



TAMPA BAY REGIONAL INFRASTRUCTURE ACCELERATOR KICK-OFF

August 12, 2025

10am - 11:30am

Tampa International Airport



Scan here for more information.
www.TampaBayRIA.com

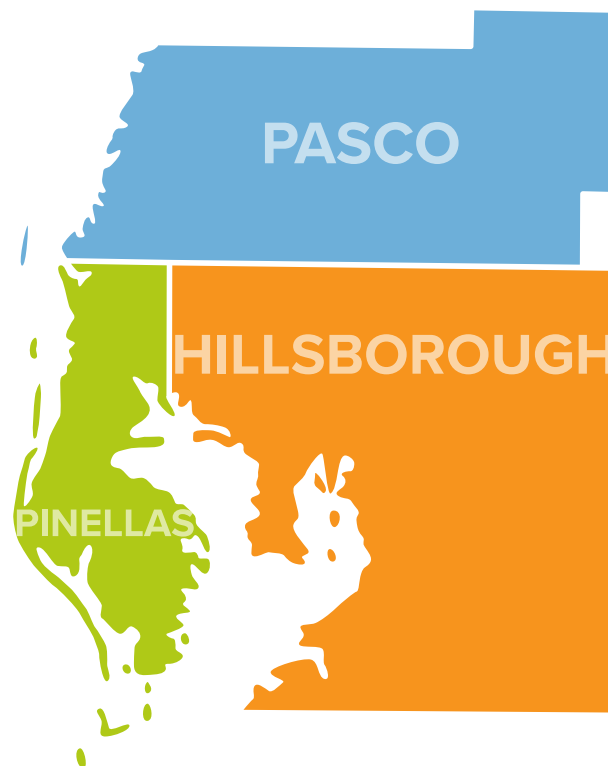


BUILD AMERICA BUREAU

Empowering the Future of Transportation in the Tampa Bay Region

Overview:

The Build America Bureau's Regional Infrastructure Accelerator (RIA) program is a U.S. Department of Transportation initiative designed to speed the development and delivery of transformative transportation projects. Led by the Tampa Bay Partnership serving as the regional convener, the RIA program partners with regional agencies or "accelerators" and leverages innovative financing tools, alternative delivery models, expert technical assistance, and collaborative strategies to help communities within Tampa Bay overcome infrastructure challenges and seize economic opportunities.



Tampa Regional Accelerator - Key Objectives:

- **Accelerate Project Delivery:**
Streamline processes to advance projects from planning to execution more rapidly, reducing delays and improving efficiency.
- **Innovative Financing:**
Utilize alternative funding and financing tools—including public-private partnerships, value capture, and other creative financial instruments—to unlock capital and mitigate fiscal risks.
- **Enhanced Regional Collaboration:**
Foster strong partnerships among local, state, and federal stakeholders, ensuring that projects address regional mobility, safety, and sustainability needs.
- **Economic Growth & Resilience:**
Invest in infrastructure that not only improves transportation networks but also spurs economic development and job creation in the Tampa Bay area.

How It Works:

Project Identification and Assessment:

1 Collaborate with Tampa Bay area agencies to identify high-priority projects with significant regional impact and strong potential to benefit from innovative financing tools, including those offered by the U.S. DOT Build America Bureau.

Technical Assistance & Best Practices:

2 Provide expert guidance and access to a nationwide network of best practices that accelerate project planning, design, and implementation.

Financing Solutions:

3 Introduce tailored financing strategies that leverage federal support alongside local and private investments, managing key implementation risks, and enabling more ambitious projects.

Stakeholder Engagement:

4 Facilitate continuous dialogue among transportation agencies, community leaders, and private sector partners to ensure projects meet regional needs and gain broad-based support.

Eligibility:

5 Existing prioritized projects demonstrating strong regional benefits, innovative financing potential, and community impact are prime candidates for development through RIA.

Benefits for Tampa Bay Transportation Agencies:

- **Faster Project Implementation:**

Expedite critical infrastructure improvements to meet the growing demands of the Tampa Bay region.

- **Leveraging Funding and Financing Resources:**

Access innovative funding and financing tools to stretch public dollars further and secure additional investments.

- **Regional Economic Impact:**

Enhance connectivity, reduce congestion, and stimulate job creation and economic activity through transformative projects.

- **Resilient Infrastructure:**

Build modern, sustainable transportation networks that are adaptable to future challenges and opportunities.

