



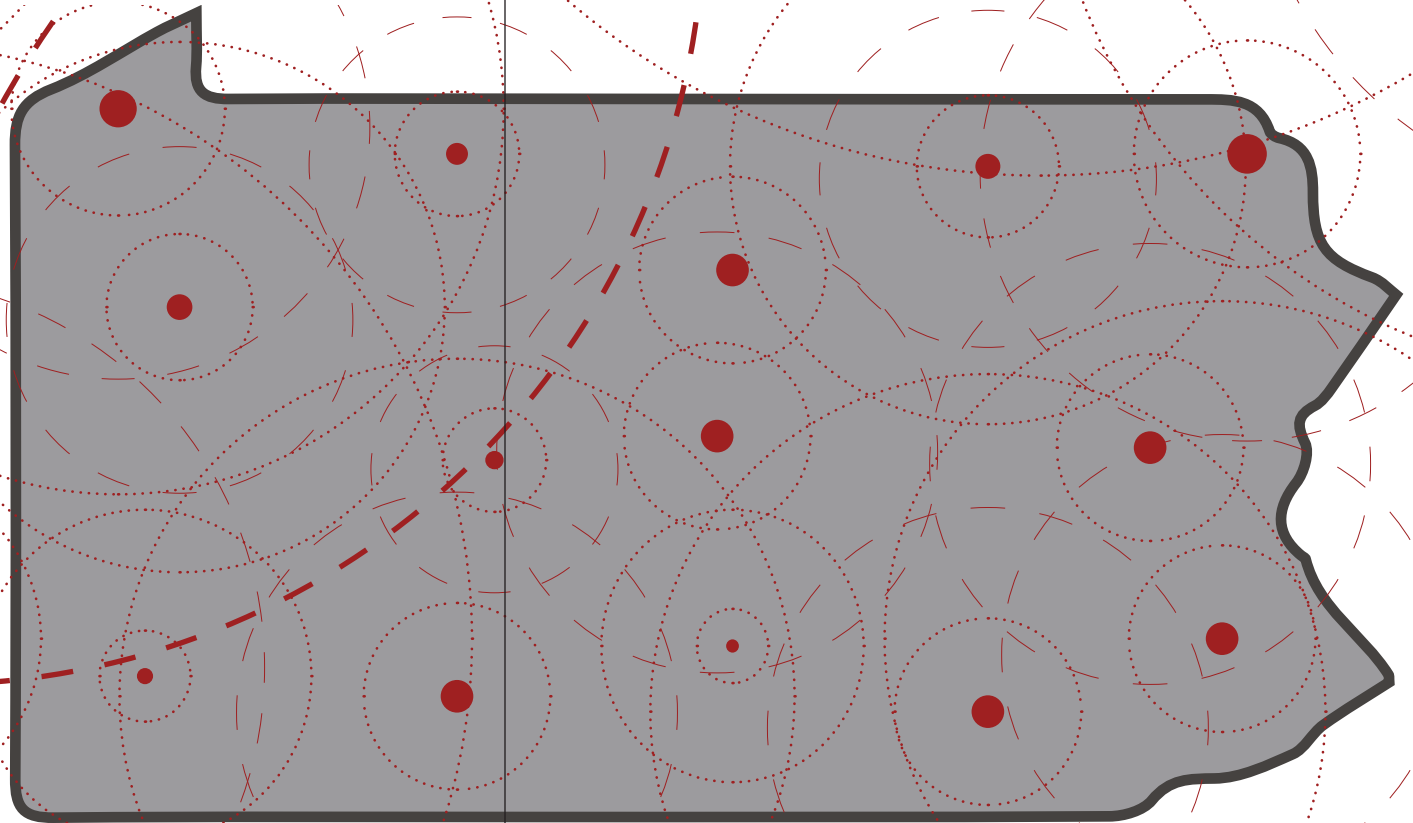
# **BUILD AMERICA**

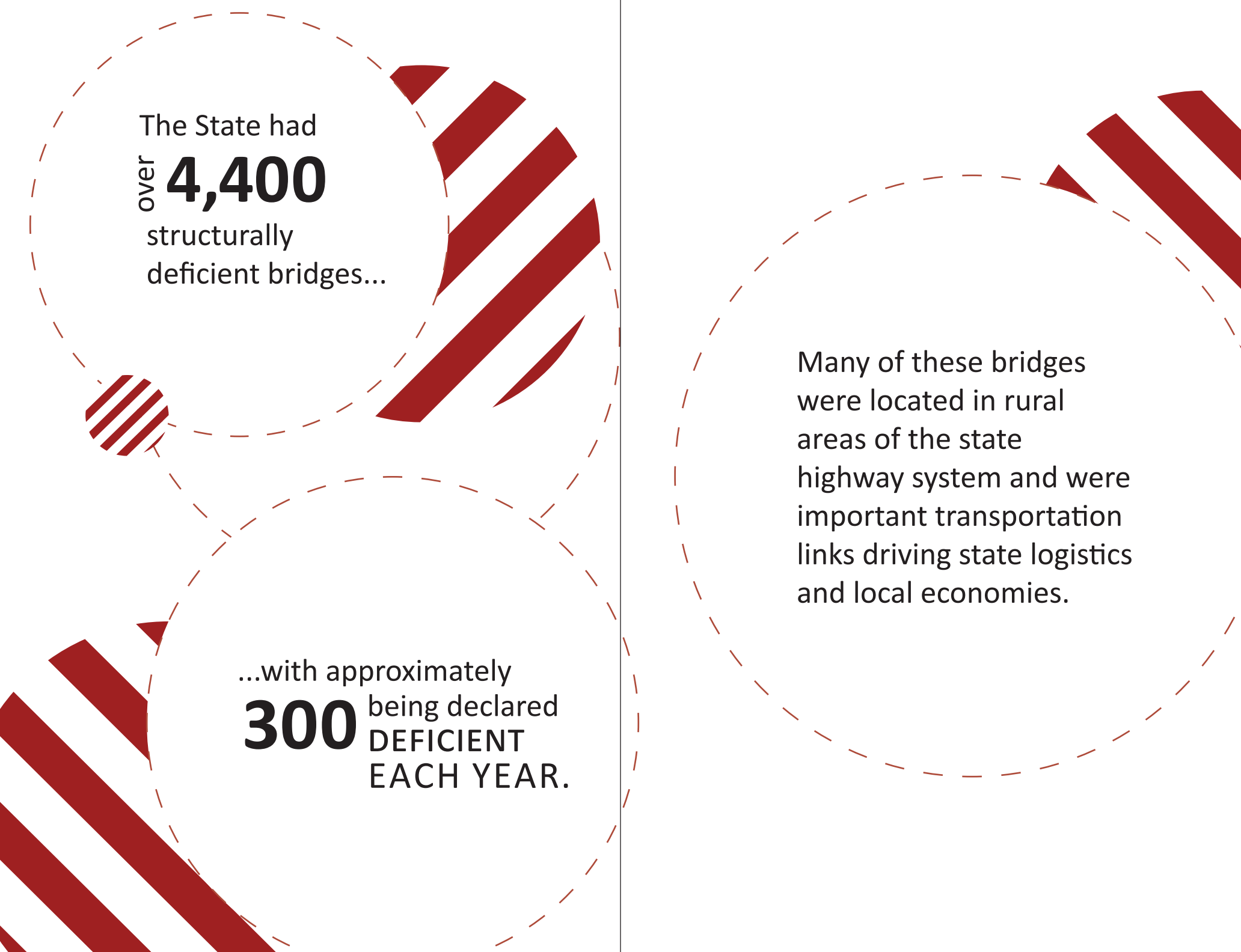
**TRANSPORTATION INVESTMENT CENTER**



**UNITED STATES DEPARTMENT OF TRANSPORTATION**

Two years ago, the State of Pennsylvania had a problem and was searching for a new approach






The State had  
over **4,400**  
structurally  
deficient bridges...

