

# **AGENDA**

## **CITIZENS ADVISORY COMMITTEE**

of the

CALHOUN AREA METROPOLITAN PLANNING ORGANIZATION (MPO)

East Alabama Regional Planning and Development Commission 3<sup>rd</sup> Floor Conference Room

10:00 am

**March 14, 2018**

1. Call to Order
2. Introductions
3. Old Business
  - a. Approval of CAC minutes from February 14, 2018
  - b. CAC Appointments and Welcome of New Members
  - c. TBA
4. New Business
  - a. Review FY 16-19 TIP Update (Handout)
  - b. Administrative Modification
  - c. TBA
5. Other Business
  - a. Other Current Transportation Projects
  - b. Anniston Express and ADA Para-Transit Ridership
  - c. Update of Bicycle/Pedestrian Plan Update
  - d. Overview of President Trump's Infrastructure Plan
  - e. Next CAC Meeting
  - f. TBA
6. Adjourn

SIGN-IN SHEET

**Citizens Advisory Committee of the Calhoun Area Metropolitan Planning Organization (MPO)**

East Alabama Regional Planning and Development Commission Conference Room

March 14, 2018 – 10:00 a.m.

NAME	ORGANIZATION	EMAIL ADDRESS	Email Notices?
Mike (unclear)	Anniston		
Ed Whalley	Ladsden CAC		
Rick Robins	Weaver		
Miller Parnell	Anniston		
BURFORD PARKER	OXFORD		
Dennis Reaves	Cal Co		
Shirley Miller	Cal Co.		
ROBERT APYLES	CALCO		
Isaiah Ewins	Hobson city		
Steve Akers	OXFORD		
NELSON GREENAW	JRVILLE		



**MINUTES**  
**CITIZENS ADVISORY COMMITTEE (CAC)**  
**of the Calhoun Area Metropolitan Planning Organization (MPO)**  
**Wednesday, February 14, 2018**  
**10:00 a.m.**

Those attending:

Chris Gann	Calhoun County
Dennis Reaves	Calhoun County
Pee Agyei-Boakye	EARPDC / MPO
Dr. Mike Kimberly	Anniston
Miller Parnell	Anniston
Darryl League	Oxford
Joe Cunningham	Hobson City
Lem Burrell	Oxford
William E. Kimbrough	Anniston
Richard Lindblom	Jacksonville

The meeting was called to order at 10:03 a.m. by Mr. Dennis Reaves, Chair.

**OLD BUSINESS:**

Minutes of the CAC meeting of November 15, 2017, were approved on a motion by Mr. Miller Parnell and seconded by Mr. Darryl League. Motion carried.

**NEW BUSINESS:**

Chairman Reaves called for the Review of FY 16-19 TIP Update. Ms. Pee Agyei-Boakye gave the members a handout of the list of MPO projects to review. Ms. Agyei-Boakye stated that she had not received anything new to add or change on the current TIP.

Next, Chairman Reaves called for discussion on Draft Resolution No. 756. Ms. Agyei-Boakye explained that this resolution is to adopt this Safety Performance Management Target for use in the transportation process and approved by the ALDoT.

Chairman Reaves continued by calling for discussion on Administrative Modifications. Ms. Agyei-Boakye explained that there was a list of modifications in the agenda packet for review.

Next Chairman Reaves discussed the red lights at the intersection of Quintard and 202. He said that over the past couple of months, the red lights have gotten off time or out of sync and that traffic going north and south are sitting for long periods of time and backing up for blocks. There was also discussion on the red lights at the intersection of Anniston Beach Rd. and 21 holding for to long.

Also, it was stated that the red lights and the northern most Ft. McClellan gate need to be taken down now that the entrance is closed.

**OTHER BUSINESS:**

Chairman Reaves called for discussion of Other Current Transportation Projects. Ms. Agyei-Boakye had not received an updated list to give to the members.

