



Breaking Down Barriers

Process Improvements for Federal Transportation Funding



Every **\$1 billion** invested in highway infrastructure creates up to **18,000 jobs**.

18,000 jobs



Each *dollar* invested in the highway system yields a **\$5.60 return** in economic benefits.

\$5.60 return



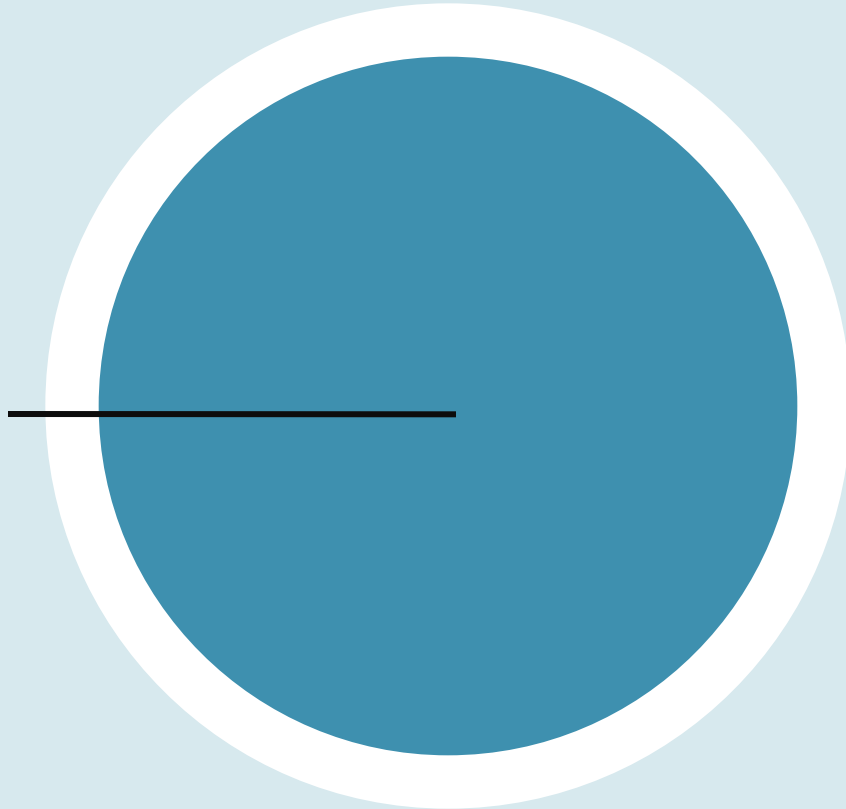
Transportation infrastructure
accounts for **11%** of our
nation's economic activity.

11%



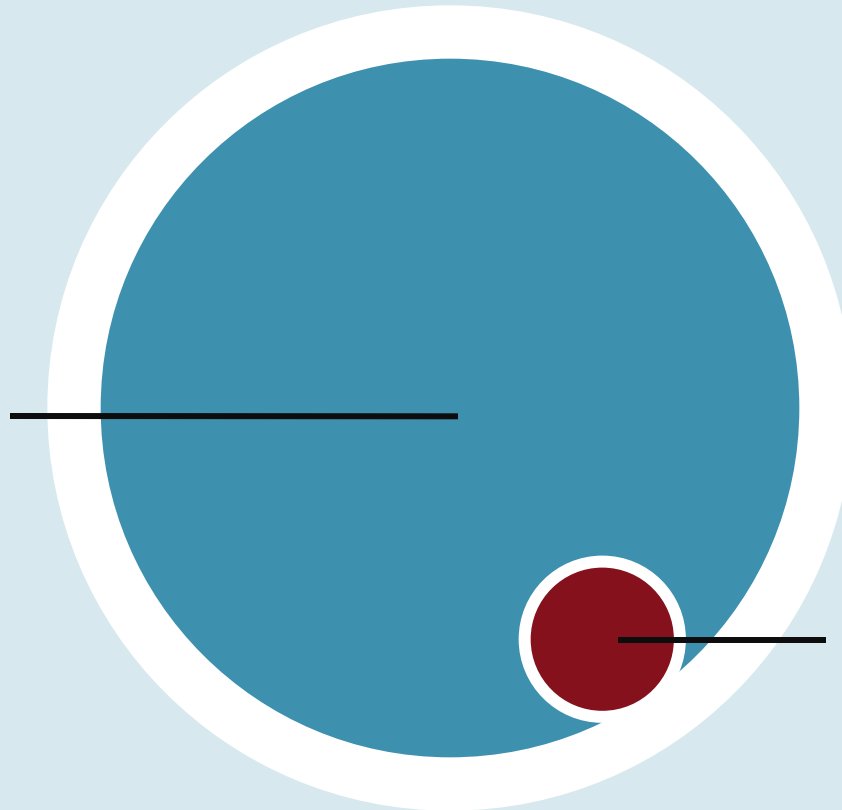
Transportation Funding From Federal Stimulus Bill

