



2023-2024 ANNUAL REPORT



BUILD AMERICA CENTER

INNOVATIVE FINANCING AND DELIVERY
OF TRANSPORTATION INFRASTRUCTURE



A MESSAGE FROM OUR DIRECTOR

Dear Friends and Colleagues,

It is with great pride that I present the Build America Center’s (BAC) second annual report, reflecting on a year marked by significant strides in technical assistance, capacity building, and innovative financing research within the transportation sector. As we continue to support state and local transportation authorities, our achievements this year have substantially advanced our mission and expanded our impact.

A notable milestone this year has been the remarkable growth of our BILLaunchpad user base, which has surpassed 10,000 users, with daily maximum usage reaching 242. We have consistently updated the platform with new Notices of Funding Opportunities, awards, and now feature over 250 successful application package examples. Our newly established dashboard presents a detailed breakdown of BIL awards by state, agency, and project type, enhancing transparency and accessibility. Additionally, we’ve integrated an AI-powered chatbox, the BILLAUNCHBOT, which provides users with instant access to BIL award data, customized dashboards, and more. Those familiar with using ChatGPT will find this tool particularly intuitive and powerful, streamlining the process of obtaining and understanding complex data.

This year, the BAC has also significantly expanded its outreach and educational efforts. We have collaborated with over 15 local governments to support their BIL grant applications, conducted more than 27 training activities—including workshops, peer exchanges, and webinars—and produced over 12 short videos that showcase successful BIL-funded projects and their positive impacts on local communities. Our research has not lagged, with six new projects that push the envelope in our understanding and practices of innovative financing and alternative project delivery.

We are also thrilled to announce new partnerships with the WAPPP, P3C, and Bentley Systems. These collaborations will not only amplify our influence across the United States but also extend our reach on the international stage, facilitating a global exchange of knowledge and resources.

Looking forward, the BAC is set to adjust our strategic focus to align more closely with the evolving priorities of FHWA and the Bureau. The FY2024-2025 work plan includes exciting new initiatives such as Grants+, a tool designed to help localities effectively identify funding and financing opportunities. We will also intensify our support for the development of State Infrastructure Banks and advance the implementation of EV charging infrastructure using innovative delivery models.

As we anticipate another thrilling year, I am filled with gratitude for the dedication of our team and the continued support of our partners and stakeholders. Together, we are not just witnessing but actively shaping the future of infrastructure in America.

Warm regards,

Qingbin Cui
Director, Build America Center



OVERALL HIGHLIGHTS

11+



Research Projects

The BAC is building a research program that serves transportation professionals and community research needs as well as advancing the frontier of project delivery and infrastructure finance knowledge. The Center uses its expertise, strength, and deep understanding of project finance and delivery to develop practice-oriented research.

16+



Partnerships

The BAC has formed alliances with over 16 diverse entities, including public agencies, private companies, non-profit organizations, and academia, all focused on promoting innovative financing and alternative project delivery.

25+



Training Activities

Each year, the BAC offers more than 25 training events such as summits, workshops, peer exchanges, webinars, seminars, and conference sessions to enhance expertise in the field.

35+



Local Governments

Over 35 local governments collaborated with the BAC to benefit from our specialized knowledge in funding strategy, grant planning, data analysis, and agile-based application development.

\$75+









Million in BIL Grants

The BAC’s technical assistance has enabled local governments to secure over \$75 million in BIL grants, fostering the development of sustainable, resilient, and equitable infrastructure within their communities.

OUR MISSION

The Build America Center (BAC) will mobilize the use of innovative financing, funding, project delivery, procurement, and contracting solutions to foster new approaches to transportation infrastructure development and delivery through the creation of a knowledge hub, spurring innovation with cutting edge research, collaborative partnerships, and the development of an academy to deliver innovative education and training plus tailored technical assistance.

2023-24 RESEARCH PROJECTS

TITLE	AREA	TOPIC	DELIVERABLE
Comparing Conventional P3 Agreements and TOD Development Agreements	Project Delivery	TOD P3s differ in format and form from Transport P3s—which are primarily focused on public infrastructure development, such as a toll road, transit line, or station. This research aims to compare and contrast these P3 types and their implementation mechanisms.	White Paper 
Electric Vehicle (EV) Fee Structures Design and Tool	Funding	This research will document the EV charges and fee collection mechanisms, identify good practices associated with EV fee implementation, evaluate alternative units for EV charging and collection mechanisms, and make recommendations on EV charging policies.	Guideline/Tool 
Guideline for Risk Allocation and Sharing in Long-Term Highway Development Agreements: Phase 2	Project Delivery	The objective of Phase 2 is to develop a guide for public transportation agencies about risk allocation and sharing in projects using long-term highway development agreements.	Guideline/Tool 
Transportation Megaproject Restructuring and Renegotiation – State of Practice Survey and Purple Line Case Study	Policy	This case-based study will produce findings regarding the negotiating power of stakeholders, public sponsors and private partners and the conditions that lead participants to litigation or a negotiated outcome, as a function of the megaproject lifecycle.	Case Study 
Crowdfunding Approach to Delivering Equitable EV Infrastructure	Financing & Project Delivery	This project aims to evaluate the viability of using a crowdfunding approach to building America’s EV charging infrastructure. The evaluation should consider technical, financial, and other aspects and achieve a balance between meeting charging demand and Justice 40 compliance.	White Paper 
Green Financing in Delivering Sustainable and Equitable Transportation Infrastructure	Financing	The primary objective of this research is to explore the suitability of green financing methods as an alternative funding mechanism to assist transportation agencies in preparing for the deployment, operation, and maintenance of resilient and sustainable transportation infrastructure systems.	White Paper 