Conclusion:

The Regional Infrastructure Accelerator program is your partner in accelerating transportation project delivery in Tampa Bay. By combining innovative financing, technical expertise, and collaborative regional partnerships, the RIA program is poised to help the Tampa Bay Region build a stronger, more connected future. Join us in transforming transportation challenges into opportunities for growth and progress.

CASE STUDY #1

Los Angeles World Airports (LAWA) Airport People Mover

Performance-driven project delivery and accelerated customer access through private capital investment.

New \$4.9 billion 2.25-mile elevated Automated People Mover (APM) with six stations (three inside terminal area)

- Reduce congestion at LAX Central Terminal Area, resulting in an ~117,000 fewer vehicle miles traveled per day
- Connection to the regional transit system in Los Angeles
- Critical element of LA's 2024 Olympics proposal

Delivery Model

- Public Private Partnership (P3) delivery through Design-Build-Finance-Operate-Maintain (DBFOM)

Innovative Funding and Financing Tools

- \$1.2 billion in Private Activity Bonds
- \$103 million in private P3 equity
- \$270 million in bank loan
- Passenger facility charges, customer facility charges, rental revenue, general airport revenue, etc.

Benefits of Innovative Delivery

- Increased LAWA financial capacity and lower overall cost of capital
- Long-term high-quality system performance and customer experience



CASE STUDY #2

Denver Union Station (Denver Regional Transit District)

Historic rail station catalyzing development and revitalization through value capture and private investment.

Transformation of historic rail station into a multimodal hub integrating commuter rail, light rail, Amtrak, buses, and public space with private development

- Catalyzed \$3+ billion in surrounding transit-oriented development, transforming Lower Downtown
- Created a high-capacity intermodal facility for local and regional rail

Delivery Model

- Public Private Partnership (P3) - Design-Build-Finance-Operate-Maintain (DBFOM) with integrated roles for public and private partners

Innovative Funding and Financing Tools

- Tax Increment and Special District Assessment revenues
- \$145.6 million Transportation Infrastructure Finance and Innovation Act loan
- \$300 million Private Activity Bonds

Benefits of Innovative Delivery

- Accelerated delivery of a complex intermodal project without relying solely on upfront public funds
- Shifted delivery risk and leveraged private capital against long-term revenue streams from land value and transit use



CASE STUDY #3

State Route 400 Georgia Department of Transportation (GDOT)

Transformational congestion relief and mobility improvements accelerated without public funds.

\$4.6 billion ~16-mile buffer-separated express toll lanes project along SR 400 north of I-285, including infrastructure to support future Bus Rapid Transit service

- Improves mobility and travel-time reliability
- Increases transit efficiency with free Bus Rapid Transit (BRT) and vanpool access

Delivery Model

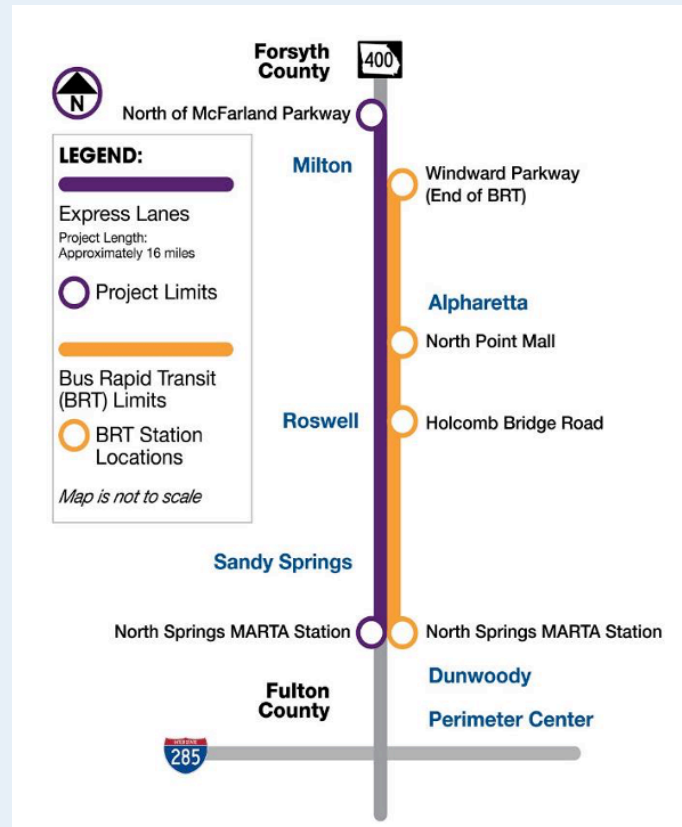
- Public Private Partnership (P3) Design-Build-Finance-Operate-Maintain (DBFOM) concession
- 50-year Revenue Risk model, with GDOT and State Toll Road Agency oversight