Chairman Reaves continued by calling for the report on Anniston Express and ADA Para-Transit Ridership. Ms. Agyei-Boakye stated that the last two pages in the agenda pack are graphs to review and explained that there was a total of 7,510 fixed-route riders for January. For the ADA Paratransit Ridership for January; Anniston had 794 one-way trips, Jacksonville had 158 one-way trips, 7 trips for Weaver, and Oxford had 149 one-way trips. For the Urbanized area 285 one-way trips and 226 one-way trips for the Rural area.

The next CAC meeting is scheduled for Wednesday, March 14, 2018, at 10:00 a.m. in the EARPDC 3<sup>rd</sup> floor Conference Room.

There being no further business, the meeting was adjourned at 10:42 a.m.

## CAC Members - January 2018

	<u>Name</u>	<u>Telephone</u>	<u>Jurisdiction</u>	<u>Company or Interest</u>
1	<b>Bob Jackson</b>	<b>237-4033</b>	<b>Anniston</b>	<b>Resigned 12/2017</b>
2	Ed Kimbrough	820-3455	Anniston	Citizen
3	Joan McKinney	235-3995	Anniston	Citizen
4	<b>Carl Nuemann</b>	<b>403-6561</b>	<b>Anniston</b>	<b>Has Not Attended</b>
5	Miller Parnell	236-0959	Anniston	Citizen
6	Dr. Mike Kimberly	<del>820-4933</del> 689 1316	Anniston	CDC
7	<b>Carlo Woodward</b>	<b>282-5235</b>	<b>Anniston</b>	<b>Has Not Attended</b>
8	<b>Telesa Stanford Allen</b>	<b>473-4344</b>	<b>Anniston</b>	<b>Resigned 3/15/15</b>
9	<b>Marcus Boykin</b>	<b>453-3358</b>	<b>Anniston</b>	<b>Has Not Attended</b>
10	<b>John Wheeler</b>	<b>237-9279</b>	<b>Anniston</b>	<b>Resigned 11/24/14</b>
11	Phillip Keith	283-3364	Anniston	Citizen
12	<b>Judy Myers</b>	<b>835-5052</b>	<b>Anniston</b>	<b>Resigned 3/15/15</b>
13	<b>Kumira Lemon Mason</b>	<b>499-1399</b>	<b>Anniston</b>	<b>Has Not Attended</b>
14	Nelson Coleman	782-2829	Jacksonville	Citizen
15	David Thompson	782-5455	Jacksonville	JSU
16	Richard Lindblom	435-9582	Jacksonville	New
17	T L Thompson	435-6448	Jacksonville	JPD Chief
18	Lamar Sims	365-5633 or 453-7467	Jacksonville	New
19	Kyle Warmack	435-9483	Jacksonville	Citizen
20	Jamie 'Red' Etheredge	435-0023	Jacksonville	Citizen
21	<b>Jackson Hodges</b>	473-5322	Calhoun County	<b>New</b>
22	George Salmon	310-3298	Calhoun County	Citizen
23	Shirley Miller	241-2825	Calhoun County	Citizen
24	Robert Pyles	831-6683	Calhoun County	Citizen
25	Dennis Reaves, <b>Chairman</b>	835-0714	Calhoun County	Citizen
26	Richard Stubbs, <b>Vice Chair</b>	820-4155	Calhoun County	Citizen
27	Tim Huddleston	282-1566	Calhoun County	New
28	Charles J. Freeman	236-5607	Calhoun County	Citizen
29	Chris Gann	310-9841 or 237-4657	Calhoun County	New
30	Dr. David West	237-1621	Calhoun County	Citizen
31	Steve Akers	282-7816	Oxford	Citizen
32	Darryl League	205 542-9764	Oxford	Citizen
33	Jack W. Brim	831-5580	Trucking Rep.	BR Williams Trcking
34	Brandon Freeman	231-5900	Oxford	Banker
35	Buford Parker	831-3981	Oxford	Citizen
36	Randy Cosper	831-0511	Oxford	Citizen
37	Marshall Shaddix	831-0466 or 591-8225	Oxford	Citizen
38	Lem Burrell	846-2807	Oxford	Citizen
39	<b>Robert Dark</b>	<b>831-4645</b>	<b>Oxford</b>	<b>Has Not Attended</b>
40	Lavoy Jordan	831-4747 or 225-4747	Oxford	New
41	<b>Vacant</b>		Oxford	<b>3 New Positions Based on 2010 Population Increase Have Not Been Filled.</b>
42	<b>Vacant</b>		Oxford	
43	<b>Vacant</b>		Oxford	
44	Frank Thomas	454-4840	Weaver	Citizen
45	<b>Adam Hunter</b>	<b>438-8918</b>	<b>Weaver</b>	<b>Retired 12/17</b>
46	Jerry D. Lewallen	453-5639	Weaver	Citizen
47	<b>Ray Read</b>	<b>235-4510</b>	<b>Anniston Army Depot</b>	<b>Has Not Attended</b>
48	Mike Matthews	235-4148 or 310-0739	Anniston Army Depot	AOD Civilian Ex. Assistant
49	Dustin Gillihan	235-4722	Anniston Army Depot	AOD Liason
50	<b>Patricia Green</b>	<b>831-5068</b>	<b>Hobson City</b>	<b>Resigned</b>
51	Joe L. Cunningham	831-7720	Hobson City	Citizen
52	Isaih Evans	831-4074	Hobson City	New
53	Vacant	??	ALDOT Multi-Modal	ALDOT