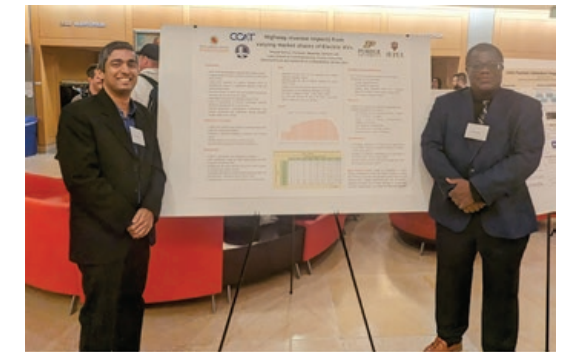
RESEARCHER HIGHLIGHT: SAMUEL LABI, PURDUE UNIVERSITY

BAC’s Midwest Region Director is helping to develop solutions to the grant-matching conundrum often faced by grant-seeking state and local transportation agencies.

The current landscape of transportation policy and funding is characterized by formidable forces including aging infrastructure and funding limitations on one hand, and opportunities including transportation funding legislation (IIJA) and enhanced data-driven analytical methods. The Midwest region of Build America Center, centered at Purdue University and led by Professor Samuel Labi, is poised to help address these issues.

To make full use of the funding opportunities made available by the IIJA, state and local agencies require an easy-to-use framework and electronic tool. Such a tool is needed particularly to help these agencies estimate and quantify the amounts needed to match Federal funds for their portfolios of State projects and Federal programs. The Purdue team, through a review of the practice and expert surveys, identified best practices and opportunities that agencies could adopt to identify and estimate matching funds for new BIL grants. This placed the agencies in a better position to effectively leverage financial resources and maximize their access to Federal funds.

The Purdue BAC research team, which includes Mr. Deepak Benny (see photo), have actively showcased their BAC research on IIJA matching funds and recently, electric vehicle demand assessment and infrastructure investment evaluation at numerous conferences. These include the Annual Meeting of the Transportation Research Board (TRB), ASCE International Conference on Transportation & Development, IEEE Forum for Innovative Sustainable Transportation Systems, Symposium on Infrastructure Asset Management, Annual Conference of the Transportation Research Forum, Annual Inter-University Symposium on Infrastructure Management, Institute of Transportation Engineers (ITE) Annual Meeting, IRF R2T Global Conference, and others. Samuel Labi has also led a webinar on the issues, cost-savings benefits, and limitations of project bundling as part of BAC’s Modernizing Infrastructure Webinar Series.



Left: Deepak Benny, Right: Samuel Labi

Samuel Labi and the research team at Purdue strive to play their roles in assisting the Midwest States and municipalities gain access to the resources made available through the Infrastructure Investment and Jobs Act, and to improve their financial capacity for implementing their transportation projects. These efforts include Purdue University’s local support to the City of Lafayette, Indiana through assistance in grant applications for transit development funded by the IIJA. The BAC is supporting this and other related efforts through technical assistance, webinars, forums, and peer exchanges, as well as through educational activities.



“Infrastructure renewal is needed to support the nation’s economic revitalization, and the IIJA precisely makes funds available to do this. This is timely because the consequences of deferred renewal are costly to all stakeholders.”

–Samuel Labi, Professor at Purdue University



RESEARCH SUMMARY

GUIDELINE FOR RISK ALLOCATION AND SHARING IN LONG-TERM HIGHWAY DEVELOPMENT AGREEMENTS: PHASE II

OVERVIEW

In Phase I of this project, a state-of-practice report identified various practices for risk allocation and sharing in long-term transportation development agreements (such as public-private-partnerships or P3s) as well as practitioner perspectives of current risk allocation and sharing approaches. Building off this report, Phase II has developed a guideline to improve how public transportation agencies allocate and manage risks during preparation, procurement and implementation of long-term highway development projects. The guideline identifies both strategic and tactical practices that agencies can employ to better align public and private sector perspectives of risks that can enhance their mitigation and management. For instance, early engagement with interested private parties in one-on-one meetings can promote candid dialogue about project characteristics and risks that can shape how projects are structured and risks are apportioned. Examples of such practices are drawn from existing guidelines and case projects.

