

TAMPA BAY
**REGIONAL
INFRASTRUCTURE
ACCELERATOR**



KICK-OFF

AUGUST 12, 2025



WELCOME TO TAMPA INTERNATIONAL AIRPORT

MICHAEL STEPHENS



CITY OF TAMPA MAYOR CASTOR

INITIATING THE TAMPA BAY REGIONAL INFRASTRUCTURE ACCELERATOR



BEMETRA SIMMONS

**CONVENING THE
CONVERSATION
TAMPA BAY RIA**

RIA OVERVIEW

Regional focus on transportation
project financing and delivery

RIA OVERVIEW

PROJECT IDENTIFICATION AND ASSESSMENT

Collaborate with Tampa Bay area agencies to identify high-priority projects with significant regional impact.

TECHNICAL ASSISTANCE & BEST PRACTICES

Provide expert guidance to accelerate project planning, design, and implementation.

FINANCING SOLUTIONS

Introduce tailored financing strategies.

STAKEHOLDER ENGAGEMENT

Facilitate dialogue among stakeholders to ensure projects meet regional needs.

ELIGIBILITY

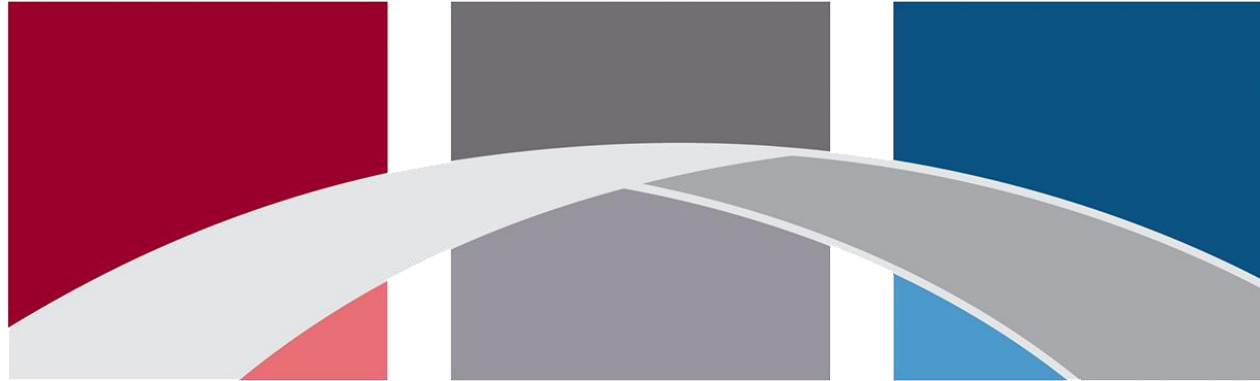
Evaluate existing prioritized projects demonstrating strong regional benefits.



DR. MORTEZA FARAJIAN

**USDOT
BUILD AMERICA BUREAU**

 U.S. DEPARTMENT OF TRANSPORTATION



BUILD AMERICA BUREAU

A specialized office within USDOT serving as a center of expertise for innovative finance and project delivery for transportation infrastructure.

Established to streamline access to federal credit and grant programs and to promote public-private partnerships (P3s) for major transportation projects.

Through its technical assistance programs, the BAB offers direct grant support to project sponsors during every stage of project development.

INNOVATIVE FUNDING, FINANCING, AND DELIVERY



KRISTOF VAN WINDEN AND IGNACIO MONTOJO

**RIA INNOVATIVE
FINANCING TEAM**

THE TAMPA BAY RIA IS ABOUT MORE THAN **JUST** **PROJECTS**



IT IS ABOUT ADVANCING
PROJECTS

THAT CAN **SERVE AS CATALYSTS** AND
GENERATE **LONG-TERM VALUE** FOR THE
TAMPA BAY REGION.