**Bold = Need to be Replaced.**

**CALHOUN AREA MPO**

**FINAL FY16-19 TIP AS OF MARCH 7, 2018**

ALL FUNDS AVAILABLE (FED + LOCAL MATCH)  
SURFACE TRANSPORTATION PROGRAM (STP)

	Authorized to Proceed
	Moved from one FY to another FY
	Funded by ATRIP or ARRA
	New Project or Allocation Change

Project Description	Type	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
3 Resurface Chief Ladiga Trail w/Sidewalk Connection #100062150 City of Weaver #100062151 <b>COMPLETE</b>	PE CN							23,000			287,822		
4 Signal Upgrade (AL 21/Baltzell Gate Rd.) #100047013 Anniston ARRA \$ Re-assigned to Frank Akers Rd. #100047014	PE CN						30,529					137,234	
5 Signal Upgrade (AL21/Lenlock Lane) #100047015 CLOSED 100054601 #100047016	PE CN						63,146					153,832	
6 McIntosh Road Re-Alignment (PE funded by Calhoun County) (L. Smith Pkwy to CC Road) #100054924 #100054925 PE - Developed by the County Eng. Dept. #100054926	PE RW UT CN							364,742			87,012	1,200,000	
7 Lenlock/Saks Road Intersection & Turn Lanes #100051023 #100051025 #100051024 DELETED #100051026 UNDER CN	PE RW UT CN			102,000				286,350		0	156,000		
11 Snow Street Drainage & Resurfacing (AL 21 to US 78) #100052524 #100063101 #100052525 UNDER CN	PE RW CN		60,000		60,000				262,000			1,835,607	
14 Alexandria/Jacksonville Rd. - Resurface (Jville CL to McClellan Rd.) PE - Developed by the County Eng. Dept. #100064930	PE RW UT CN											1,414,000	
23 64th Street Bridge Replacement - #6204 #100054937 #100054938 PE - Dev. By Calhoun County Eng. Dept.	PE RW UT CN												35,850 23,409
25 Coffee (A) Street - Resurface (AL 21 to Alex/Jville Rd.) #100043808 <b>COMPLETE</b>	PE CN			14,426						356,622			
27 Edith Ave. - ReCon/Widen (Caffey Dr. to MLK, Jr. Dr.) #100054921 <b>COMPLETE</b>	CN				872,225					50,084			
28 AL 21 Signal Upgrade/Timing - Jacksonville #100057397 CN is ATRIP Funded <b>COMPLETE</b>	PE UT CN					150,000			0	0			
29 L. Smith Blvd/Friendship Rd. - Roundabout #100057400 #100057401 #100057402 #100057403	PE RW UT CN											70,143 45,830 115,542	770,628
30 Barry Street/US 78 - Reconfigure Intersection #100057404 #100057405 #100057406 #100057407	PE RW UT CN										170,000	114,563 115,895 675,764	
33 Chief Ladiga Trail - Anniston - ± 5.8 mi (Cane Ck. To 4th St.) #100063226 #100060694	PE RW								302,000		522,903		
35 Noble St./4th Street Intersection Imp. & Resurface #100063207 Includes Resurface Noble St. (AL202 to 4th St.) #100065455 #100065454 #100063208	PE RW UT CN								81,387		0	32,643 8,161 255,361	
36 Bicycle/Pedestrian Improvements - Clydesdale, 11th & 14th St. #100063209 #100063210 <b>COMPLETE</b>	PE CN								128,334		104,115		
37 Bicycle/Pedestrian Improvements - 4th St., Noble, 14th, 11th, 18th & Cobb Ave. #100063211 (CN Includes \$25k for Bicycle Parking Racks) #100063212 <b>COMPLETE</b>	PE CN								63,853		229,983		
38 Intersection Lighting AL 202/CR 109 #100064881 #100064882 <b>COMPLETE</b>	PE CN									40,000		343,500	
39 Mountain St. NE - Resurface (AL 21 to Eighth Ave. NE) #100064883 #100064884	PE CN										41,065	378,483	