EXCERPT

Below is a table of “Partner Engagement” practices throughout a project’s lifecycle:

PARTNER ENGAGEMENT PRACTICES

PREPARATION	PROCUREMENT	IMPLEMENTATION
<ul style="list-style-type: none"> Guidelines & Primers Project Pipeline Regular Owner & Industry Roundtables Industry Forums One-on-One Meetings Identification of Key Stakeholders 	<ul style="list-style-type: none"> Review/Comment Process One-on-One Meetings Alternative Technical Concept (ATC) Process Stakeholder Coordination Plan Roles & Responsibilities Matrix 	<ul style="list-style-type: none"> Partnering Practices Project & Asset Management Plans Communication/Escalation Protocols Alternative Dispute Resolution Methods



“The insights from the state-of-practice report are further enhanced by examination of existing guidelines and case study examples to provide public agencies with strategies and practices for partner engagement, risk allocation & management, and contractual terms & formation throughout a project’s lifecycle. This guideline should result in better partnerships between public and private parties in long-term highway development agreements.”

–Mike Garvin, Professor at Virginia Tech

RESEARCH HIGHLIGHT: CROWDFUNDING FOR EVS

Transportation is the largest contributor to greenhouse gas emissions in the U.S., contributing about 29 percent of total emissions. Therefore, transitioning to electric vehicles (EVs) can help mitigate air pollution and climate change, as well as decrease dependence on fossil fuels and promote energy independence. To make EVs accessible to all Americans for local and long-distance trips, the U.S. government plans to make half of all new vehicles sold in 2030 zero-emissions vehicles, as well as build a network of 500,000 charging stations that are convenient and equitable. With the new Infrastructure Investment and Jobs Act, \$7.5 billion has been allocated to EV charging stations and alternative fueling to demonstrate government support for the conversion to EVs. However, significant obstacles still stand in the way of the widespread adoption of EVs, from their high cost to inequitable EV charging station placement.

Although there has been some significant support and growth in the EV charging infrastructure development, the market for EV charging remains uncertain. For example, the top 100 U.S. metropolitan areas are expected to require more than 195,000 non-residential EV charging points by 2025, almost four times what they had at the end of 2017. A growing trend toward EV adoption will also increase this need. In addition to the increasing need for EV charging infrastructure, research raises the issue of equity.

Equity in EV charging infrastructure is critical for ensuring all communities benefit from the transition to electric mobility. Current disparities, where affluent areas have better access to EV charging stations, must be addressed to meet Justice40 goals. Crowdfunding can be a solution, engaging underserved communities by offering ownership shares in charging stations at discounted rates. This fosters a sense of ownership, aligns community interests with project success, and bridges the affordability gap, enabling disadvantaged communities to actively participate in the EV transition.

By leveraging community investments, crowdfunding can supplement traditional funding sources and ensure equitable distribution of EV charging infrastructure. The proposed program includes steps such as needs assessment, program development, community engagement, and transparent evaluation processes. A hypothetical case in Montgomery County, Maryland, demonstrates the potential benefits and return on investment for community members, showcasing how this innovative approach can meet EV charging demands while promoting social equity.

RIA SUMMIT

On November 29, 2023, the Build America Bureau held the inaugural Regional Infrastructure Accelerators (RIA) Summit in College Park, Maryland. The event gathered over 70 participants, including representatives from 19 of the 21 RIA grant awardees, Bureau officials, University of Maryland staff, and members from the Global Infrastructure Investor Association and USDOT. Established by the FAST Act, the RIA program aims to support the acceleration of project development through innovative financing, with \$34 million already awarded to 21 public entities over three funding cycles. The Summit's objectives were to share resources for innovative project finance and delivery, foster networking among RIA grant recipients, and provide opportunities to learn from partners also attending the Thriving Communities Program convening at US DOT headquarters in Washington, DC.

The program included two panel discussions on lessons learned from Round 1 Accelerators, presentations on innovative finance tools, and collaborative roundtables where participants shared successes, challenges, and strategies. Key takeaways highlighted were the importance of building relationships, leveraging regional partnerships, and maintaining persistence in program development. Attendees appreciated the opportunity to compare notes and learn from each other's experiences. The Summit was a valuable event for fostering knowledge and collaboration among RIA recipients and stakeholders.



“This is a really good opportunity for for all the cities that are interested in the RIA program to learn to network and to grow their projects both locally and all around.”

Kristen Thompson, Transportation & Mobility
City of Fort Lauderdale



REGIONAL ACCELERATOR

HOW A GRANT IMPACTS A LOCAL COMMUNITY

REGIONAL INFRASTRUCTURE ACCELERATORS (RIA) PROGRAM

The RIA Program was established by the FAST Act to assist entities in building capacity and providing technical assistance to accelerate the development of projects using innovative financing. The Build America Bureau has awarded \$34 million dollars to 21 local public entities.

LOUISIANA RURAL INFRASTRUCTURE ACCELERATOR (LARIA)

LARIA was a recipient of an RIA grant to expedite the development and delivery of multiple rural infrastructure projects across the state of Louisiana.

One of their completed projects is the Safe Source project to improve transportation systems and connectivity within the greater Lafayette region. The outcomes include enhanced regional transportation networks, increased job opportunities, and new community investments. They have also completed various infrastructure improvements involving accessibility, capacity, and mobility within the Acadiana region in response to population growth and economic development.

COMMUNITY IMPACT

The Safe Source project has greatly improved the lives of residents by fostering positive growth and development. The grants awarded to this community have been used to:



Improve Transportation Networks: These networks have enhanced connectivity, allowing residents to access jobs, healthcare, and education more easily.



