



LEGISLATIVE PRIORITIES

TRANSPORTATION

ISSUE

The **National Association of Regional Councils (NARC)** supports the existence and continued operations of Councils of Government (COGs) and Metropolitan Planning Organizations (MPOs) of all sizes – large, small, urban and rural – in transportation planning and programming to promote regional solutions to national transportation needs that support economic growth, environmental sustainability, and enhanced mobility.

RECOMMENDATIONS

STRONG FEDERAL ROLE – The Federal government must continue to play a strong and focused role in shaping the future of our nation's surface transportation policy. The federal government should lead in furthering America's competitive advantage by developing projects of regional and national significance which reduce congestion, improve the environment, enhance goods movement and create and maintaining jobs.

STRONG LOCAL ELECTED OFFICIAL ROLE – Our nation is best served when the needs and considerations of local communities are maximized across all government policy. The absolute inclusion and leadership of local elected officials, building on their understanding of local needs, opportunities, and obligations, as well as their “on-the-ground” perspective, should be the forefront of transportation over the next 50 years.

REGIONAL COUNCIL ROLE – Regional planning is essential to the construction of infrastructure to move people, goods and services across our surface transportation network, continually bolstering our economy. Since the late 1960s, Metropolitan Planning Organizations (MPOs) have, directed the construction and maintenance of transportation infrastructure in urban areas with 50,000 or greater population. MPOs and Councils of Government (COGs) perform comprehensive planning with substantial public input and have a strong interest in maintaining a safe and efficient multi-modal transportation system to support regional initiatives.

REGIONAL AUTHORITY & RESOURCES – The success of regional planning and cooperation is contingent upon proper authority for local elected officials and adequate resources to build capacity and address the following key issues: integration of urban, suburban and rural interests; efficient goods movement; transportation safety planning; environmental mitigation; governance that is accountable to its citizenry; and, the future financing of our transportation system. NARC advocates examining collapsing current funding streams into a mechanism that fully funds and establishes regions and their local governments as primary recipients of current and future federal resources. In areas where regional organizations do not currently exist, a mechanism for their establishment should be created to meet the needs of contiguous local jurisdictions. **Policies must prioritize the economic and cultural linkages between regions – regardless of size – and support transportation planning to maximize the authority, funding and future of regions.**

COOPERATION – The cooperation between and integration of rural, suburban and urban regions will bolster the American economy. All policies must prioritize the linkages between regions, regardless of size, and support transportation planning to maximize the authority and funding for regions. **All regional organizations should receive the necessary authority to be responsible for all federally directed funding, decision making, and performance standards that create a truly intermodal and multi-modal system.** Conversely, the importance of state systems should not be undervalued, but rather, a more equitable split system of state and regional funding and authority, encouraging cooperative relationships, should be established.

SAFETY & SECURITY – Safety and security are paramount in establishing and maintaining an efficient multi-modal transportation network with COGs and MPOs serving as a primary leader in transportation safety planning activities. Policy and program changes are necessary to reduce the inconsistencies surrounding COG/MPO participation in safety and security planning, better incorporating regional transportation interests into state safety planning programs, including those that address critical infrastructure and disaster planning.

FINANCING – The future of our country's transportation system is in question. With an insolvent Highway Trust Fund and without other funds to support a national multi-modal transportation system, our country will be unable to compete in a global marketplace, sustain jobs and strengthen the overall national economy. Innovative transportation financing mechanisms which empower COGs and MPOs, capitalizing on their vast experience, must be explored to meet regional and national needs. **NARC advocates for an increase in the federal gas tax, while concurrently transitioning to revenue sources that are predictable, diversified and**



diffuse. COGs and MPOs should be able to exercise and be direct recipients of finance mechanisms that bolster capabilities to execute regionally approved transportation plans. These mechanisms include, but are not limited to:

- Additional taxing at all levels of government;
- Vehicle Miles Traveled (VMT) and other user-based fees;
- Public Private Partnerships (PPPs) that do not undermine public authority in managing infrastructure;
- National Infrastructure Bank through which the Federal government can finance infrastructure projects of substantial regional or national significance with public and private capital;
- Regional Infrastructure Improvement Zones (RIIZs); and,
- New revenue sources like those generated from a possible cap-and-trade program or another approach used to control pollution by providing economic incentives for achieving reductions in the emissions of pollutants.

