



BUILD AMERICA
TRANSPORTATION INVESTMENT CENTER

Introduction to BATIC

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The Status Quo: U.S. Infrastructure Backlog

- California has a **\$59 billion backlog** of highway construction and maintenance projects
- Missouri **delayed \$325 million** in highway construction and maintenance projects in 2015, and is likely to postpone another \$400 million over the next three years
- Hawaii has close to **\$1 billion of backlogged** infrastructure projects
- Boston's T has a **\$3 billion maintenance backlog**



The Status Quo: U.S. Infrastructure Backlog

- Financing infrastructure has become more difficult than actually building it
- Not due to lack of financing dollars: U.S. DOT has over \$50 billion available in Federal assistance programs
- Access to this financing is complicated by federal regulations, complex credit structures, and the need to coordinate with multiple points of contact within the federal government



Changing the Status Quo: Build America

Summer 2014: President Obama announces the Build America Initiative:

- **WHAT:** Government wide effort to increase infrastructure investment and economic growth
- **HOW:** Engaging with state and local governments and private sector investors
- **DESIRED OUTCOMES:** Put federal credit programs to greater use and expand the market for public-private partnerships (P3s)



Fall 2015: U.S. DOT formally launches the Build America Transportation Investment Center (BATIC)



BATIC Year 1 Highlights

- Supported a total of **\$18 billion in overall infrastructure investment** to 12 projects
 - Approximately **\$7 billion in Federal credit** assistance
 - Half of these projects were P3s
- Released Best Practices guides
 - Draft Guide to Model Contract Provisions for Toll Concessions
 - Model Contract Provisions for Availability Payments
- Provided project-focused technical assistance
 - I-10 Mobile River Bridge and Bayway Widening Project
 - Port Newark Container Terminal



A New Formula for Infrastructure Investment



The Build America Transportation Investment Center serves as the single point of contact and coordination for states, municipalities and project sponsors looking to:

- UTILIZE** federal transportation expertise,
- APPLY** for federal transportation credit programs
- and **EXPLORE** ways to access private capital and expertise in public private partnerships.



Mission

BATIC's mission is to:



EXPAND

the use of federal transportation credit programs such as TIFIA and RRIF

INNOVATE

new approaches to project development processes and funding challenges and institutionalize technology and best practices across credit programs and modal teams

DELIVER

streamlined technical and financial assistance to accelerate project delivery

BATIC'S Mission

BATIC's mission is to:



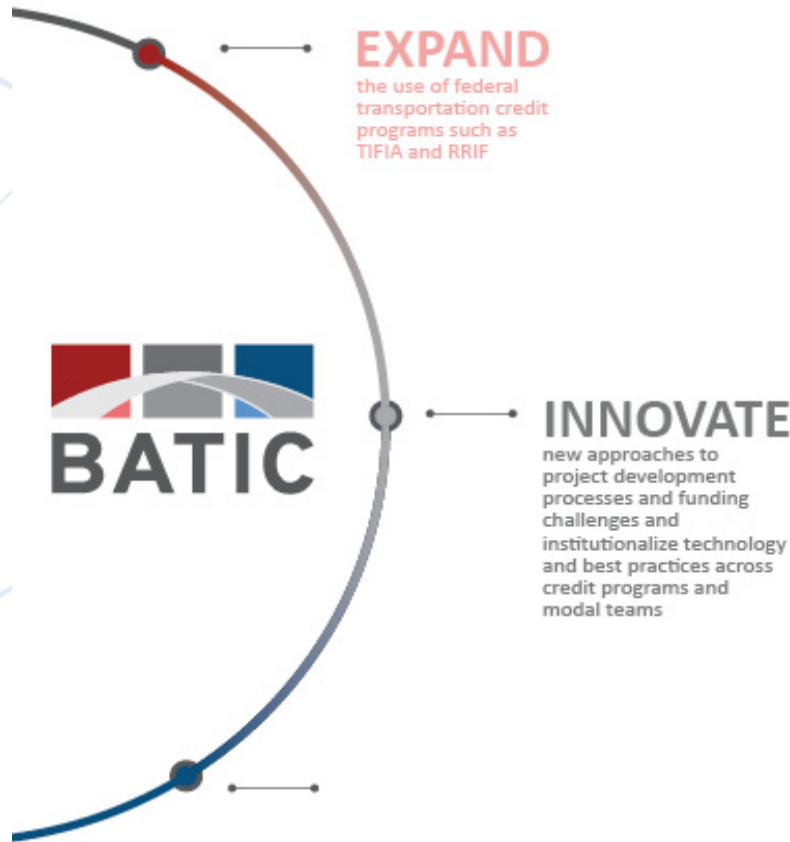
Each dollar of federal funding can support up to \$10 dollars in TIFIA credit assistance, which supports up to \$30 more dollars in transportation investment. It's a huge multiplier effect.