Increase Economic Opportunities: The creation of jobs and attraction of investments is contributing to overall economic growth in rural areas.



Enhance Social Equity: Underserved populations have better access to essential services, promoting social and economic inclusion.

POTENTIAL NEW PROJECT

Another key initiative that will require grant funding is the Microtransit Service Pilot Program. This program, in partnership with OneAcadiana, involves extensive efforts to improve accessibility, capacity, and mobility within the Acadiana Region. While still in the planning phase, a transportation needs assessment was recently conducted across the Acadiana region, made possible through the help of a planning grant. An implementation grant, however, is still required for providing funding to address the need. One Acadiana is a finalist for the Economic Development Administration (EDA) "Recompete" grant, focusing on addressing workforce challenges in rural areas through various targeted strategies, including transportation solutions like microtransit.



"Large new employers in the region, like SafeSource Direct and First Solar, create a significant number of new jobs plus there are other major employers growing their workforce. This makes it necessary to help the population overcome barriers they face in accessing these jobs. Transportation is one of the biggest barriers, which is why the RIA grant – and the potential implementation grant to follow – are so critical."

–Allison Bates



VIRTUAL CFO FORUM

APRIL 9, 2024

Best Practices For Broadening And Diversifying Transportation Funding And Financing Sources

Opening remarks from Rhonda Shaffer, FHWA Deputy CFO, set a compelling tone for a deep dive into the innovative strategies essential for addressing today's transportation funding challenges.



Key insights were provided by a distinguished panel of experts:



Susan Howard, Director of Policy and Government Relations, AASHTO, discussed the comprehensive Transportation Governance and Finance Report, emphasizing the diverse approaches states are using to manage and finance transportation systems. She highlighted the importance of variable-rate fuel tax and the introduction of road usage charges as effective tools for ensuring sustainable revenue.



Josh Knatterud-Hubinger, CFO, Minnesota DOT, shared Minnesota's innovative methods, such as the progressive registration tax and the introduction of an indexed gas tax, which have successfully mitigated revenue declines from increased vehicle fuel efficiency. He also discussed the challenges and successes in securing federal TIFIA loans for large-scale projects.



Laura Farmer, CFO, Virginia DOT, provided valuable insights from Virginia, highlighting the use of dedicated transportation funds and GARVEE bonds to advance significant infrastructure projects. She also emphasized the state's proactive approach to leveraging federal funds and managing inflation pressures on construction costs.

Summary:

- The forum underscored the critical role of innovative financing mechanisms and state-specific strategies in sustaining and enhancing transportation infrastructure.
- The discussions provided attendees with a wealth of practical knowledge and best practices for navigating the complexities of transportation finance.
- The forum demonstrated the importance of adaptive strategies and collaborative efforts in addressing the evolving challenges of transportation funding and financing.

FEDERAL GOVERNMENT VIDEOS

BIL grants are creating significant opportunities for local governments by offering direct federal funding for projects that promise substantial community impact. Despite these opportunities, many local governments possess minimal or no experience in navigating the complexities of federal compliance. Recognizing this gap, the Build America Center has partnered with FHWA to facilitate a smoother interaction between these local agencies and the federal government.

The Build America Center is actively developing a series of introductory videos. These resources are designed to aid local public agencies in understanding the essential procedures and critical issues involved in federal collaborations. The videos aim to distill complex regulations into manageable information, enabling local agencies to efficiently comply with federal requirements and effectively manage federal grants.



8 Tips for Developing Successful Grant Applications

[WATCH NOW](#)

Working with the Federal Government: Invoicing

[WATCH NOW](#)



COMING SOON


Unpack Financial Requirements in BIL Grant Agreements
Filing the 270-271 Form

MODERNIZING INFRASTRUCTURE WEBINAR SERIES

The Modernizing Infrastructure Webinar Series highlights initiatives and projects that address opportunities and challenges for enhancing existing transportation infrastructure. Each one-hour webinar provides attendees the opportunity to learn more about pertinent issues affecting transportation infrastructure as well as current or potential strategies to address pressing needs or challenges.



Building America's Future: Academic Strategies for Supporting IIJA and IRA Implementation

 *Presenter: Dr. Qingbin Cui, Professor and Director of the Build America Center, University of Maryland (June 6, 2024)*

The webinar examined the role that academia can play in supporting the implementation of the Infrastructure Investment and Jobs Act (IIJA). It highlighted strategies for conducting practice-oriented research, fostering innovation and advancing infrastructure projects that meet the goals of IIJA.

[WATCH NOW](#)




This webinar series covers a diversity of topics. Each one is highly relevant to professionals in public agencies, private firms, professional organizations and academic institutions who are focused on discovering solutions to national, regional or local transportation infrastructure problems. This forum provides participants the chance to learn and dialogue about such topics in a relatively short time span. This increases their awareness of key issues and allows them to access additional resources available from the BAC or other sources for further exploration.

–Mike Garvin, Virginia Tech



Doing More with Less: Maintenance-Oriented Strategies for Transportation Improvements


 *Presenter: Dr. Carter Casady, Research Engineer, Center for Sustainable Development and Global Competitiveness, Stanford University (April 12, 2024)*

The webinar addressed deferred maintenance, which is a challenge for many public agencies. It discussed methods for identifying infrastructure assets that are underutilized and possess untapped potential as well as maintenance-oriented strategies to maximize infrastructure value..