Total Spending:
\$787 billion



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Transportation:
\$48 billion

Federal Stimulus Bill Includes:

- \$750 million to enable digital TV in American households
- \$6.2 billion to weatherize homes
- \$22 billion medical technology to prevent mistakes
- \$2 billion advanced battery loan guarantee/grants
- \$420 million to prepare for pandemic flu
- \$7.2 billion expand broadband to rural areas
- \$290 million to upgrade computers at State Department
- \$250 million to make low-income houses energy efficient
- \$100 million to remove lead paint from public housing

BREAKING DOWN BARRIERS

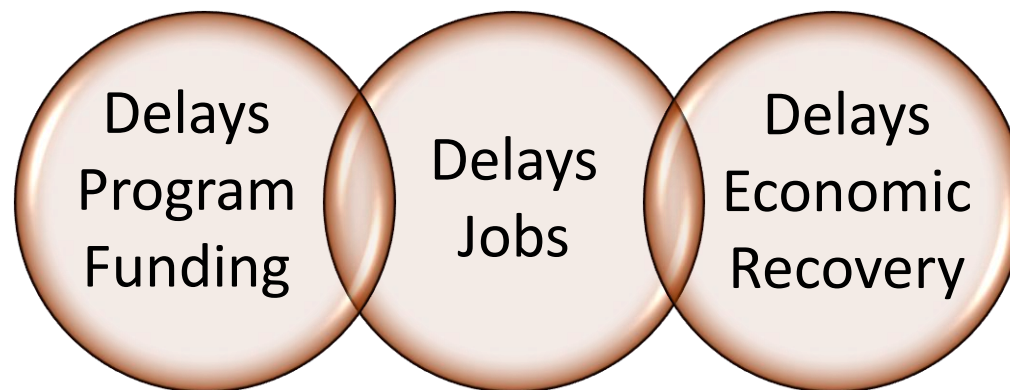
MORE JOBS NOW

Process Improvements for
Federal Transportation Funding



Overview

- Infrastructure projects generate jobs
- Federal processes create barriers and delays



Expedite Process

Create Jobs Now

Project Programming

Barrier: Lengthy TIP
Amendment Process



Recommendation 1:
Delegate/Shorten TIP
Amendment Process



PROCESSING TIME

2 to 4
months per amendment
JOBS ON HOLD

MORE JOBS NOW
Every **billion dollars**
invested = **18,000 jobs**

Project Contracting

Barrier: Limited bidding options, no pre-award authority



Recommendation 2: Implement broad authority for innovative procurements



Project Development

Barrier:
Environmental process



DELAYS

Months to Years



Recommendation 3:
Expedite environmental
process



PERMIT ISSUANCE

**On
a set time
period**

Works in Concert with Federal Highway Administration “Every Day Counts”

- Identify environmental community & economic goals early in the planning stage and carry them through design and construction
- Involve attorneys early to avoid problems later
- Expand the use of programmatic agreements
- Expand use of “in lieu” fees and mitigation banking
- Flexibilities in ROW acquisition and utility relocation
- Construction Manager/General Contractor (CM/GC) project delivery method



Congressman Mica - "The 437 Day Plan"

Cutting Red Tape & Expediting Projects

- Improve efficiency of environmental reviews
- Advance pre-construction activities
- Promote integrated planning and programming
- Clarify environmental roles; eliminate duplication



Provide Flexibility in Design Standards

- Use design-build where appropriate
- Trade off short-term pain for long-term gain
 - Allow partial or complete facility closures
- Combine projects to accelerate construction
- Use prefabrication / other offsite technologies
- Expand use of private funding partners



Recommendations Validated and Expanded by State Transportation Officials

- Review TIP & STIP concurrently
- For non-expansive projects within ROW, expedite NEPA
- Address government-wide permitting mitigations during NEPA process
- Expand use of qualified, short-listed consultants
- As part of state funding, add metrics to State Office of Historic Preservation to induce action
- Analyze processes for emergency projects – they move faster!
- Eliminate either the FEIS or the ROD to reduce duplication
- Allow greater flexibility to purchase right of way ahead of the final NEPA decision
- Allow greater flexibility to design at risk ahead of the NEPA decision



Summary

Your ideas are welcome to **improve the Federal Process**

\$48.2 Billion

Invested annually in transportation programs through SAFETEA-LU.



868,000 Jobs

