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**Florida Transportation
Summit 2011**

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“...we have a transportation system which in many respects it is true is the best in the world, but far from the best that America can do for itself in an era when defensive and productive strength require the absolute best we can have.” ...the top priority in our planning must be given to transportation, and to health and efficiency in industries to the national defense and the national economy.”

*Vice President Richard M. Nixon, July 12, 1954,
Lake George, NY*

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SAFETEA-LU





SAFETEA-“PAT”



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A New Direction

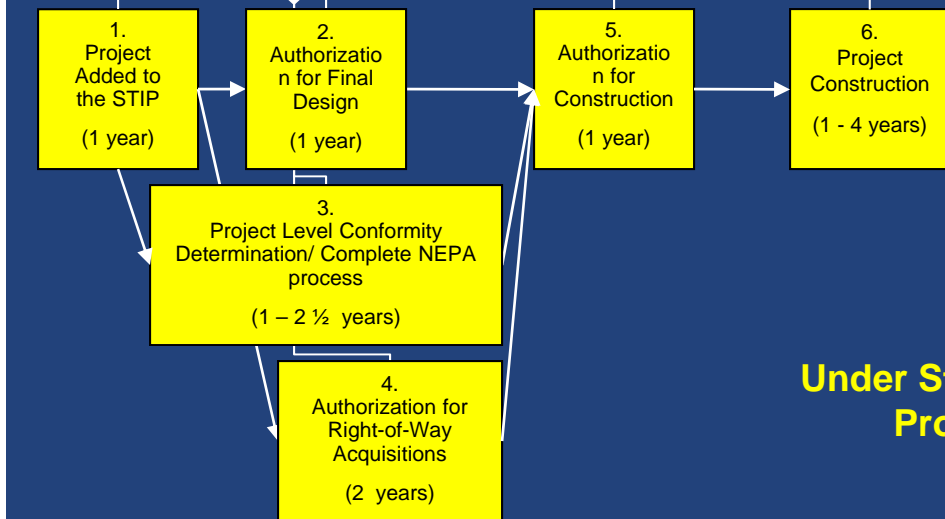
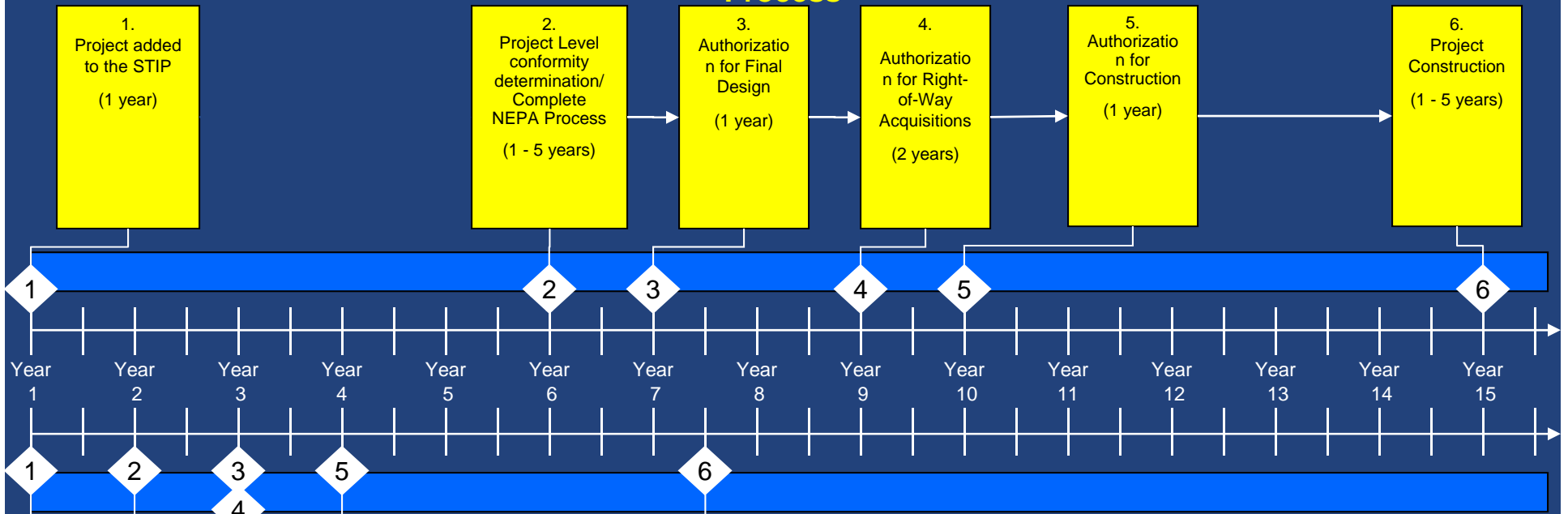


A New Direction

- **House:**
Six years, \$230 Billion
- **Senate:**
Two years, \$109 Billion (\$12 Billion shortfall)
- **President:**
Six years, \$500 Billion (\$170 Billion shortfall)

Highway Project Development Process

Under Current Bureaucratic Process



Under Streamlined Process

Legend

STIP Statewide Transportation Improvement Program
 NEPA National Environmental Policy Act



A New Direction

Efficient Environmental Reviews

- Condenses the final EIS and combines it with the record of decision
- Single system review, concurrent reviews, setting deadlines for approvals
- Classifies projects in the right-of-way as categorical exclusions under NEPA

Clarifies Eligibility for Pre-Construction Activities

- Allows for acquisition of land during NEPA where transaction itself does not cause a change in the area's land use or cause adverse environmental effects
- Encouraged corridor preservation to reduce costs, delays and impact on communities
- Allows detailed design prior to NEPA completion at state expense. Makes such work eligible for federal reimbursement only if project is subsequently approved

Promotes Integrated Planning and Programmatic Approaches

- Allows environmental decisions made in the planning process to be carried forward in the NEPA process
- Clarifies authority for programmatic approaches (rather than project-by-project reviews)



A New Direction

- **90% of Federal Funding Distributed to State DOTs through Formula**
- **Maximum State Flexibility to Spend (Transparency and Accountability)**
- **Public Private Partnerships**
- **Expanded TIFIA (\$1 billion annually, \$60 billion in loans, \$120 billion in projects)**
- **State Infrastructure Banks (15% maximum Fed Funds Dedicated)**



A New Direction

- **Transit**: Streamline Process, Private Sector Offerings, Suburban and Rural Assistance
- **Rail**: Leverage Federal Funds, Improve Programs, Streamline Project Delivery
- **Maritime**: Harbor Trust Fund Full Funding, Expedite Permit Processing, Equity for Deepening Projects, Domestic Fleet Incentives.
- **Safety**: Unsafe trucks and buses, incentivize state regulation of impaired driving



“Further, however worthy some highway projects might be, *their capacity as job creators has been vastly oversold*, as demonstrated by the extravagant but unfulfilled promises that accompanied the 2009 stimulus bill, particularly with regard to high-speed rail.”

House Budget Committee, April 5, 2011

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