**CALHOUN AREA MPO**

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	Authorized to Proceed
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	New Project or Allocation Change

	Project Description	Type Work	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
40	Church Avenue - Resurface (11th St. NE to AL 21) #100064885 #100064886	PE CN											118,686	
41	Airport Rd. Replace Bridge BN #011215 (at Coldwater Ck.) #100064887 #100064888 #100064889 #100064890	PE RW UT CN											227,250	10,100 75,750 909,000
42	9th Street & Caffey Drive - Resurface (AL 78 to Barry St.) #100064891 #100064892	PE CN											60,526	403,508
43	Lenlock Lane - Resurface (US431 to Anniston CL) PE - Dev. By Calhoun County Eng. Dept. #100064895 UNDER CN	PE CN									800,000			
44	Bynum Leatherwood/Gadsden Hwy Intersection Improvements #100064896 (Add lanes and Signal) #100064897	PE CN											170,000	899,909
45	Russell Drive - Resurface ( Alexandria Rd. to Peaceburg Rd.) #100064898 Authorized for Classification Oct. 13, 2015 #100064899	PE CN											48,508	400,690
46	4-lane Greenbrier Rd. cost overruns (Anniston) #100008423 Resolution 733	CN										533,835		
47	Wilmer, Greenbrier to G Street, cost overruns Anniston #100047104 Resolution 733 #100047107	PE CN										1,977	57,844	
PROGRAMMED			1,147,650	2,526,067	1,624,000	1,064,480	776,116	1,219,093	4,732,909	837,574	2,925,396	4,426,840	5,066,014	4,232,968
APPORTIONMENT			2,026,824	1,860,924	2,012,431	1,860,924	1,947,991	2,098,415	2,099,475	2,099,475	2,182,759	1,812,876	1,812,876	1,812,876
CARRYOVER			7,360,705	8,239,879	7,574,736	7,963,167	8,759,611	9,931,486	10,810,808	8,177,374	9,439,275	8,696,638	6,082,674	2,829,536
AVAILABLE			9,387,529	10,100,803	9,587,167	9,824,091	10,707,602	12,029,901	12,910,283	10,276,849	11,622,034	10,509,514	7,895,550	4,642,412
BALANCE			8,239,879	7,574,736	7,963,167	8,759,611	9,931,486	10,810,808	8,177,374	9,439,275	8,696,638	6,082,674	2,829,536	409,444

