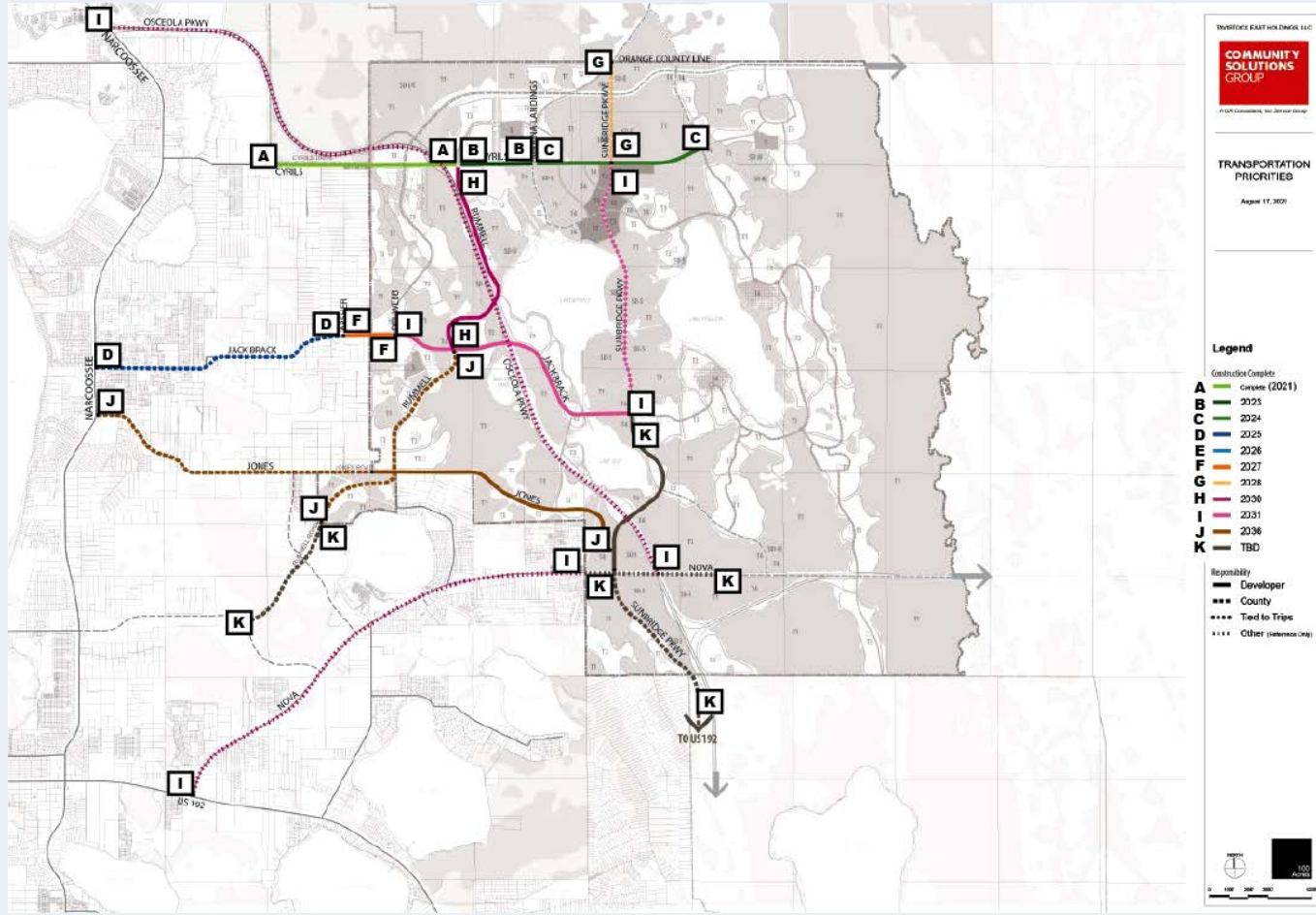


Developer Funded / County Obligation Agreements

- Since adoption of the Mobility Fee Ordinance, approved over 20 Developer Agreements for private funding of roadway construction in advance of collection of Mobility Fees.
- Achieving over \$208 Million of early right of way dedication and roadway construction without direct County Funds.
- Expedited construction of multimodal transportation network with private land development (Orange Avenue, Cross Prairie Parkway, Narcoossee Area Study, Westside Boulevard, East Nolte Road, Cyril's Drive), just to name a few.