[WATCH NOW](#)



Lemons to Lemonade: Leveraging Underperforming Retail Properties on Arterial Roads for Affordable Housing


 *Presenter: Sasha Page, Principal, Rebel (October 27, 2023)*

The webinar examined the abundance of arterial highways in the US that have more land devoted to retail than similar high-income countries. Given the nation's affordable housing challenges and the underperformance of many retail facilities, the potential exists to transform these retail properties into multi-family and affordable housing.

[WATCH NOW](#)



Project Bundling: Issues, Benefits and Limitations


 *Presenter: Dr. Samuel Labi, Professor, Purdue University (February 16, 2024)*

The webinar considered project bundling, which is the combination of multiple projects into a single contract. Transportation agencies and key stakeholders want to better understand many aspects of bundling such as how to measure bundling benefits, empirical evidence on project bundling benefits, the limitations of project bundling, and which project-related and contract-related factors promote or inhibit bundling benefits.

[WATCH NOW](#)



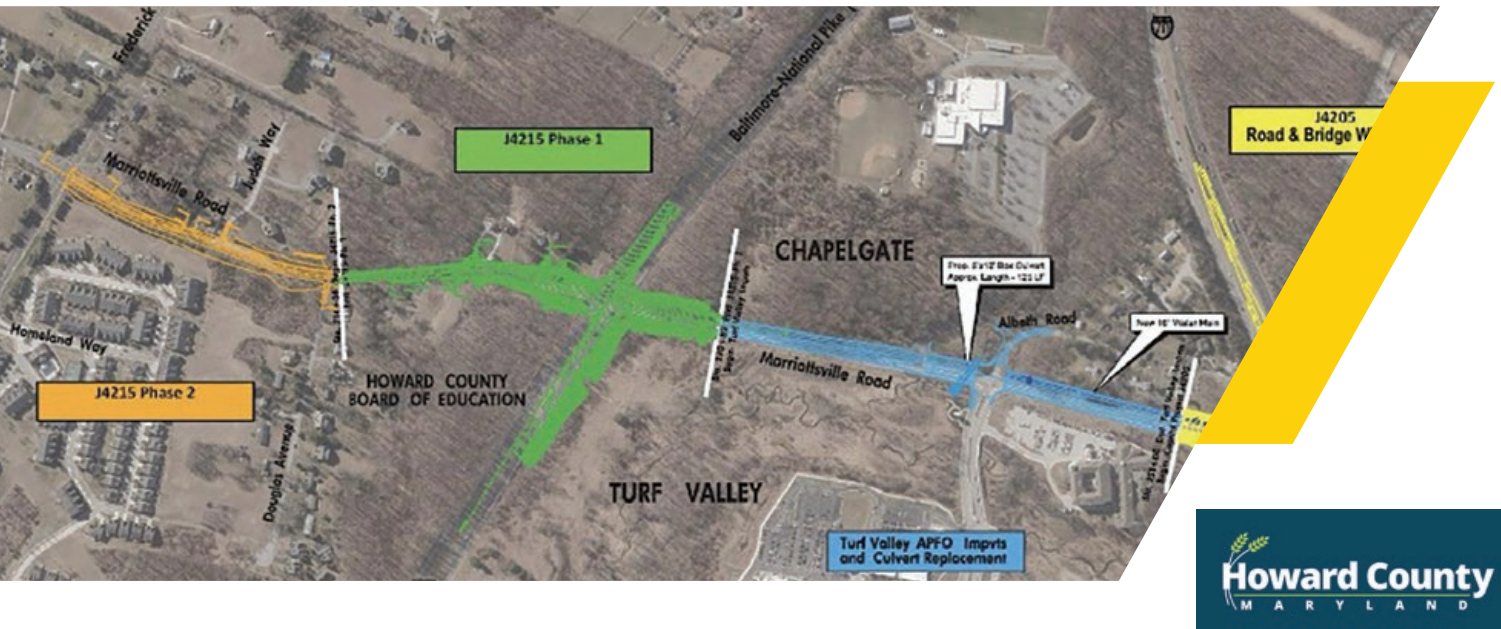
NEPA Litigation over Large Energy and Transport Infrastructure Projects

 *Presenter: Michael Bennon, Research Scholar, Center for Democracy, Development and the Rule of Law, Stanford University (September 29, 2023)*

The webinar focused on an empirical study of the impacts of the National Environmental Policy Act (NEPA) process. Using data from 355 major transportation and energy projects, the investigation found that the energy sector has greater private financing, shorter permit durations and higher rates of litigation, cancellation and completion.

[WATCH NOW](#)

TECHNICAL ASSISTANCE HIGHLIGHT



MARRIOTTVILLE ROAD CULVERT REPLACEMENT PROJECT

This project in Ellicott City, MD involves the replacement of the culvert of a Little Patuxent River tributary running under Marriottsville Road, just south of the Resort Road/Albeth Road intersection. Set to begin around June 17th, this project will see the existing box culvert replaced with a larger structure to increase capacity and restore the roadway. The project is necessary to accommodate a significant increase in local traffic, to enhance the structural integrity of the culvert, and to improve overall road safety for the community.