Dec. '09 ALDOT Reduces FY 08 Carryover to \$589,959 and Reduces FY 09 Allocation to \$1,488,739.
March '10 ALDOT Restores \$4,466,217 in Fed Funds & Increases FY 10 MPO Fed Allocation to \$1,609,945.
March '11 ALDOT Reduces FY 12-15 allocation to FY 09 Level of \$1,488,739.
August '12 ALDOT Increases Annual Allocation by \$69,654 up to \$1,558,393.
August '13 ALDOT Increases FY 13 Fed Funds by \$120,339 up to \$1,678,732.
May '14 Delete Ann/Wvr/Jville Rd. Project and Pay ALDOT \$1,467,489 for expended funds.
June '14 Confirm Eulaton Road Bridge 100% Paid by ARRA - Restore \$322,686 back to MPO balance.
December '15 Allocations Revised as per Final Costs for Three MPO projects - Res. #704
March '16 ALDOT Increase Fed Allocation by \$66,627 up to \$1,746,207.
April '17 Corrections by ALDOT Add Approx. \$2 million in Unspent Federal Funds.
June 2017 MPO votes to use MPO funds to cover cost overruns on Greenbrier 4-lane project and Wilmer project - \$593,565, Res 733
June 2017 ALDOT reduces 2017 STP Apportionment from \$2,182,759 to \$1,812,876.



### **Administrative Modifications**

1. #100057405 (RW) RECONFIGURE INTERSECTION SR-4 (US-78) ATR-186 (BARRY STREET).  
Old Target start date: March 01, 2018 to New Target start date: April 01, 2018
2. #100065455 (RW) INTERSECTION IMPROVEMENTS AT NOBLE STREET AND 4<sup>TH</sup> STREET.  
Old Target start date: April 01, 2018 to New Target start date: July 01, 2018
3. #100063208 (CN) INTERSECTION IMPROVEMENTS AT NOBLE STREET AND 4<sup>TH</sup> STREET. Old  
Target start date: August 31, 2018 to New Target start date: September 28, 2018
4. #100065454 (UT) INTERSECTION IMPROVEMENTS AT NOBLE STREET AND 4<sup>TH</sup> STREET. Old  
Target start date: June 01, 2018 to New Target start date: August 01, 2018
5. #100060694 (RW) CHIEF LADIGA TRAIL – FROM CANE CREEK TO 4<sup>TH</sup> STREET ANNISTON  
SEGMENT. Old Target start date: March 01, 2018 to New Target start date: April 01, 2018

<b>Fixed-Route Ridership</b>								
	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18
Oct	7,850	9,757	11,074	10,266	11,357	9,851	9,011	9,560
Nov	7,714	9,178	10,168	9,690	9,644	9,077	9,481	9,225
Dec	8,333	9,439	9,069	9,610	10,621	9,749	9,459	8,205
Jan	7,514	9,458	10,188	9,240	10,446	8,957	8,019	7,510
Feb	8,050	9,687	10,002	10,393	8,826	9,573	8,462	8,960
Mar	9,064	10,131	10,117	11,245	9,467	9,965	9,707	
Apr	8,245	9,466	10,261	11,463	9,872	9,338	8,240	
May	8,650	9,787	10,258	11,512	9,548	8,838	9,900	
Jun	9,326	10,234	9,781	10,747	10,449	9,745	9,977	
Jul	9,358	9,821	10,136	11,707	10,535	9,164	8,971	
Aug	11,080	11,209	11,488	12,075	10,275	10,241	10,511	
Sep	10,218	9,573	9,756	11,370	9,688	9,543	9,280	