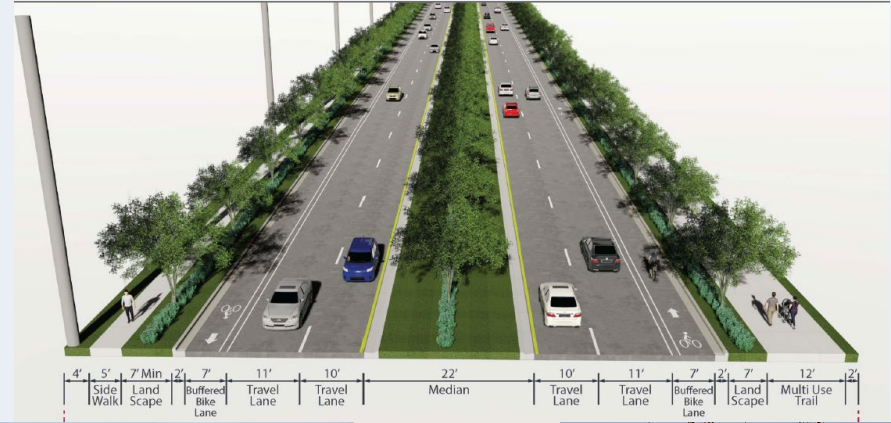


Sunbridge Roads



Cyrils Drive

- Connector framework roadway under construction by developers as part of the Sunbridge Roads Developer's Agreement. It provides a connection between Narcoossee Road, the developing Master Planned Community Sunbridge, and the future limited access expressway beltway circulating traffic around Osceola County to various activity nodes.