Innovative Funding and Financing Tools

- \$3.9 billion TIFIA loan, the largest ever under the program
- \$3.4 billion in tax-exempt Private Activity Bonds
- ~\$503 million taxable bonds
- Developer equity (amount not public)
- Project is not subsidized by GDOT; Rights to express lane toll revenues are held by Developer

Benefits of Innovative Delivery

- Minimize taxpayer burden by leveraging private capital and risk transfer
- Accelerates project delivery without upfront public investment



RIA TERMINOLOGY

The Regional Infrastructure Accelerator (RIA) program helps the Tampa Bay region to plan and fund transformative infrastructure projects using innovative finance tools.

Regional Infrastructure Accelerator (RIA): Helps regions move complex projects from concept to funding-ready using grants, planning, and technical assistance.

Innovative Finance: Non-traditional funding tools like federal credit (TIFIA/RRIF), P3s, and value capture.

Transportation Infrastructure Finance and Innovation Act and Railroad Rehabilitation and Improvement Financing Loans (TIFIA/RRIF): Low-interest federal loans for transportation or rail projects. Up to 49% (TIFIA) or 100% (RRIF) of project cost.

Public-Private Partnerships (P3s): Collaborations where private partners invest in and help deliver public infrastructure.

Value Capture/Tax Increment Financing (TIF): Captures rising property values near infrastructure to help repay financing.

Transit-Oriented Development (TOD): Walkable, mixed-use communities built around high-capacity transit.

Project Readiness: How prepared a project is for funding (design, NEPA, community support, etc.).

Bundling: Combining smaller projects into one investment package.

Technical Assistance: Expert help provided through RIA grants to support planning, modeling, or legal structure.

INNOVATIVE FUNDING AND FINANCING OPTIONS

The Tampa Bay RIA is about more than just individual projects. It is about identifying infrastructure projects that can serve as a catalyst for delivering regional benefits and creating long-term value for greater Tampa.

“Traditional” Funding and Financing Opportunities:

“Traditional” Funding:

- **Local Funding:** Property, gas, sales taxes, grants, revenues (fees, tickets, etc.)
- **State Funding:** Gas and sales taxes, grants, revenues (tolls, fees, etc.)
- **Federal Funds:** Formula funds and grants
- **Philanthropic Partnerships:** Donations and sponsorships

“Traditional” Financing:

- **General Obligation Bonds:** Backed by full faith and credit of issuer
- **Revenue Bonds:** Issuer backs with revenues from tolls, fares, fees, or other dedicated sources
- **State Infrastructure Bank (SIB):** Revolving state loan program (federally-funded)
- **GARVEE Bonds:** Debt issued by the state based on future federal-aid highway funds