<b>TOTAL</b>	105,402	117,740	122,298	129,318	120,728	114,041	111,018	43,460
<b>AVG/MO</b>	8,784	9,812	10,192	10,777	10,061	9,503	9,252	8,692

2017 Avg./Mo.      783                      274                      7                      196                      270                      262

<b>ADA Paratransit Ridership</b>						
<b>Fiscal Year 2017-2018</b>	<b>Anniston</b>	<b>Jacksonville</b>	<b>Weaver</b>	<b>Oxford</b>	<b>Section 5307 CC Urban</b>	<b>Section 5311 CC Rural</b>
October	833	233	6	159	270	245
November	827	221	6	193	239	208
December	765	213	4	148	273	172
January	794	158	7	149	285	226
February	764	122	6	163	284	254
March						
April						
May						
June						
July						
August						
September						

2018 Avg./Mo.      797                      189                      6                      162                      270                      221

# Overview of Trump Administration's Infrastructure Proposal

February 28, 2018





# Presentation Overview

- The Infrastructure Proposal
  - Where it invests
  - How funds will be leveraged
  - What's not included
  - Unanswered questions
  - Changes to existing programs
  - Changes to project delivery
- Congressional and Stakeholder Response
- Where we go from here

NADO

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# The Infrastructure Proposal

- Full proposal released on February 12 after a year of delays
- Broad outline was known; summary document leaked in January
- \$200 billion in direct federal investment over 10 years to leverage \$1.5 trillion total
- Broad themes: more reliance on state and government investment, expedited project delivery



# The Infrastructure Proposal

- \$200 billion in federal budget authority:
  - \$100 billion for a new Incentives Program
  - \$50 billion for a Rural Infrastructure Program
  - \$20 billion for a Transformative Projects Program
  - \$14 billion for existing federal credit programs
  - \$10 billion for a revolving fund for real estate purchases by the federal government
  - \$6 billion toward the estimated cost of lost revenue due to increased issuance of private activity bonds (PABs)