...with approximately  
**300** being declared  
**DEFICIENT**  
**EACH YEAR.**

Many of these bridges  
were located in rural  
areas of the state  
highway system and were  
important transportation  
links driving state logistics  
and local economies.



The State needed a way to efficiently replace these critical links...

...something that...

...quickly replaced aging infrastructure...

...in a cost effective, efficient and scalable way...

...that could attract a substantial pool of qualified bidders.



A technical drawing of a bridge structure, possibly a suspension bridge, is shown in light blue lines. The drawing is split vertically by a solid line. The left side shows a cross-section of a bridge deck with internal supports and a dashed line indicating a curved path. The right side shows a similar cross-section with a dashed line indicating a curved path. The text is overlaid on the drawing.

America has the  
***best engineers***  
***in the world.***

They know how to  
design and construct  
the bridge.

**That wasn't the problem.**

The problem was:  
To rebuild *so many*  
geographically  
dispersed bridges, there  
are many steps before the  
cement can be poured.

You have to figure out  
the permitting and  
development process...



...marshall the stakeholders  
to design and develop  
the project taking into  
account the needs of the  
community...



...and determine how  
to pay for a project  
that could cost  
**BILLIONS**  
*of dollars.*

And that's where  
Pennsylvania needed help.



There may be a  
blueprint for how to  
**PHYSICALLY**

build a bridge...  
or a highway...  
or a transit system.

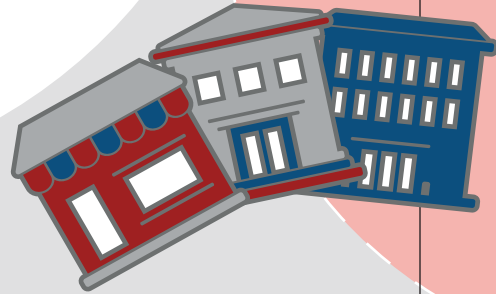
But there is a  
**huge challenge**

in navigating

***the permitting,***  
***the regulations***  
***and the financing***

that makes the  
development of our  
physical infrastructure  
possible.

A year ago, the US Department of Transportation came together with other agencies in the Obama Administration to tackle a persistent problem:

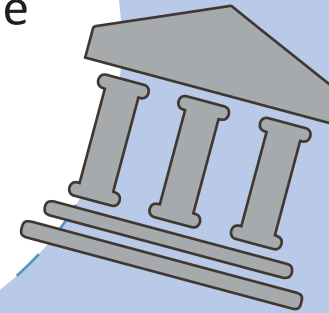


The US government has countless programs and experts available to communities for the development of transportation infrastructure...



...but often, communities don't know they're there, how to use them,

or how they can be used to finance and accelerate the development of projects.



Furthermore, companies in the private sector want to help drive and invest in the development of transportation infrastructure...

