

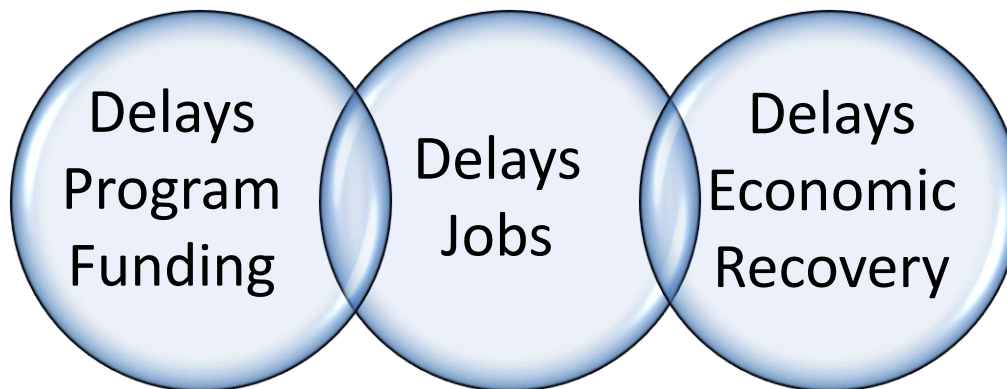
BREAKING DOWN BARRIERS

Los Angeles Economic Development
Corporation
Will Kempton, CEO



Overview

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



Expedite Process

Create Jobs Now

Where We Started

- Culture of misplaced perspectives:
 - Micromanaging equals risk aversion
 - Delay equals diligence
 - Length equals quality
- Many agencies experienced difficulty using ARRA funding due to lengthy project development process
- Rapid job creation requires moving projects to construction more quickly



Gathering Diverse Input

Breaking Down Barriers Initiative Has Broad Bipartisan Support

- Gathered input from:
 - Texas and Oklahoma DOTs
 - Representatives in Washington
 - APTA members at annual conference
 - ASHTO at annual meeting
 - Other DOTs around the nation
- Conducted more than 40 one-on-one interviews with transportation policy leaders
- Received extensive input from environmental community
- Testified before the House of Representatives in Washington
- Testified before the Senate/House joint field hearing in Los Angeles

The Final Report

- Describes two dozen changes in three broad categories:
 - Focus the federal process on outcomes
 - Federal-state-local relationship should be a partnership for performance
 - Parties at all levels should focus on efficiency



7 Key Proposals

Pre-Award Spending

- **Barrier:** Limited pre-award authority
- **Proposal:** Extend pre-award spending authority

Project Programming

- **Barrier:** Some MPOs have lengthy TIP Amendment process
- **Proposal:** Clarify TIP Amendments can and should be expedited



7 Key Proposals



NEPA Authority

- **Barrier:** Federal and state redundant approval process
- **Proposal:** Delegate NEPA compliance

Processing EIS

- **Barrier:** Redundant Steps
- **Proposal:** Remove redundant steps; modernize communication techniques

7 Key Proposals

Delivery Partnering Plan

- **Barrier:** Decision deadlines are routinely ignored or extended
- **Proposal:** Establish a Project Delivery or Program Delivery Partnering Plan

Prompt Action Provision

- **Barrier:** Decision deadlines are routinely ignored or extended
- **Proposal:** Establish a “prompt action” provision for those who do not have a plan

Environmental Process and Permit Approvals

- **Barrier:** Mitigation requirements not integrated with NEPA review
- **Proposal:** Expand use of integrated analysis and approvals

Actions Taken

- Since the report was released, met with:
 - White House Office of Management and Budget
 - Staff from White House Domestic Policy Council and Office of Intergovernmental Affairs
 - Majority and minority staff at the Senate Environment and Public Works Committee
 - Key House transportation leaders
- Many local agencies in California have endorsed the report

Breaking Down Barriers Act of 2011

- Introduced August 1, 2011-Bi-partisan Support
- Many provisions of BDB Act were incorporated into House Reauthorization Bill (H.R. 7)
- In Senate, similar provisions were added to MAP-21 Reauthorization Bill (S.1813)
- Extensive project acceleration provisions contained in MAP-21 as enacted on June 29,2012

MAP-21 Project Acceleration Provisions

- Condenses EIS Process
- Permits Concurrent Environmental Reviews
- Expand CE to include small projects
- Expand CE to include projects in ROW and look at further possible CE's
- Permits advance land acquisition in defined situations
- Encourage advance corridor preservation
- At risk detailed design prior to NEPA Completion
- Programmatic Approaches
- Extends and expands the NEPA delegation to states and localities

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