By expanding the use of these programs by working with stakeholders early to streamline the credit process and better address program requirements, BATIC can help fund over \$40 billion in infrastructure improvements annually based solely on available federal funding in existing TIFIA programs.



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Let's say a community wants to develop a project and they need to deepen their understanding around public private partnerships and how they have provided a solution for other communities in similar situations. Via its in-house expertise with similar P3's and the technology developed on other projects and with other sponsors, BATIC is able to help educate the community and provide a project roadmap to illustrate the range of options and help drive the process forward.

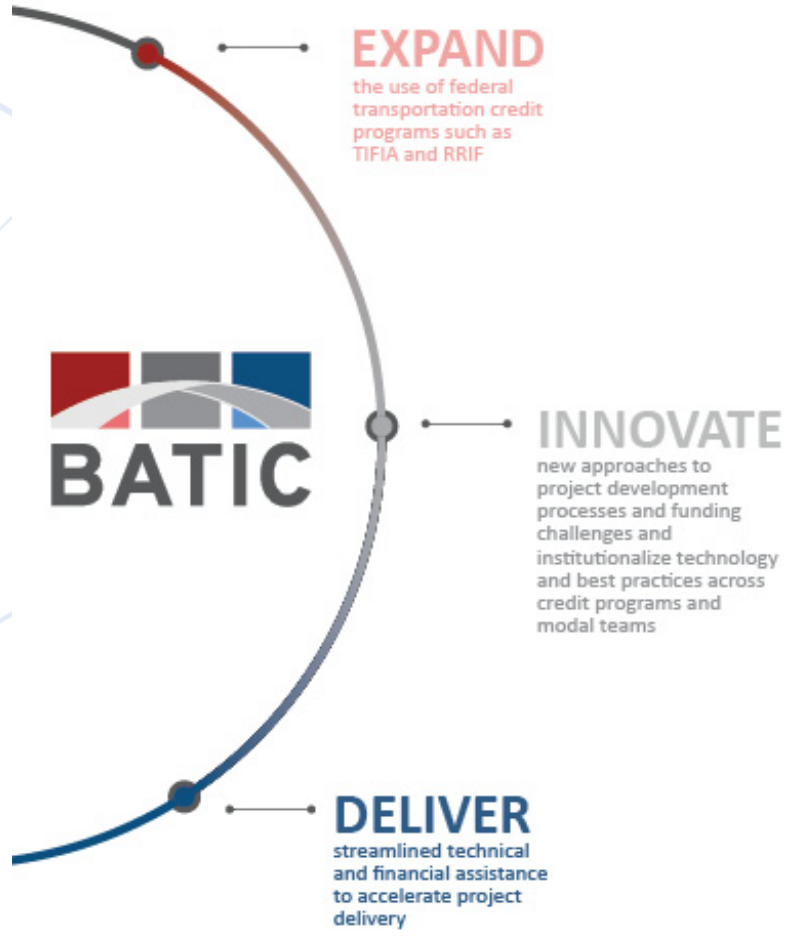
The BATIC Institute and the team's deep experience provides communities with the tools to tackle a wide range of projects and address the numerous roadblocks that can come up in the development and financing of infrastructure projects.





BATIC'S Mission

BATIC's mission is to:



From initial project scoping to permitting, environmental processes, P3 alternative assessment, applications for federal transportation credit programs and everything in between, BATIC guides projects through every stage of the process to accelerate the consideration of P3 alternatives, navigate DOT credit programs and drive the development and rehabilitation of US transportation infrastructure.





BATIC at Work:

Pennsylvania Rapid Bridge Replacement Project

- The Challenge:
 - 4,400 structurally deficient bridges and 300 being declared deficient each year.
 - Complex permitting issues
 - Designing a project that BOTH meets the needs of the community and attracts private investment
- The Solution:
 - Replacing 558 small bridges within 36 months under a single, innovative P3
 - Streamlined environmental review requirements with targeted flexibility for the private partner



BATIC at Work: Port Newark Container Terminal (PNCT)

- The Challenge:
 - \$500 million port modernization project
 - Prior to BATIC, it was unclear if this kind of project was eligible for TIFIA funding
- BATIC's Role:
 - Facilitating intermodal coordination between MARAD and TIFIA
 - Providing guidance to PNCT on their TIFIA Letter of Intent, which was submitted on September 23, 2015 for the next \$230 million phase of the project.
- This is the first “inside the gate” port project to work with TIFIA.



Working with BATIC

If you are a project sponsor looking to work with U.S. DOT credit programs, your first stop is with BATIC.

- **Step 1:** Reach out to the BATIC team

buildamerica@dot.gov or 202-366-2300

- **Step 2:** Preliminary meeting
- **Step 3:** Project assessment and advancement:
Single point of contact assigned – Project Development Lead (PDL)



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 *U.S. Department of Transportation*