FUNDING AND FINANCING PROJECTS

PROJECT CAPITAL

TRADITIONAL FUNDING AND FINANCING

INNOVATIVE FUNDING AND FINANCING

State & Local Funding

GO / Revenue / GARVEE Bonds

Federal Funding

State Infra Bank

Philanthropic

Asset Monetization/
Value Capture

TIFIA and RRIF

Private Activity Bonds (PABs)

Public-Private Partnerships (P3)

TIFIA = Transportation Infrastructure Finance and Innovation Act

RRIF = Railroad Rehabilitation and Improvement Financing

◆ Funding Sources

◆ Financing Sources

INNOVATIVE FINANCING TOOLS

	TIFIA	RRIF
INTEREST RATE	Low, fixed interest rate (~US Treasury rate)	
FINANCE UP TO ___% OF ELIGIBLE PROJECT COSTS	49%	100%
TYPICAL APPLICANTS	Government entities, government-sponsored entities (private entities)	Mostly as TIFIA plus railroads
MINIMUM LOAN AMOUNT:	Min: \$50M (exceptions for RPI, ITS, TOD)	None
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

PUBLIC-PRIVATE PARTNERSHIPS



USDOT PRIVATE ACTIVITY BONDS (PABS)

The USDOT is authorized to allocate up to \$30 billion in PABs

Tax-exempt bonds issued on behalf of private sector

Provide private sector with access to financing at a **lower cost than comparable taxable bonds**

Surface transportation projects, including highways, passenger rail, and surface freight transfer facilities (truck to rail or rail to truck)

Projects developed, built, financed, operated, and/or maintained utilizing P3 project delivery methods

INNOVATIVE FUNDING

TYPE OF FUNDING

ASSET MONETIZATION

VALUE CAPTURE

REFERENDUM

FLORIDA EXAMPLES

- Sale of Development Rights
- Ground Leases and Joint Development
- Lease Revenue
- User fees

- Community Redevelopment Areas (CRAs)
- Community Development Districts (CDDs)
- Special Assessment Districts
- Mobility Fees

- Sales Tax and Property Tax Surtaxes (e.g., Penny for Pasco, Penny for Pinellas, CIT)



**LAWA
PEOPLE
MOVER**



**DENVER
UNION
STATION**



**GEORGIA
DOT
SR 400**

LAWA PEOPLE MOVER

OWNER: Los Angeles World Airports Authority

DESCRIPTION/ SCOPE Elevated, automated train connecting LAX terminals to transit and rental cars delivered through a DBFOM P3

FINANCING SOURCES

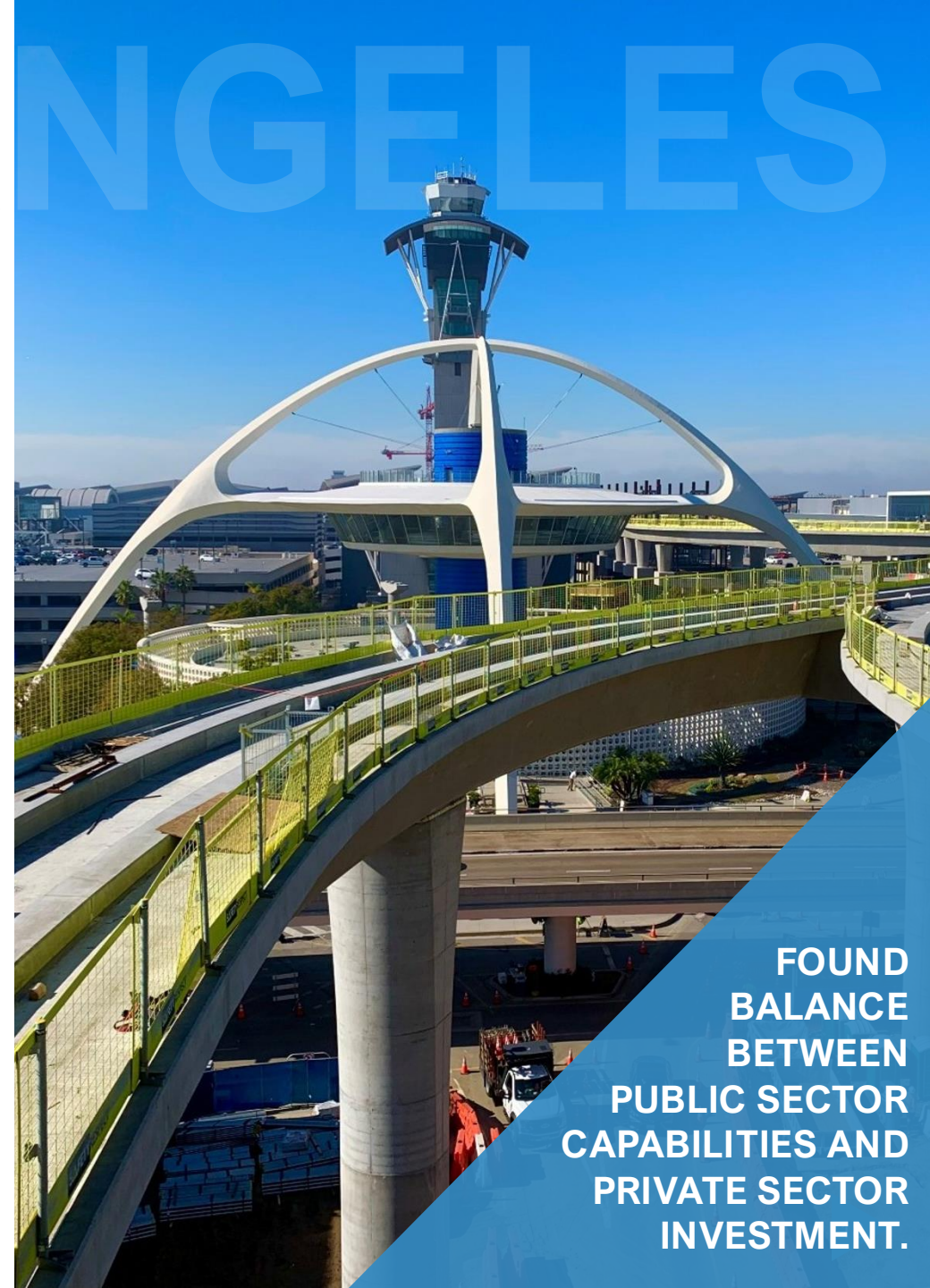
- PABs: \$1.2B
- Equity: \$103M
- Commercial Loans: \$270M