“One of the many strengths of the Build America Center lies in its exceptional resources. The BAC Team comprises highly experienced grant specialists who are actively engaged in post-graduate coursework. As a result, we benefit from expert strategizing and grant research at no cost to our county, thanks to their grant-funded work.

Our collaboration with the BAC began in November 2023 when the State DOT suggested our Howard County Capital Project J4205, the Route I-70 bridge replacement (Marriottsville Road Improvement) as a potential grant funding eligible project. The BAC Team swiftly identified a viable grant opportunity and provided invaluable technical support for our grant application efforts. I was thoroughly impressed by the BAC Team’s dedication, and I am eager to continue working with them on future grant applications.”



Abdul Akbari
Howard County, Maryland



ST. MARTINVILLE, LOUISIANA HISTORIC SITE REPAIRS

This project in St. Martinville, Louisiana involves the restoration of multiple historic sites such as Longfellow Bridge, the Old Boat Launch, and a nature trail. The Longfellow Bridge serves as a critical access point to the Longfellow Historic Site and State Park. This bridge, constructed in 1938, plays a vital role in the local infrastructure network. The Old Boat Launch once served as a crucial access point for recreational and tourism activities. Despite their historical significance, these sites are currently in dilapidated condition. This project involves comprehensive reconstruction and modernization to restore their functionality and safety.



“As an administrator of a small city, I can attest to the fact that it is very difficult to hire employees with the skill set necessary for IT management or to provide technical support. We just don’t have the funding to hire in such fields. For this reason, the Build America Center has been a huge blessing to our city. The City of St. Martinville, Louisiana is a historic city. We are the birthplace of Cajun culture, boast many historic sites, and are proud to be the home of one of the very first Black Mayors in America. Due to the historic nature and the need for infrastructure funding to preserve our city’s history, we qualify for many different grants but have not had, and could not afford the manpower to do so.

The BAC Team has been priceless to us, aiding our city with technical assistance and overall encouragement in the application for funding of a project in the oldest state park in the state of Louisiana. Their leadership, and commitment to the project is admirable and commendable. The professionalism and time spent on the project was something that I have rarely seen among partners of our small city. The quality of their work was second to none.”



Kimya Cruz
Saint Martinville, Louisiana

BIL GRANT EDUCATIONAL VIDEOS

The Build America Center has a variety of videos to help develop a successful BIL Grant application. Learn from previous BIL Grant recipients as they explain their successes.



In Bangor, Maine a Bus/Bus Facilities grant award totaling \$8 million is being used to advance climate goals, address maintenance needs in their bus storage facilities, and increase the EV charging infrastructure network within the community to decrease the city's carbon footprint.

[WATCH NOW](#)



Public Works Director Jeremy Keene shares city's RAISE grant experience in securing \$24.5 million federal grant to construct a multi-modal transportation network on three corridors in Missoula's downtown core.

[WATCH NOW](#)



In Lafayette, Indiana, CityBus is utilizing a \$1 million grant through the Low/No Emission program to increase the number of compressed natural gas buses in their fleet with the objective of reducing their overall greenhouse gas emissions.

[WATCH NOW](#)



In Southeast Michigan, the Road Commission for Oakland County (RCOC) secured a \$467,528 SMART grant under the Bipartisan Infrastructure Law (BIL) to enhance road safety through innovative technology and smart community solutions.

[WATCH NOW](#)



The city of Columbia, Missouri is advancing sustainability goals with their Charging and Fueling Infrastructure (CFI) grant award totaling \$3.6 million. This grant has facilitated the installation of EV charging stations as well as the electrification of the city's municipal fleet.

[WATCH NOW](#)



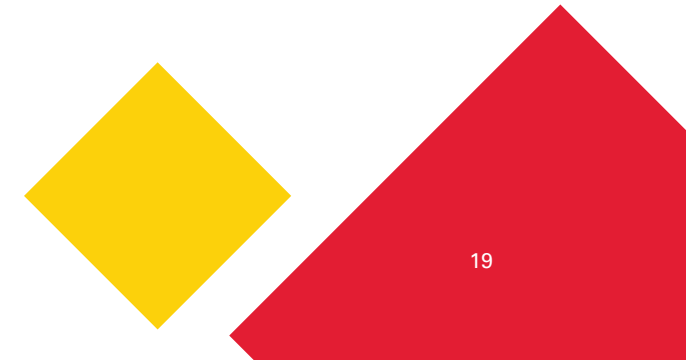
Jonesboro, Arkansas is showcasing their commitment to environmental stewardship and EV technology with a \$1 million Low/No Emission grant replacing their city buses with hybrid electric vehicles.

[WATCH NOW](#)



The City of Santa Cruz, California secured a \$20 million grant through the Bipartisan Infrastructure Law to purchase hydrogen fuel cell buses which will replace their aging fleet and improve air quality and safety.

