February 7, 2014

The Honorable Bill Shuster  
Chairman  
Committee on Transportation and Infrastructure  
U.S. House of Representatives  
Washington, DC 20515

Dear Mr. Chairman:

This letter constitutes the Fiscal Year (FY) 2013 Report to Congress on the Transportation Infrastructure Finance and Innovation Act (TIFIA) projects whose sponsors submitted letters of interest under the Moving Ahead for Progress in the 21st Century Act (MAP-21). The MAP-21 requires the Secretary of Transportation to submit an application process report to the Senate Committee on Environment and Public Works and the House Committee on Transportation and Infrastructure that includes a list of all letters of interest and applications received from project sponsors during the preceding fiscal year.

**Background on the TIFIA Credit Program**

The TIFIA established a Federal credit program for eligible transportation projects of national or regional significance under which the U.S. Department of Transportation (DOT) may provide three forms of credit assistance—secured (direct) loans, loan guarantees, and standby lines of credit. The program’s fundamental goal is to leverage Federal funds by attracting substantial private and other non-Federal co-investment to make critical improvements to the Nation’s surface transportation system.

The Department awards credit assistance to eligible applicants, which include State departments of transportation, transit operators, special authorities, local governments, and private entities. Highway, transit, passenger rail, certain freight facilities, certain port projects, and rural infrastructure projects may receive credit assistance through the TIFIA program.

**Changes under MAP-21**

The MAP-21 authorizes $750 million in FY 2013 and $1 billion in FY 2014 (a total of $1.75 billion for both fiscal years) contract authority for the TIFIA program to cover the budgetary cost/subsidy cost of providing credit assistance. The Department estimates that this budget authority can in turn be leveraged to provide approximately $17 billion in credit assistance to help fund up to $50 billion for surface transportation investment.
Summary of Activities

On July 31, 2012, the Department published a Notice of Funding Availability (NOFA) in the Federal Register outlining the credit assistance review process and inviting project sponsors to submit a letter of interest (LOI) for TIFIA credit assistance on a rolling basis. The TIFIA Joint Program (JPO) performs a project creditworthiness review and upon a positive evaluation, issues a formal invitation to apply for credit assistance. A decision on the assistance is rendered by the Secretary within 60 days after DOT notifies a project sponsor of application completeness.

It is important to note that the speed by which projects advance through the TIFIA credit assistance process is dependent, in part, on the ability of project sponsors to provide required financial information and utilize TIFIA’s standard loan terms. The Department’s TIFIA program guide, standard loan agreement template, and sample term sheet will assist project sponsors in moving through the process.

The Department works closely with project sponsors to ensure that the requirements of each phase can be met in a timely and thorough manner while balancing the burden on project sponsors with the need to safeguard Federal resources.

This report includes a summary of activity on all LOIs submitted since the enactment of MAP-21 on July 6, 2012, until September 30, 2013.

Letters of Interest

The Department has received 34 letters of interest for 35 projects from sponsors seeking more than $17 billion in credit assistance. There has been tremendous diversity in project type, credit assistance request amount, procurement method, and project location among the submissions. The Department has seen growing interest in credit assistance from States that had not previously used TIFIA credit assistance, including Delaware, Nevada, Kentucky, and Indiana. There has also been an increasing array of projects across urban, suburban, and rural communities.

Of the 35 projects seeking assistance, 25 LOIs were submitted for highway projects, nine for transit projects, and one for a multimodal project. In terms of total credit assistance requested, 62 percent was requested for highway projects and 36 percent was requested for transit projects, with the remaining balance being requested for the multimodal project.

As a part of the LOI review process, the Department has committed almost $900 million in MAP-21 contract authority for 20 projects that are reasonably expected to meet creditworthiness and eligibility rules. After accounting for these commitments, the Department has approximately $740 million\(^1\) in budget authority remaining to cover the cost of extending new loans for FY 2014. The progress of these projects can be tracked on the TIFIA website at: http://www.fhwa.dot.gov/ipd/tifia/letters_interest_applications/tifia_review_process_chart.htm.

\(^1\) This figure accounts for the reduction of TIFIA MAP-21 authorized contract authority to match available annual obligation limitations and fund program administrative expenses.
Formal Applications

The Department has invited nine projects to submit applications and has approved eight applications totaling roughly $3.85 billion in TIFIA credit assistance under the MAP-21 NOFA.

The enclosed summary table provides each project’s name, modal type, sponsor, location, LOI receipt date, application submission date, application completeness notification date, and application approval date.

A similar letter has been sent to the Chairman and Ranking Member of the Senate Committee on Environment and Public Works and the Ranking Member of the House Committee on Transportation and Infrastructure.

If I can provide additional information or assistance, please feel free to call me.

Sincerely,

Anthony R. Foxx

Enclosure
The Honorable Nick J. Rahall, II  
Ranking Member  
Committee on Transportation and Infrastructure  
U.S. House of Representatives  
Washington, DC 20515

Dear Congressman Rahall:

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[Signature]

Anthony R. Foxx

Enclosure
The Honorable Barbara Boxer
Chairman
Committee on Environment and Public Works
United States Senate
Washington, DC 20510

Dear Chairman Boxer:

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Enclosure
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Ranking Member
Committee on Environment and Public Works
United States Senate
Washington, DC 20510

Dear Senator Vitter:

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[Signature]

Anthony R. Foxx

Enclosure
## MAP-21 TIFIA Project Status Report as of November 15, 2013

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Type</th>
<th>Project Sponsor</th>
<th>Location</th>
<th>Requested Assistance (in mm)</th>
<th>Receipt of LOI</th>
<th>Application Submission</th>
<th>Application Completeness</th>
<th>Application Approval</th>
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<td>Highway</td>
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<td>9/28/2012</td>
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</tbody>
</table>

1 Requested TIFIA credit assistance amounts are derived from original LOI requests. Project sponsors retain the flexibility to modify the requested amount of assistance throughout the review process, and project costs are subject to eligibility review. As such, final loan amounts may vary from the amount of the original request.
<table>
<thead>
<tr>
<th>Project Name</th>
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<td>Advanced Driving Academic</td>
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<td>Telurex</td>
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<td>Purple Line</td>
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<td>CTA Railcars</td>
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<td>Chicago Transit Authority</td>
<td>Montgomery County, MD</td>
<td>$250</td>
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<td>Wekiva Parkway</td>
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<td>Orlando-Orange County Expressway Authority</td>
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<td>Project NEON</td>
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<td>Nevada Department of Transportation</td>
<td>Las Vegas, NV</td>
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<td>8/19/2013</td>
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\(^1\) Requested TIFIA credit assistance amounts are derived from original LOI requests. Project sponsors retain the flexibility to modify the requested amount of assistance throughout the review process, and project costs are subject to eligibility review. As such, final loan amounts may vary from the amount of the original request.