



The I-69 Section 5 Project

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Project Overview



- Section 5 is approximately 21 miles
- Connects Bloomington to Martinsville as part of the larger I-69 corridor
- Rehabilitates and expands portions of Highway 37 and brings it up to interstate standards
- I-69 Sections 1 through 3 are open to traffic and Section 4 will open in 2014 and 2015
- Section 5 is critical to connectivity and safety





Selection of Availability Payment Model

- Significant market appetite for risk sharing
- Availability payment is fixed subject to indexation, creating budgetary certainty for public authority
- Innovative design process is facilitated by competitive RFP process
- Developer requires lower return due to guaranteed payment stream (subject to deductions)
- Encourages developer to keep facility open and perform to standards
- Developer has ability to access most efficient financing structure





I-69 Section 5 Procurement Schedule

- | | |
|---------------------------|------------------|
| ✓ Industry Day | May 22, 2013 |
| ✓ RFQ Issued | May 23, 2013 |
| ✓ Shortlist Announced | July 30, 2013 |
| ✓ Draft RFP Issued | October 15, 2013 |
| ✓ Final RFP Issued | January 15, 2014 |
| ✓ Committed Bids Received | January 21, 2014 |





Shortlisted Teams

- **Connect Indiana Development Partners**
 - Equity Sponsors: Macquarie Capital and Lane Infrastructure
 - Design-Build JV: Lane Construction and Ames Construction
- **I-69 Development Partners**
 - Equity Sponsor: Isolux Infrastructure Netherlands
 - Design-Build: Corsan-Corviam S.A.
- **Plenary Roads Indiana**
 - Equity Sponsor: Plenary Group USA
 - Design-Build JV: Granite Construction and Fred Weber, Inc.
- **WM I-69 Partners**
 - Equity Sponsors: Walsh Investors and Meridiam Infrastructure
 - Design-Build: Walsh Construction





Evaluation Process

- Technical Proposal and Financial Proposal evaluations conducted by separate teams
- Evaluators are all IFA/INDOT personnel supported by staff and consultants
- No communication occurred between technical and financial teams until both teams had fully completed their evaluations
- Final step of combining technical and financial scores resulted in a total score out of a maximum of 100 points available





Financial Score

- Represents 80 of the total 100 proposal points available
- 75 of the 80 points determined by the proposer's MAP score according to formula:

$$\text{MAP Score} = \frac{\text{Lowest Value of Base MAP}}{\text{Proposer's Value of Base MAP}} \times 75 \text{ Points}$$

- Remaining 5 points awarded based on feasibility of financial proposal as determined by the evaluation committee
- Total Financial Score = MAP Score + Feasibility Score





Technical Score

- Represents 20 of the total 100 proposal points available
- Technical Proposal Score determined by 3 major elements:
 - Preliminary Project Management Plan (30)
 - Preliminary Design-Build Plan (35)
 - Preliminary Operations and Maintenance Plan (35)
- Technical Proposal Score determined by formula:
Technical Proposal Score = TPEC evaluation score X 0.20





Best Value Determination

- Final step merges financial and non-financial considerations into a final score out of a maximum of 100 points available
- Combination of scores determined by formula:

Total Proposal Score (out of 100) =

Financial Score (up to 80 points)

+

Technical Score (up to 20 points)





Preliminary Preferred Proposer

I-69 Development Partners

Equity Partners: Isolux Infrastructure Netherlands (Isolux)

Lead Contractor: Corsan – Corviam Construcción, S.A.

Major Subcontractors: AZTEC/TYPSA, Gradex, Force, E&B Paving, and Burgess & Niple

Financial Highlights

Total Construction Cost: \$325.5 million*

Base Maximum Availability Payment: \$21.8 million

*Construction cost lower than the \$347m included in the Initial Financial Plan

Proposal Key Dates

Financial Close	7/1/2014
Substantial Completion	10/31/2016
Construction Period	28 months





I-69 Development Partners

- I-69 Development Partners has the lowest overall cost and lowest Maximum Availability Payment
- The team brings extensive international P3 project development, finance, and operations experience and has significant Indiana involvement:
 - Gradex, Force, and E & B Paving on construction
 - Burgess & Niple for design
- The proposed Private Activity Bond structure received two indicative investment grade ratings and two full volume underwriting commitments, exceeding the threshold requirements of the RFP