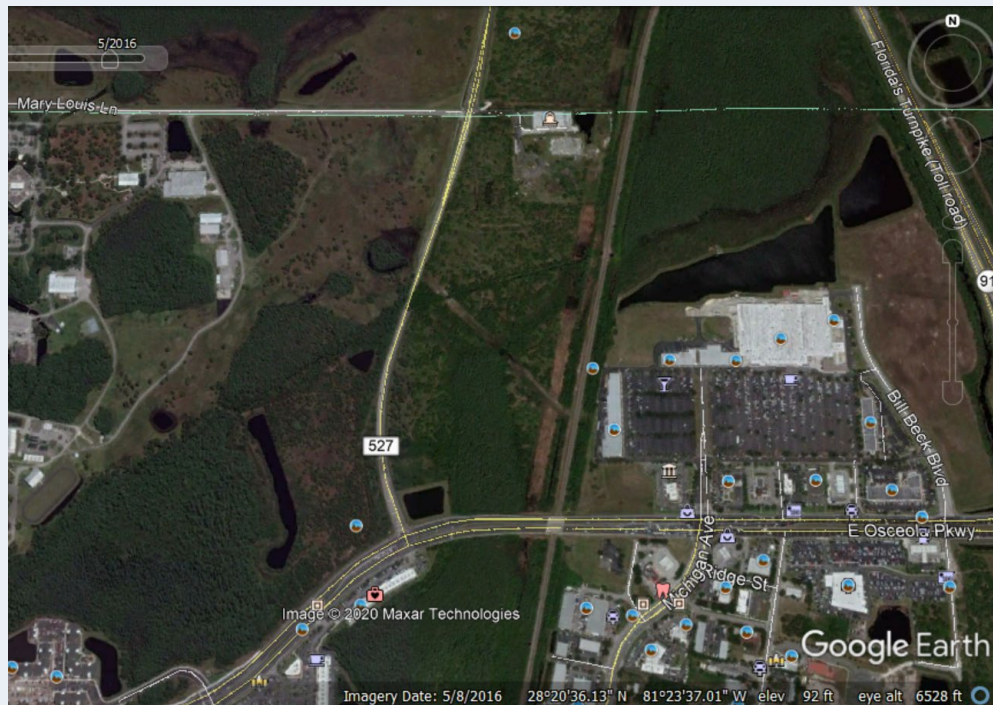
Proposed
119' ROW

Construction



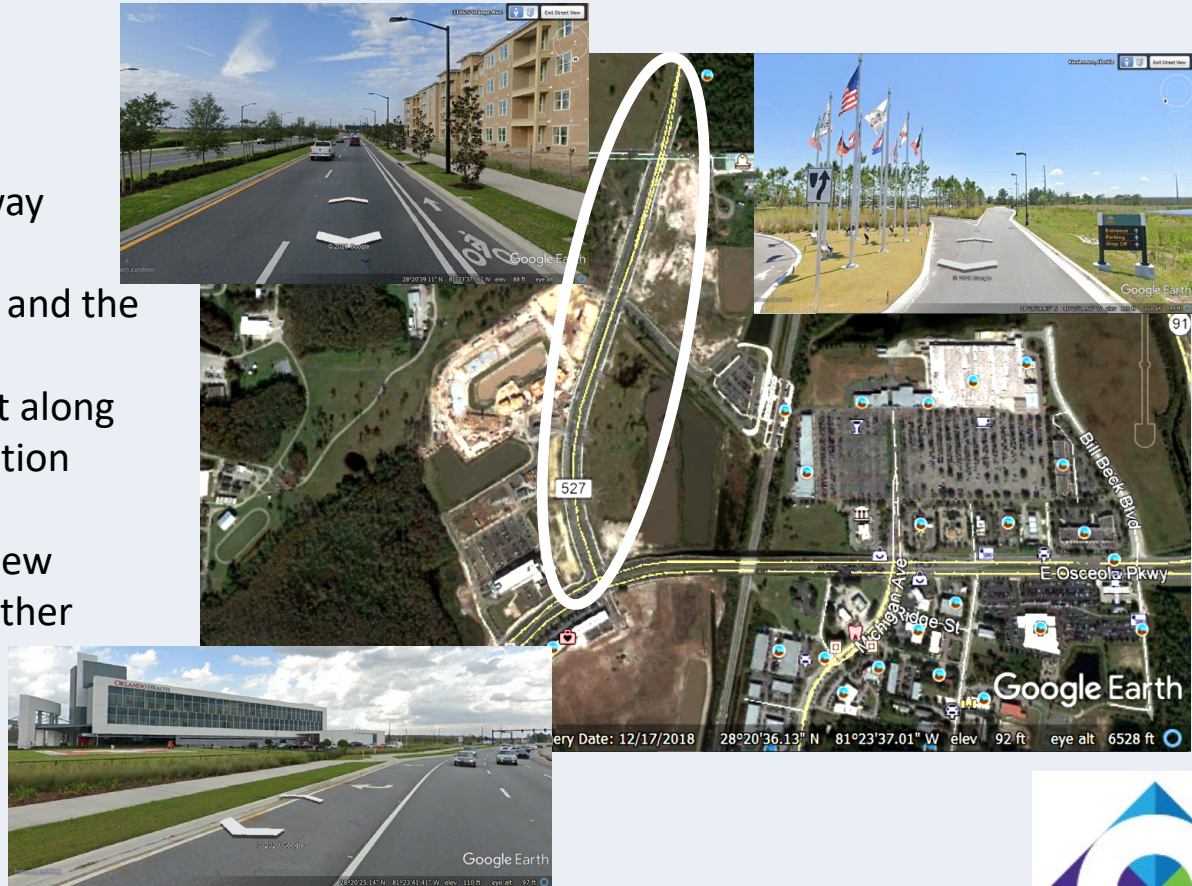
Orange Avenue (Before)

- Connector framework roadway constructed by developers to provide a connection between Osceola Parkway north through the core of a planned Transit Oriented Development at a commuter rail station (SunRail) and connecting further north into Orange County.



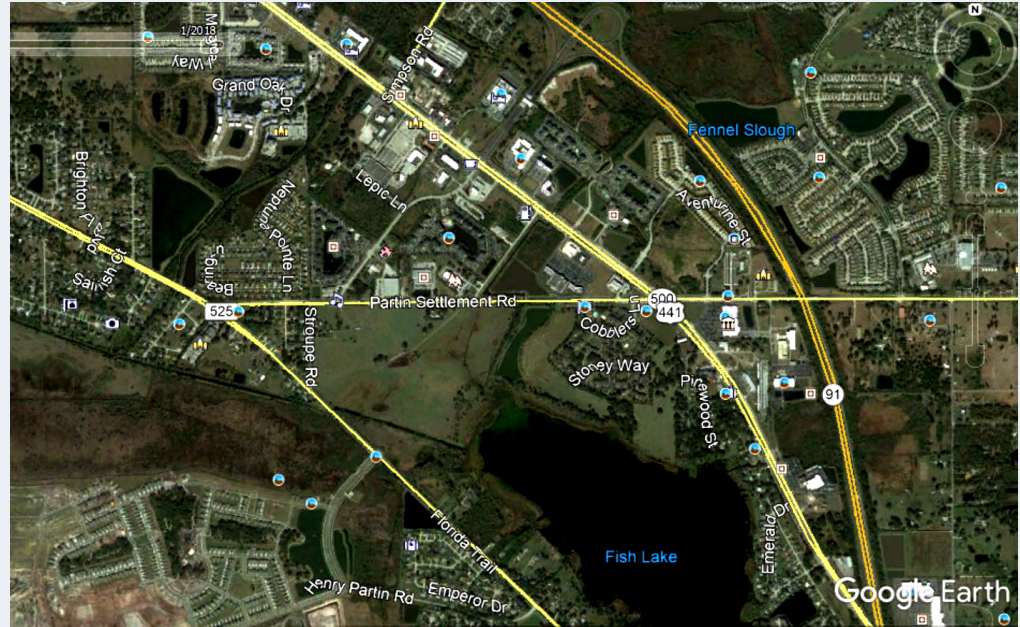
Orange Avenue (After)