FUNDING SOURCES

Airport revenues (e.g., passenger facility charges, customer facility charges, rental revenue, parking, concessions, etc.)

BENEFIT TO REGION

- Reduce congestion at LAX, including an estimated 117,000 fewer vehicle miles traveled per day
- Connection to the regional transit system in LA
- Completed ahead of 2028 Olympic games



**FOUND
BALANCE
BETWEEN
PUBLIC SECTOR
CAPABILITIES AND
PRIVATE SECTOR
INVESTMENT.**



DENVER UNION STATION

OWNER: Regional Transportation District (RTD)

DESCRIPTION/ SCOPE

- Rail station improvements
- Pedestrian and parking improvements
- Construction of regional bus facility
- Extension of shuttle and circulator service
- Utility service improvements

FINANCING SOURCES

- TIFIA: \$145M
- RRIF: \$155M

FUNDING SOURCES

- Tax increment revenues
- Levy on property tax revenues
- Lodger's tax revenue
- \$12 million from RTD (FasTracks sales tax)

BENEFIT TO REGION

- Has spurred \$3 billion private investment
- Centralized ridership integrating various modes of transportation

**LEVERAGING
LOCAL
DEVELOPMENT
ANCHORED BY A
HISTORIC RAIL STATION.**

GEORGIA DOT SR 400

OWNER: Georgia Department of Transportation (GDOT)

DESCRIPTION/ SCOPE DBFOM to add 16 miles of express lanes along SR 400 in Atlanta and facilities for BRT

FINANCING SOURCES

- TIFIA: \$3.9B
- PABs: \$3.4B
- Equity

FUNDING SOURCES

Projected express lane revenues (developer holds revenue risk)

BENEFIT TO REGION

- Developer optimized design and access
- Predictable & reliable travel times
- Enhanced transit access & operations
- Improved mobility and LOS
- \$3.8B concession payment



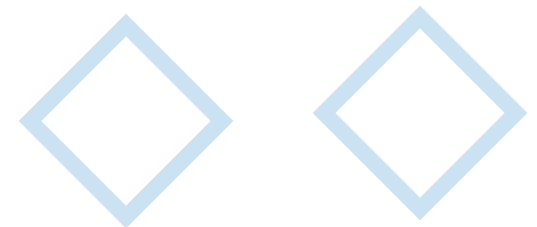
PARTNERING WITH THE PRIVATE SECTOR TO ALIGN PROJECT COSTS AND BENEFITS.