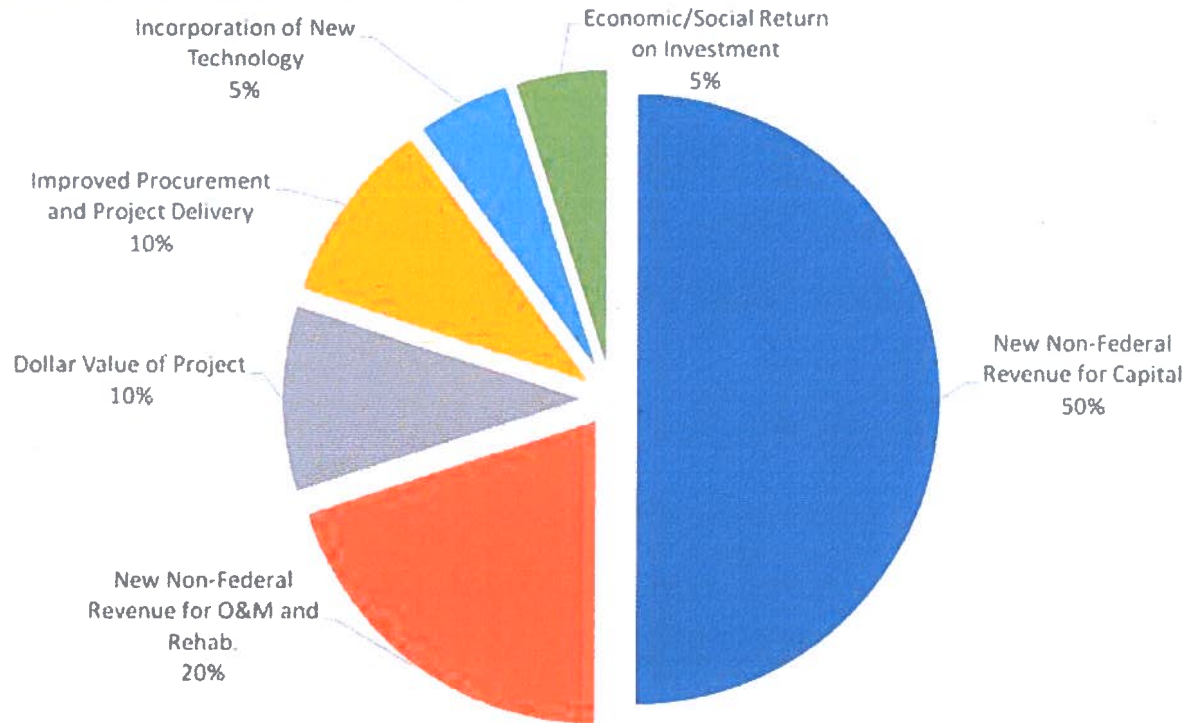
# Incentives Grants Program

- \$100 billion to be distributed between U.S. Department of Transportation, U.S. Army Corps of Engineers, and U.S. Environmental Protection Agency
  - Unknown: How much for each agency?
- Eligible project categories: surface transportation, airports, passenger rail, ports and waterways, flood control, water supply, hydropower, water resources, drinking water, wastewater, and storm water facilities, brownfield and superfund sites





# Incentives Grants Program Weighting System



Source: Eno Transportation Weekly



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# Incentives Grants Program

- Goal is to reward state and local governments who have raised their own revenue infrastructure
- State/local sponsors who enacted tax increase for infrastructure in three years before February 2018 would get credit for those revenues
- Amount of grant is capped at 20% of “new revenue”
  - Unanswered question: how is that different from project cost?



# Rural Infrastructure Program

- \$50 billion for grants to rural areas
- Rural has been defined in this proposal as areas with a population under 50,000
- 80% (\$40 billion) to be given out as block grants to state governments
  - Unknown: the rural population/road-miles formula that will be used
  - Unknown: state minimum and maximum share
- Governors would have a great deal of discretion in determining projects





# Rural Infrastructure Program

- Eligible project categories
  - Transportation: roads, bridges, public transit, rail, airports, maritime and inland waterway ports
  - Broadband
  - Water and waste: drinking water, wastewater, storm water, land revitalization, and brownfields
  - Power and electric: governments generation, transmission, and distribution facilities
  - Water resources: flood risk management, water supply, and waterways



# Rural Infrastructure Program

- 20% (\$10 billion) will be given out as performance grants
  - States would have 180 days to publish a comprehensive rural infrastructure investment plan (RIIP) after receiving formula funds
  - States can apply for performance grants within two years
  - Unknown: who will administer performance grants, assume it will be U.S. Department of Agriculture
- All \$40 billion in rural formula money would be available in FY2019, unlike the rest of the \$200 billion which will be spread out over the next 10 years



# Transformative Projects Program

- \$20 billion for “bold, innovative, and transformative” infrastructure projects
- Administered by the U.S. Department of Commerce; interagency selection committee would choose projects
- Eligible project categories: transportation, clean water, drinking water, energy, commercial space, broadband





# Transformative Projects Program

- Competitively awarded to projects that are likely to be commercially viable, but risk level deters private sector involvement
- Eligible uses and maximum federal share:
  - Project demonstration, 30%
  - Project planning, 50%
  - Construction, 80%



# Federal Credit Programs

- \$14 billion to existing credit programs including TIFIA, WIFIA, RRIF to pay for credit subsidy authority to make new loans and loan guarantees
  - Unknown: how much each federal credit program would receive





# How Funds Will Be Leveraged

- Proposal relies on the leveraging \$200 billion to create \$1.5 trillion in total investment
- Leverage assumptions rely on calculations of the credit subsidy rate for loans made with the new \$14 billion proposed for existing credit programs
- Administration also proposing statutory changes to make these credit programs easier to use