[WATCH NOW](#)



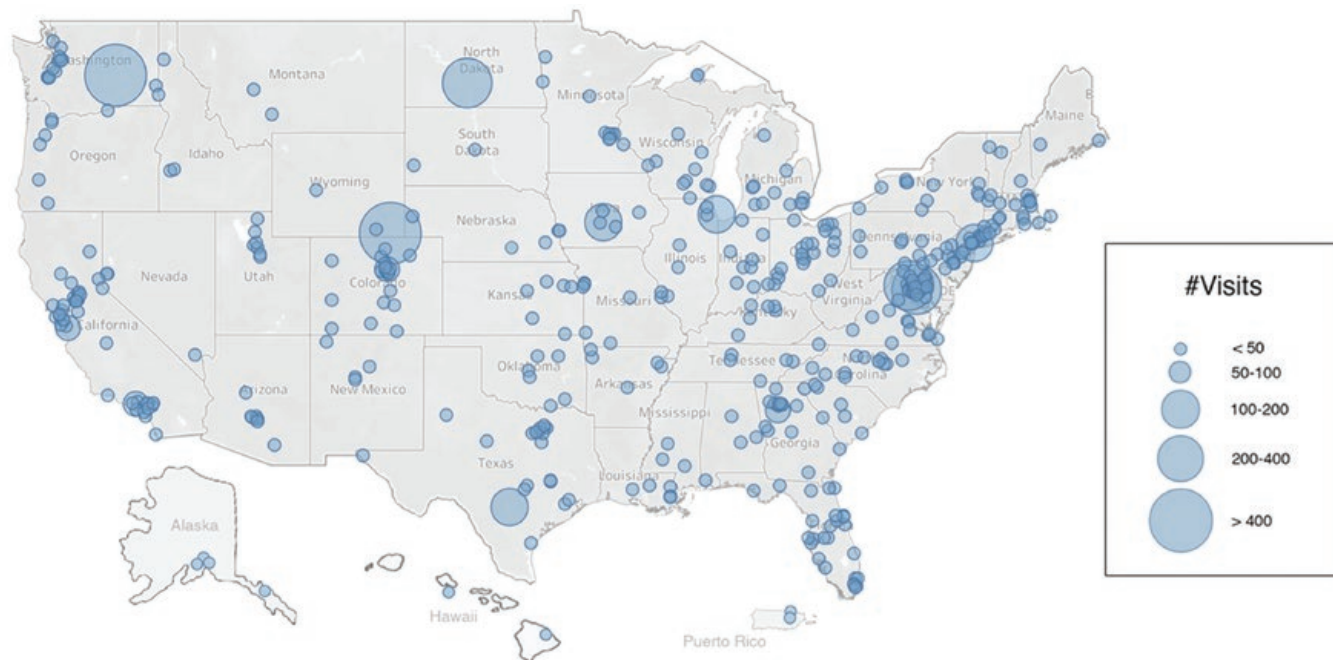


BIL LAUNCHPAD

An online resource dedicated to providing local public agencies information to accelerate their grant funding applications. A complementary resource to the [DOT Navigator](#).

STATS

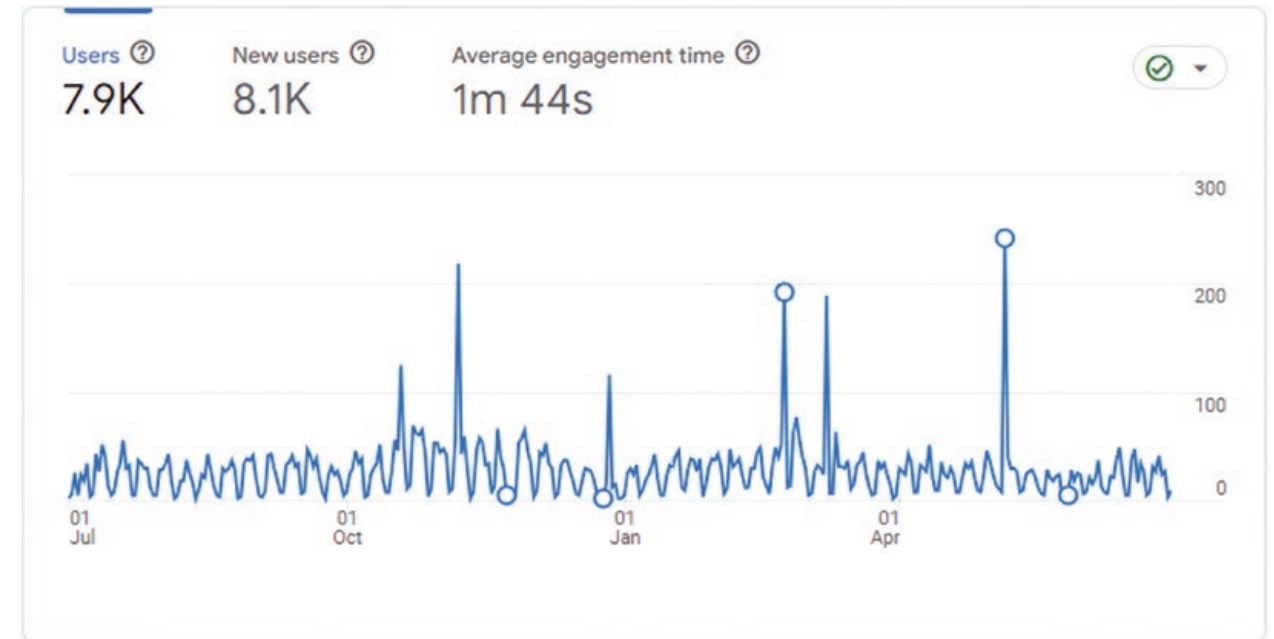
- Total Users: 9000+ since January 2023
- Monthly New Users: 528
- Maximum Daily Users: 218
- Data Coverage
 - 100+ NOFOs, 3000+ Awards 2000+ Localities, 500+ Application Documents
 - Project Narrative, Benefit Cost Analysis, Supporting Documents, Climate Impact Analysis, Equity Analysis, etc.
- Covered BIL Programs: SS4A, RAISE, RCP, TCP, INFRA/Mega, etc.
- State Dashboard and AI-Chatbox



