**Alabama Transportation Infrastructure Bank (ATIB)**

**Approved Projects**

**2022 Borrowers**

**$5,080,000**

**Alabama Transportation Infrastructure Bank, Limited Obligation Revenue Bonds (Bullock County Project), Series 2022-A.**

On April 5, 2022, ATIB successfully competitively bid to the national bond market $5,080,000 in bonds to fund a loan to Bullock County for local road projects. Bullock County received a “AA” fixed rate for 15 years.

Bullock County identified multiple needs for roadway improvements to numerous county roads including patching deteriorated roadway sections, widening existing roadways, leveling roadway surfaces, resurfacing, improving roadway shoulders, traffic striping, and other various improvements.

Bullock County pledged its share of the State's Seven Cents Gasoline Tax and its share of the State's Rebuild Alabama Tax.

**$66,335,000**

**Alabama Transportation Infrastructure Bank, Limited Obligation Revenue Bonds (Jefferson County Project), Series 2022-B.**

On June 28, 2022, ATIB successfully competitively bid to the national bond market $66,335,000 in bonds to fund a loan to Jefferson County for local transportation projects. Jefferson County received a “AA” fixed rate for 20 years.

Jefferson County identified 12 projects for funding such as roadway reconstruction, intersection improvements, deficient bridge replacement, round-a-bout access, and other multi-jurisdictional projects.

Jefferson County pledged the County’s Bridge and Public Building Fund that collects a 5.1 mill ad valorem tax.

**2023 Borrowers**

**$4,170,000**

**Alabama Transportation Infrastructure Bank, Limited Obligation Revenue Bonds (Jackson County Project), Series 2023-A.**

On August 1, 2023, ATIB successfully competitively bid to the national bond market $4,170,000 in bonds to fund a loan to Jackson County for local road projects. Jackson County received a “AA” fixed rate for 15 years.

Jackson County identified multiple needed improvements to major and minor collector roadways and local roads throughout the County. Improvements included resurfacing and preserving critical corridors within Jackson County’s inventory of hot mix paved roadways. Other improvements needed included resurfacing hot mix asphalt roadways that are in stages of advanced deterioration and preserving hot mix asphalt roadways that qualify for restorative treatments.

Jackson County pledged its share of the State’s Rebuild Alabama Tax and the County’s Public Buildings, Road, and Bridge Fund that collects a 2.5 mill ad valorem tax.

**$6,940,000**

**Alabama Transportation Infrastructure Bank, Limited Obligation Revenue Bonds (City of Saraland Project), Series 2023-B.**

On September 12, 2023, ATIB successfully competitively bid to the national bond market $6,940,000 in bonds to fund a loan to the City of Saraland for local road projects. The City of Saraland received a “AA” fixed rate for 20 years.

The City of Saraland is the fastest growing City in Mobile County, Alabama. A major component to the City’s growth is access to I-65, one of the major interstates in the State. The city identified several improvements needed on its streets to help with the increase in traffic accessing I-65. Specifically, the realignment of one city street to construct a new signalized intersection, improve a service road running along I-65 to help flow of traffic, improve drainage, and new traffic safety features around the city.

The City of Saraland pledged its share of the Mobile County Gasoline Tax, State’s Seven Cents Gasoline Tax, State’s Six Cents Gasoline Tax, and the State’s Rebuild Alabama Tax.

**2025 Borrowers**

***$1,050,000***

***Town of Butler Project***

***Alabama Transportation Infrastructure Bank***

***Limited Obligation Revenue Bonds***

***Series 2025-A***

***On January 16, 2025, the Alabama Transportation Infrastructure Bank successfully closed a $1,050,000 financing to fund a loan to the Town of Butler for local road projects. Regions Equipment Finance Corporation is the lender, and Butler received a fixed rate of 4.97% for 10 years.***

***Butler’s city limits have 21 miles of municipal roads which are the Town’s responsibility to maintain. Buter evaluated all roads for degeneration to determine which roads need milling, resurfacing, and repaving. Butler estimated approximately 33% of their roads needed attention. The repaving of roads will increase safety during normal and inclement driving conditions. Resurfacing will enhance the appearance of neighborhoods which directly impact the sale of homes. Economic impacts are relevant to Butler’s community desirability which increases population and directly impacts businesses located in Butler.***

***Butler gave a General Obligation pledge as well as a pledge of one-half (1/2) of the proceeds of the Sales Tax levied in the Town of Butler.***