# Changes to Existing Programs

- Tolling of existing Interstate highway lane-miles as long as proceeds are used for infrastructure
- Flexibility to commercialize Interstate rest areas
- Threshold for FHWA “major project oversight” rules increased from a \$500 million project to a \$1 billion project
- States authorized to perform utility relocation before NEPA process is complete
- Mandate the use of “value capture” as a component of all new mass transit projects



# Changes to Existing Programs

- Allow small hub airports to apply for permission to levy passenger facility charges with lower paperwork burden
- Eliminate current restraints on the use of public-private partnerships in mass transit projects
- Allow Clean Water SRF to lend to private owners
- Authorize the Army Corps to execute agreements with non-federal entities





# Changes to Project Delivery

- Goal of delivering projects more quickly and with lower costs
- Reducing the time available for legal challenges
- Pilot project to allow for eliminated environmental review process, rely on a new performance measures system
- Shorten the environmental review process
  - Enforced deadlines for lead agency and federal agencies issuing permits
  - 21 months for EIS/FONSI/or ROD
  - 3 months for agency to review and issue a decision



# One Agency, One Decision

- Proposes to allow USDOT and state departments of transportation to forgo consulting with agencies such as the U.S. Department of Interior about sensitive land areas or historic sites
- Allow for final design to move forward before the environmental review is complete

# Workforce Development Provisions

- No new funding for workforce programs, but some reforms to existing programs designed to assist in the developing and hiring of skilled professionals
- Trade license reciprocity amongst states
- Pell Grant reform
  - Make students in non-degree programs eligible
  - Allow those who already have a degree to use grants for re-training





# Workforce Development Provisions

- Career and technical education (focused on Perkins CTE program)
  - Shift emphasis to STEM and trades
  - Spend money on fewer programs
  - Redirect funds to programs at high school level
  - Allow funds to be spent on apprenticeships
  - Create a fast-track approval system for high school students entering jobs in the infrastructure sector

# What's Not Included

- How much funding will go to each mode of infrastructure
- A specific “pay-for”; administration officials have said that all options are on the table
- Direct funding for many categories of infrastructure projects that were initially floated: schools, hospitals, housing, community colleges





# Congressional and Stakeholder Response

- Mixed, muted response on Capitol Hill
- Criticism of the plan has focused on three areas:
  - Lack of a “pay for”
  - Reduction of funding for infrastructure in the administration’s FY2019 budget request
  - Overall low federal cost share of the plan

# Congressional and Stakeholder Response

- Lack of a “pay for”
  - What about increasing the gas tax?
  - Mixed signals from the White House
  - Challenge: the Highway Trust Fund will default in 2021 and so any increase in the gas tax should be put toward keeping it solvent
  - Stakeholder community is adamant that fixing the hole in the Trust Fund is more important than creating new programs



# Congressional and Stakeholder Response

- FY2019 Budget Cuts
  - Administration's FY2019 budget request includes reductions in some transportation infrastructure programs like FTA New Starts and the TIGER Grant Program
  - Administration has made clear that programs in their infrastructure bill are designed to replace these existing programs
  - President's budget also makes reductions to the Army Corps of Engineers water resources program and USDA Rural Development's water infrastructure programs





# Congressional and Stakeholder Response

- Overall Federal Cost Share of the Plan
  - \$100 billion Incentives program only has a matching share of 20%
  - Existing federal match for non-Interstate highways is 80%; for Interstate highways, it is 90%
  - Existing federal match for transit formula grants is 80%; for new subways and light rail, it is 50%
  - White House counter-argument: when you look at all infrastructure, federal cost share is closer to 20%



# Congress: Next Steps

- Committees will begin holding hearings
- Senate Environment and Public Works Committee will hear from USDOT Secretary Elaine Chao on March 1
- House Transportation and Infrastructure Committee has indicated they plan to release their own principles for infrastructure investment
- Challenges for congressional action: multiple committees of jurisdiction, pay-for, congressional calendar



# Questions?





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