ROLE OF INNOVATIVE DELIVERY

◆ Opportunities for joint project development efforts

◆ Collaborative approach to risk management and allocation, revenue identification and optimization

◆ Construction acceleration through early works, long lead material procurement, and packaging





CHRISTINE KEFAUVER

**NEXT STEPS: PROJECT
IDENTIFICATION AND
SELECTION**

GOAL

To identify beneficial regional infrastructure projects that could be accelerated through innovative finance and alternative delivery, including use of Build American Bureau finance support tools.

APPROACH

Leverage existing project priorities identified by stakeholders

Apply screening criteria using increasingly detailed metrics and analysis

Engage stakeholders throughout for feedback

OUTCOMES

List of Projects to advance

Implementation Roadmap

Advancing Governance Models for RIA
Advancement and Project Execution

A successful study will identify the most promising project opportunities and establish a roadmap for further project development and next steps.

SUCCESS

TAMPA BAY RIA SCREENING CRITERIA

**Alignment with regional
policy goals and public benefits**

Public endorsement and/or support

Project development readiness

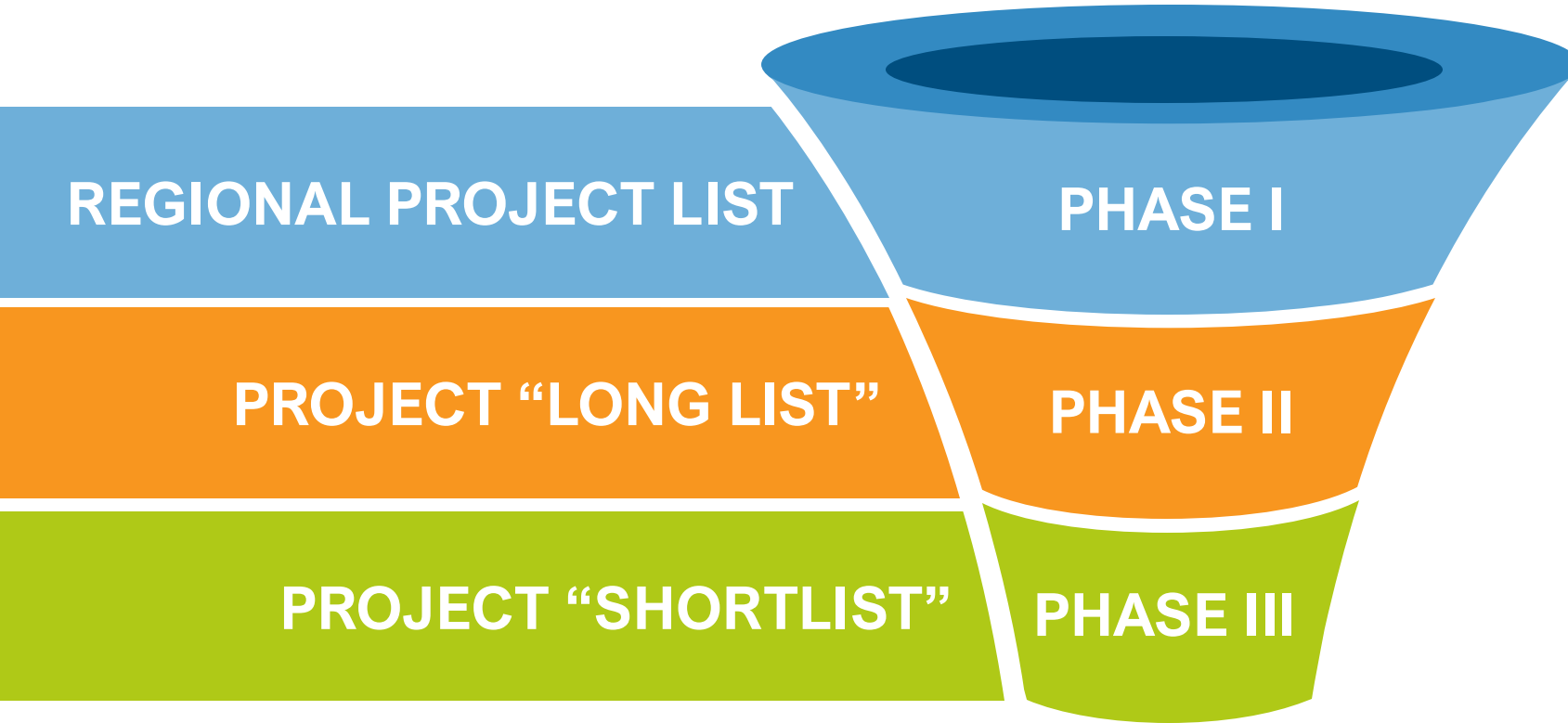
Funding commitment and capacity

Financial revenue capacity

Private market potential

Eligibility for BAB financing support tools

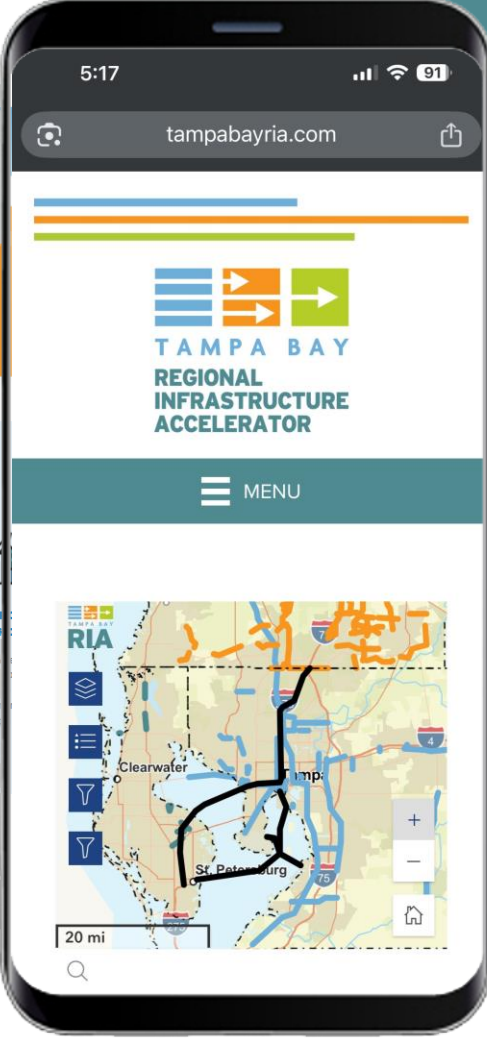
PROJECT IDENTIFICATION AND SCREENING



FINAL REPORT: SHORTLIST PROJECT STRATEGY ANALYSIS, OPPORTUNITY ROMS, AND PROJECT DEVELOPMENT ROADMAP

- Three-phase screening process starting from approved lists of projects from each LRTP
- Initial identification from regional program documents and stakeholder feedback
- Increasing level of detail as the list of potential opportunities is focused