- Started in 2018, the roadway construction is completed between Osceola Parkway and the Orange County line
- The roadway improvement along with the commuter rail station have spurred economic development including a new hospital, residential, and other uses to come.



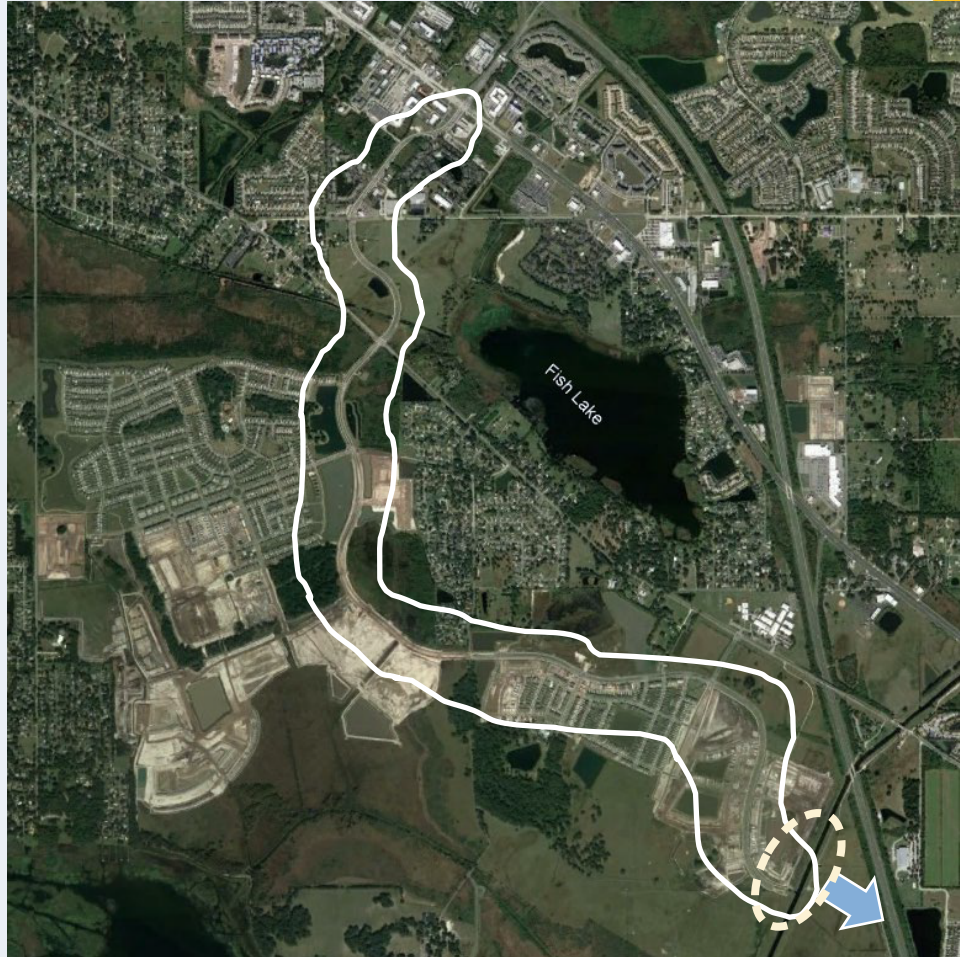
Cross Prairie Parkway (Before)

- Connector framework roadway constructed by developers to provide a connection between Florida's Turnpike south, Neptune Road, and future Master Planned Communities such as the East of Lake Toho (ELT) and South of Lake Toho (SLT) Conceptual Master Plans.