“Innovative” Funding and Financing Opportunities

“Innovative” Funding

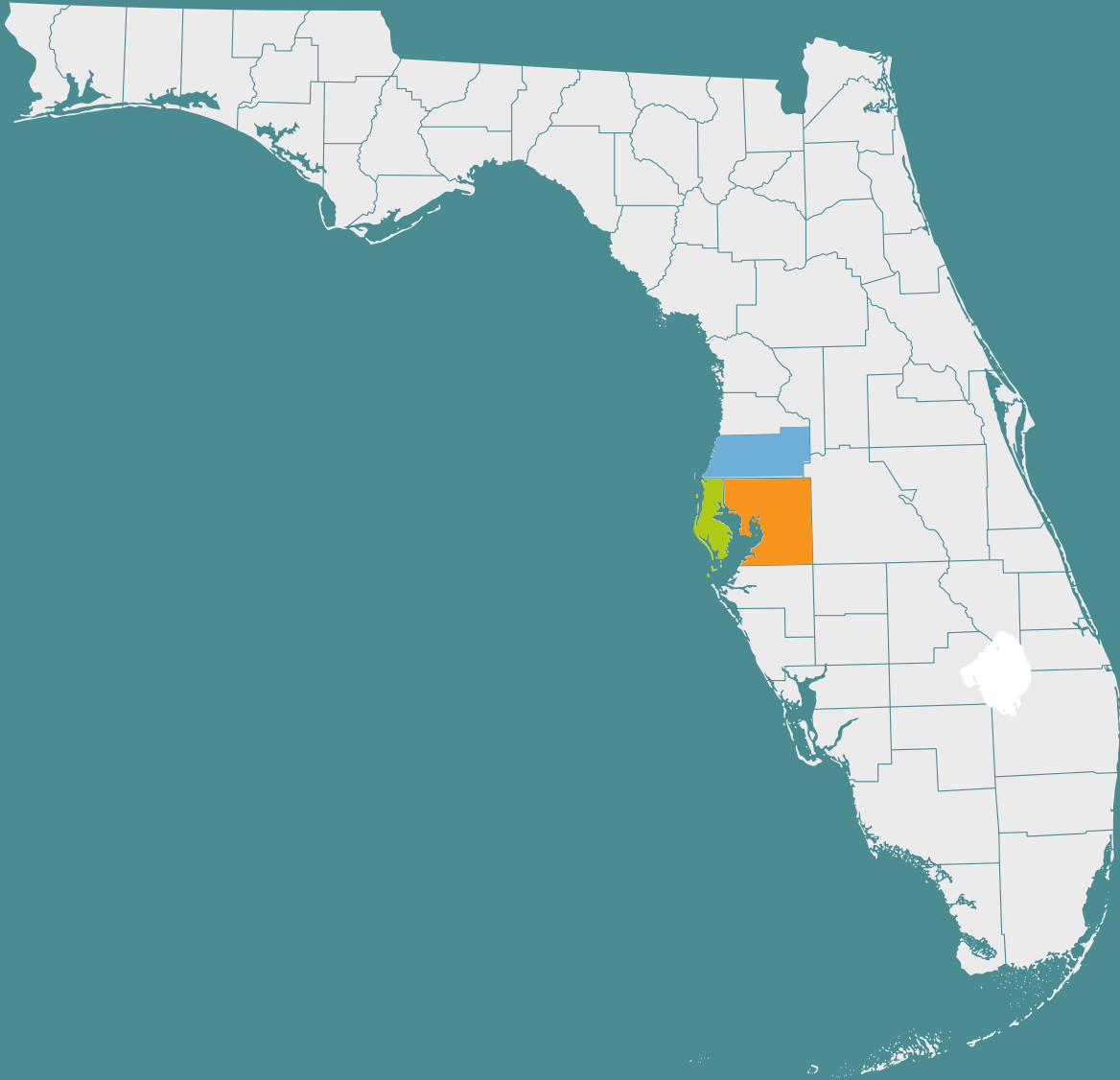
- **Asset Monetization:** Leveraging economic value of assets with unrealized potential
- **Value Capture:** Leveraging increased property values associated with infrastructure investments
- **Referendum:** Sales and/or property tax measures

“Innovative” Financing

- **Transportation Infrastructure Finance and Innovation Act (TIFIA) Credit Program:** Low-interest, long-term federal loans for large surface transportation projects and Transit-Oriented Development (TOD)
- **TIFIA Rural Project Initiative (RPI):** Loans accessible to small communities, emphasizing rural America’s transportation needs
- **Railroad Rehabilitation and Improvement Financing (RRIF):** Low-interest, long-term federal credit assistance for development, improvement, or refinancing of rail infrastructure and equipment
- **Public-Private Partnerships (P3s):** Private sector financing through private investment often in combination with the innovative financing programs listed here
- **Private Activity Bonds (PABs):** Tax-exempt bonds available to private sector partners for development of public facilities

TIFIA VS. RRIF

CATEGORY	TIFIA	RRIF
Interest rate	Low, fixed interest rate (~US Treasury rate)	Low, fixed interest rate (~US Treasury rate)
Finance up to ___% of eligible project costs	49%	100%
Repayment terms	<ul style="list-style-type: none"> ● Interest does not accrue until proceeds are drawn ● Up to 35-year repayment period [exceptions up to 75 years] ● Deferrable for five years after substantial completion ● No prepayment penalty 	<ul style="list-style-type: none"> ● Interest does not accrue until proceeds are drawn ● Up to 35-year repayment period [exceptions up to 75 years] ● Deferrable for five years after substantial completion ● No prepayment penalty
Typical applicants	Government entities, government-sponsored entities (private entities)	Mostly as TIFIA plus railroads
Minimum/maximum loan	Min: \$50m (exceptions for RPI, ITS, TOD) Max: None	Min/Max: None (Limited only by RRIF program cap)
Eligible projects/scope	<ul style="list-style-type: none"> ● Roads, bridges, and tunnels ● Public transit ● Public infrastructure ● Intermodal facilities ● Intercity rail, seaports, airports ● Passenger Rail Transit-Oriented Development 	<ul style="list-style-type: none"> ● Acquire, improve, develop, or rehabilitate intermodal or rail equipment or facilities ● Freight and passenger rail ● Transit-Oriented Development



www.TampaBayRIA.com

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