TAMPA BAY RIA WEBSITE



TampaBayRIA.com

WEBSITE TOOLS: Interactive Map

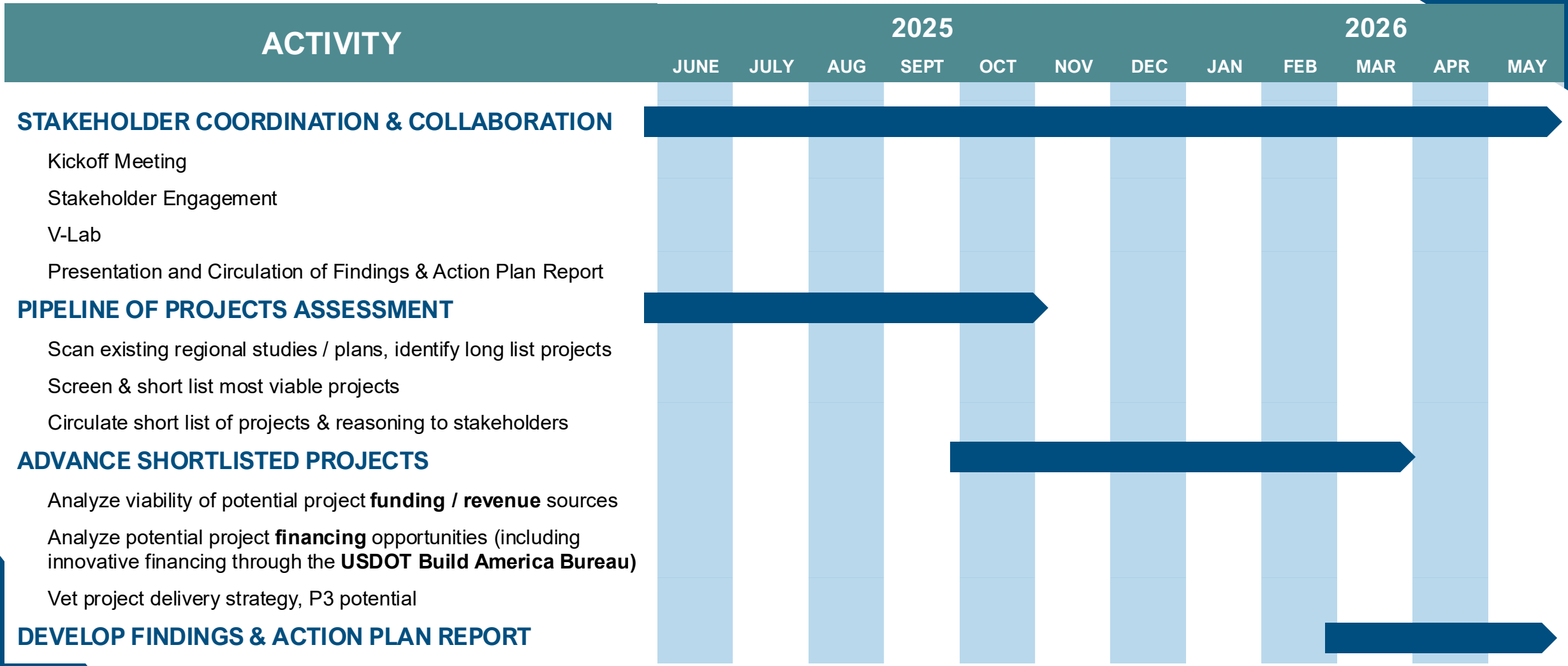
Events

Additional Resources

The screenshot displays the Tampa Bay Regional Infrastructure Accelerator website interface. At the top right is the logo for TAMPA BAY REGIONAL INFRASTRUCTURE ACCELERATOR. Below the logo is a navigation bar with three tabs: INTERACTIVE MAP, EVENTS, and PROJECT RESOURCES. The main content area is divided into a central map and two side panels. The left panel lists project details for 'TIA to Downtown Tampa Transit' and 'U.S. 301' projects. The right panel provides a detailed overview for the 'TIA to Downtown Tampa Transit' project, including project basics, cost information, schedule estimates, classification & planning, and status & funding. At the bottom of the map area is a 'Filtered List Summary' table.

Number of Projects:	Allocated Existing Funding:	Capital Costs
82	No Data	\$10,883,093,305

TAMPA BAY RIA TIMELINE

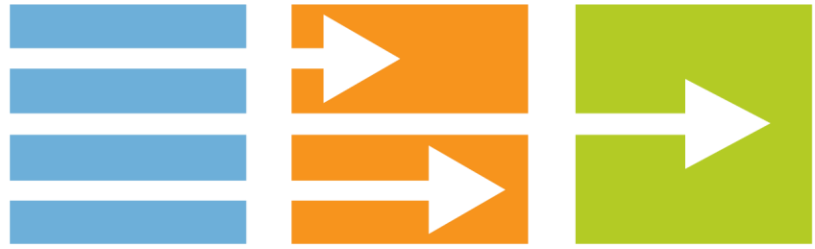


NEXT STEPS FOR TAMPA BAY RIA:

Advance project identification and selection process.

Be a resource for the regional stakeholders.

Continue intentional dialogue with regional stakeholders.



T A M P A B A Y

**REGIONAL
INFRASTRUCTURE
ACCELERATOR**

**THANK
YOU**

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