Cross Prairie Parkway (Current)

- Started in 2018, the roadway construction is completed between the Turnpike and Neptune Road, and nearing completion to the C31 Canal.
- Additionally, it is in the early stages of extending south through the ELT Master Development.
- Governmental coordination will likely be needed to complete the bridge over the C31 Canal.



Westside Boulevard

- Connector framework roadway constructed by developers to provide a connection between the US192 & Avalon intersection in Orange County, south through Osceola County, and connecting to Ronald Reagan Parkway in Polk County, providing a parallel facility to US27 once complete.



East Nolte Road

- Connector framework roadway constructed by developers to provide parallel facility to US 192 and to act as a future connection between Florida's Turnpike, and US192 east of St. Cloud once complete.



Storey Creek Boulevard

- Connector framework roadway constructed by developers to provide a connection between Pleasant Hill Road and Ham Brown Road.
- Ham Brown Road side has started, and the County is coordinating with the developer on a timeline for completion in coordination with ROW acquisition timeline.



Osceola County Innovative Funding and Value Capture Strategies

- **Bundling of Funds**
- **Developer Agreements**
- **Infrastructure Improvement Area / Tax Increment Financing (TIF)**





Thank you!

www.osceola.org

www.osceola.org/osceola-roads/

Joshua DeVries, AICP

Director of Transportation Planning
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Ohio's Bridge Funding for Local Communities



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LOCAL BRIDGE FUNDING IN OHIO

- Ohio has local 27,460 bridges meeting federal definition
- (Home rule) includes county, city, village, and townships
- Ohio's bridges are better than national average, but many are waiting for much-needed repair
- ODOT has always focused on bridges, but in last 9 years, considerable funding has been allocated to replacing and rehabilitating local bridges



PARTNERING WITH LOCALS

ODOT, County Engineer's Association (CEAO), and municipalities invest in Ohio's local bridges

- ODOT works closely with the Ohio General Assembly and CEAO to advance program
- Ohio's municipalities
- Ohio Contractors Association
- ACEC
- MPOs/RTPOs



PROGRAM FUNDING ALLOCATIONS

- **Long-term commitment to fund local bridges annually**
 - Municipal Bridge Program - \$11 M annually
 - Local Major Bridge Program - \$20 M annually
 - County Bridge Program - \$38.8 M annually



PROGRAM FUNDING ALLOCATIONS

Short-term, adds to existing, long-term commitment to fund local bridges annually through 2026

- **Source of funding – BIL Bridge Formula**
 - Increase of \$40 M to fund county bridges
 - Increase of \$7.5 M to fund city bridges
 - Other non-local, \$10 state system preservation



THE “BIG” PICTURE

SFY 2022 - 2026

- **ODOT Annual Local Bridge Investment is \$112 M**
 - 8x the required Federal commitment for the 15% of off-system bridge requirement
- **ODOT Annual Statewide Bridge Investment is \$407.5 M**
 - 4x the required Federal commitment for Bridge Formula Funding



OHIO BRIDGE PARTNERSHIP EXAMPLE, 2014 - 2021

Goal was to remove 200 structurally deficient bridges:

- EXPECTATION was to deliver safe, quality bridges with no-nonsense project delivery to construction approach
- Design-Build and sold in bundles
- Consultants hired to support effort
- Innovative financing with- GARVEE Bonds and Toll Revenue Credits



DESIGN-BUILD SCOPES

Type of Projects:

- Simple bridge replacements
- Very limited roadway work
- Generally, the road was detoured
- Typically, small single-span bridges



DESIGN-BUILD SCOPES

Type of Bridges:

- A variety of bridge types were open
- Scopes did not mandate a structure type
- Some scopes prohibited a structure type
- Generally, these bridges were in the 30-60 ft. span range



OHIO BRIDGE PARTNERSHIP

- Initial Phases 100% federal funded, later phases only construction funded at 100%
- Total OBPP bridges funded and replaced 258, at \$140.7 million construction value
- Commitment to Ohio General Assembly to continue
- Program combined with CEAO bridge programs
- \$5 M, annual allocation



SUCCESSFUL APPROACH

- Consistent approach to project development
- Timeframe for getting projects to construction
- Innovative funding and bridges to make it an efficient process



COST SAVINGS

- **Projects were typically in close proximity to each other – mobilization**
- **Provided a variety of package sizes to accommodate both large and small contractors – better range of bids**



FINANCING

- **Creative/Innovative Financing**
 - Consider all options
 - GARVEE Bonds
- **State Motor Fuel Tax Increase**
- **Federal/State Exchange**



Questions