BIL LAUNCHPAD

WEBSITE ANALYTICS

Daily User Chart



Views by Page

PAGE TITLE AND SCREEN CLASS	VIEWS
Landing Page	9.9K
NOFO Details	7.5K
Bil Launchpad	6.6K
Navigate Funding Opportunities	4.6K
Search Successful Awards	2.5K
Project Detail	1.1K
Plan Ahead	1K

User Activity

EVENT NAME	COUNT
page_view	35K
scroll	21K
user_engagement	17K
session_start	13K
first_visit	8.1K
click	2K
file_download	41



"I use the BIL Launchpad around once a week. The most useful tool for me in my work has been the NOFO timeline which allows me to easily locate valuable grant information. Overall the Launchpad has enabled me to quickly answer questions I may have about different awards and NOFOs."

–Levon Boyagian, Arlington, VA

2023-2024 PERFORMANCE SUMMARY

TECHNICAL ASSISTANCE

The Build America Center (BAC) is deeply committed to supporting local governments, particularly those in underserved communities, by providing technical assistance for Bipartisan Infrastructure Law (BIL) grant applications and implementation to develop vital infrastructure projects. Over the fiscal year July 2023-June 2024, the BAC has worked closely with over 15 local governments, aiding in their navigation of BIL grant opportunities and access to federal credit. Our efforts span a wide range of capacity building and technical assistance services including strategic planning, data analysis, and grant development, tailored to enhance the capacity of these localities to secure and manage federal funding effectively. The BAC's support covers various BIL programs such as RAISE, INFRA, Rural, SMART, SS4A, RCN, CFI, ADCMS, LCTM, etc. which are designed to address the diverse infrastructure needs across different regions and communities. Our partnerships have included a broad array of local entities including:



RESEARCH REPORTS

- ▶ Comparing Conventional P3 Agreements and TOD Development Agreements
- ▶ Crowdfunding Approach to Delivering Equitable EV Infrastructure
- ▶ Electric Vehicle Fee Structures Design and Tool
- ▶ Green Financing in Delivering Sustainable and Equitable Transportation Infrastructure
- ▶ Guideline for Risk Allocation and Sharing in Long Term Highway Development Agreements: Phase 2
- ▶ Transportation Megaproject Restructuring and Renegotiation – State of Practice Survey and Purple Line Case Study

WORKSHOPS AND PEER EXCHANGES

- ▶ Nebraska DOT and MAPA Innovative Financing Workshop, In Omaha, NE, October 4, 2023
- ▶ Panel discussion on the Role of academia in support of BIL implementation at the Bipartisan Infrastructure Law Roundtable, College Park, MD, October 3, 2023
- ▶ State DOT Virtual Round Table: Utilities Risk Management for Alternative Delivery, April 15, 2024
- ▶ Greater Washington Partnership BIL Workshop, June 27, 2024
- ▶ And more than 5 conference sessions on innovative financing, BIL opportunities, and project delivery

WEBINARS

- ▶ Making the most of USDOT Tech Grants Program, July 27, 2023
- ▶ Gender Diversity in Construction, July 25, 2023
- ▶ Contracting Alternatives Suitability Evaluator (CASE) Webtool, October 19, 2023, October 14, 2023, and April 25, 2024
- ▶ 5 Modernizing Infrastructure webinars

SEMINARS

- ▶ Binyam Reja (World Bank), Decarbonizing transport in developing countries: The role of E-mobility to reduce emissions and improve air quality, February 23, 2024
- ▶ Christopher Behr (HDR), Weighted BCA for Transportation Project Evaluation, March 1, 2024
- ▶ Nancy Kopp (Former MD State Treasurer), Maryland's Way: politics, planning, and financing infrastructure in an age of climate, March 8, 2024
- ▶ Shawn Wilson (WSP). Integrated Innovations for Strategic Project Delivery, April 5, 2024
- ▶ Qingbin Cui. The Power of Data: Transforming: Decision-Making in Transportation Projects, Washington DC, April 16, 2024

16 JOURNAL PUBLICATIONS



BUILD AMERICA CENTER

INNOVATIVE FINANCING AND DELIVERY
OF TRANSPORTATION INFRASTRUCTURE



2023-2024 ANNUAL REPORT

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