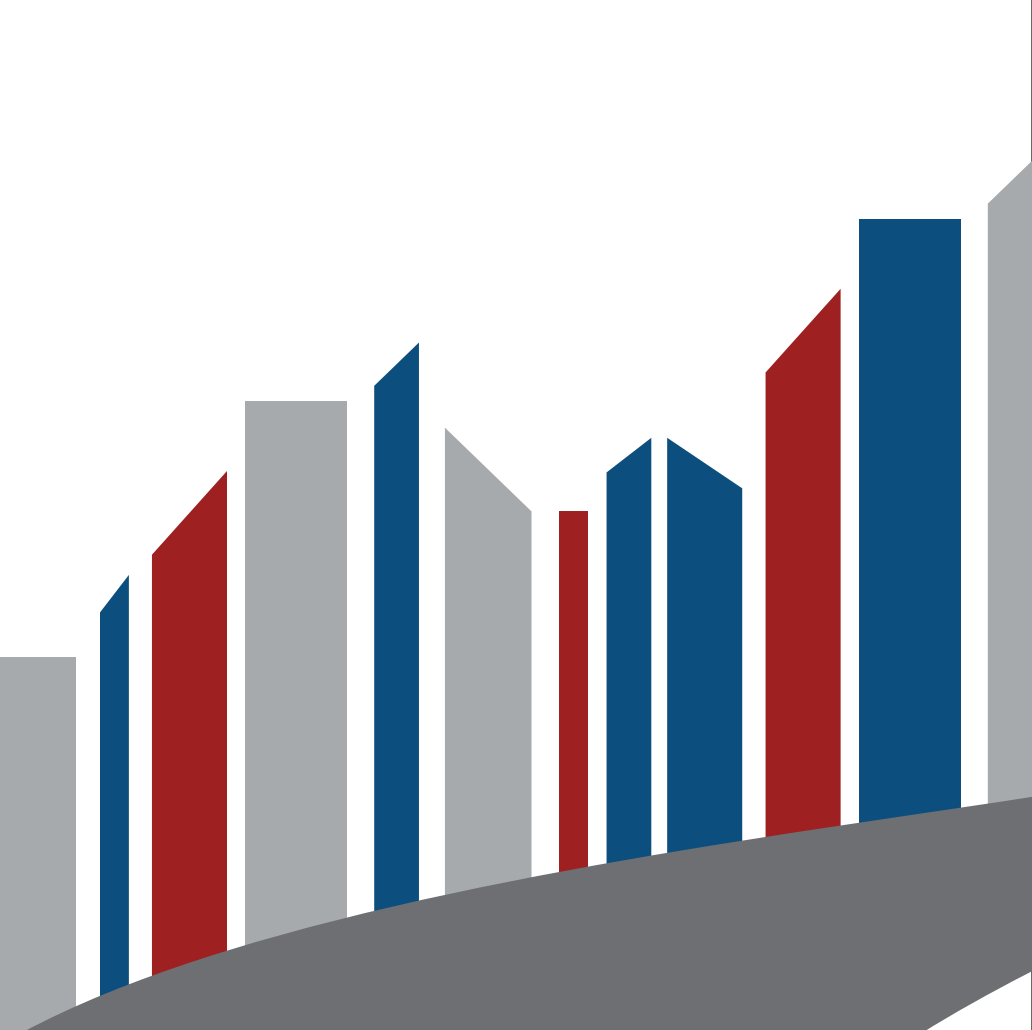


...but identifying suitable projects, navigating the entitlement, permitting and credit processes and finding sponsors willing to engage in public private partnerships has been far too cumbersome.

We developed BATIC to change that.







We know that communities want to tackle **very large** and **very expensive infrastructure projects**

Think of the BATIC as a trusted advisor for communities and sponsors looking to solve the challenges associated with infrastructure development today.

but they need **some guidance** to navigate the processes, requirements and financing options available.



**BATIC will provide that guidance.**



**BUILD AMERICA**

TRANSPORTATION INVESTMENT CENTER

 UNITED STATES DEPARTMENT OF TRANSPORTATION

## 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.

**BATIC's mission is to:**



**BUILD AMERICA**  
TRANSPORTATION INVESTMENT CENTER

**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 is to:



### **EXPAND**

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



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.

# 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

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 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

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.

We know BATIC  
can't solve all our  
infrastructure  
problems.



We have  
**BILLIONS**  
*of dollars*

of infrastructure needs and  
better access to technical  
assistance and credit programs  
can't fill that void alone.

**CONGRESS MUST FUND  
TRANSPORTATION.**

But we also know that BATIC  
has already been a key  
driver for the funding and  
acceleration of infrastructure  
projects over the past year and  
its impact will increase with its  
continued momentum.

In a world where transportation infrastructure is critical for trade, economic growth and prosperity,



*is ready to work  
with communities*

to leverage the technical and financial resources of the Department of Transportation to drive the rehabilitation and development of critical US transportation infrastructure.

Today in Pennsylvania the state has begun the Rapid Bridge Replacement P3 Project and...

over **50 BRIDGES**  
will be fully repaired and  
or replaced by the end of **2015**

with more than  
**500 ADDITIONAL SPANS**  
**COMPLETED**  
by the end of **2017**

Thanks to assistance from BATIC the State was able to efficiently bid and begin a P3 process.





To learn more go to  
[www.transportation.gov/BATIC](http://www.transportation.gov/BATIC)