FREIGHT – Goods movement is the backbone of America’s commerce and requires a high degree of coordination, connectivity and easy access between multiple modes of transportation – highways, ports, railroads and airlines. COGs and MPOs are well positioned to coordinate the freight interests within the regional context of transportation, economic development and environmental planning. **NARC advocates that the Administration work with regional organizations to establish proactive transportation policies that address efficient and cost effective freight movement, improving regional, state and local economies. NARC recommends implementing a dedicated, firewalled freight funding source in our national surface transportation program to meet current and future freight needs.**

SIMPLICITY – As we enter an era of planning overwhelmed with funding and sustainability challenges, we must create and foster an environment that realizes the benefits of all transportation mode options – transit, rail, and aviation – as a solution to many of the problems plaguing urban, suburban and rural areas. The disparity between the Highway and Mass Transit Accounts encourages a perception that multimodalism is not an important part of our national transportation network. Balanced funding and opportunities between all modes should be established. **NARC urges the adoption of a “Transportation Account” that collapses all surface transportation related funding into one funding stream – directed to the states, regions and localities – to develop the best and most flexible transportation solutions possible. NARC urges the Administration to collapse redundant and duplicative programs within the U.S. Department of Transportation and other transportation related programs across all federal agencies.** In doing so, states and localities can enjoy more flexibility, authority and funding, while accepting more responsibility and accountability for the projects and programs in their regions.

DATA & TECHNOLOGY – Transportation planning and decision-making rely on the most up-to-date data available to create models that forecast future transportation and land-use needs. Policy and program changes are needed at all levels of government to improve data collection and promulgation, and the technologies available to aid in regional planning for emerging transportation, land-use and environmental issues. **The federal government should continue to be a leader and play an active role in data collection, innovation, and research, particularly as it relates to the needs of local governments and their regional organizations.**

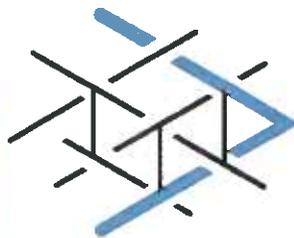
ABOUT NARC – The National Association of Regional Councils (NARC), representing local elected officials and regional planning organizations, serves as the national voice for regionalism by advocating for regional cooperation as the most effective way to address a variety of community planning, development opportunities and infrastructure issues. NARC’s member organizations are composed of multiple local governments that work together to serve American’s communities – large and small, urban and rural.

FOR ADDITIONAL INFORMATION, PLEASE CONTACT FRED ABOUSLEMAN, EXECUTIVE DIRECTOR



REGIONAL INFRASTRUCTURE INVESTMENT: BUILDING OUR ECONOMIES; INVESTING IN OUR COMMUNITIES

A Snapshot of Ready-To-Go Projects



NARC

Building Regional Communities

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Prepared By:
The National Association of Regional Councils
1666 Connecticut Avenue NW, Suite 300
Washington, DC 20009
202.986.1032 phone
202.986.1038 fax
www.NARC.org

Catalog Number: 08-01



About The Report

As Congress discusses the appropriate level and scope of investment needed to strengthen our economy and create family-wage jobs, the National Association of Regional Councils (NARC) offers this report illustrating regional infrastructure investment needs. The information contained within this report has been gathered by the NARC and represents a sample of the thousands of local and regional “ready-to-go” projects identified by Metropolitan Planning Organizations (MPOs), regional Councils of Government (COGs), and Regional Planning Organizations (RPOs) who are working to address local and regional infrastructure needs throughout the United States.

NARC encourages the consideration of “ready-to-go” projects of local governments through an equitable distribution of funds by formula allocation throughout successful and historic federal programs. Maintaining a strong focus on the priorities of local communities, acting in partnership with their regional planning organizations, ensures broad buy-in for regional and local projects, provides transparency in the process and ties investments closely to our region’s needs.

Existing programs that focus resources locally, such as the **Surface Transportation Program, the Community Development Block Grant, and the Energy Efficiency and Conservation Block Grant** are instrumental in furthering the success of local governments and should be utilized when Congress crafts a stimulus package and any other future federal infrastructure investment.

Local area funds, eliminated in the stimulus bill proposal passed by the U.S. House of Representatives on September 26, 2008, are essential to ensuring the economic vitality of our regions. It is imperative that the next federal economic stimulus package **contain a strong infrastructure component and utilize the Surface Transportation Program (STP) structure as stated in current law.** Without the inclusion of the STP structure, metro areas of 200,000 and above would lose an estimated \$4.32 billion. Small urban areas of population 5,000-200,000, and non-urban areas, under 5,000 population, would also be denied critically important transportation funding. In total, this distribution would ensure that local communities receive 62.5 percent of the emergency stimulus highway funds for ready-to-go transportation projects.

Using the Surface Transportation Program (STP) structure as stated in current law means that, in addition to the guaranteed share of STP funds reserved for the states, local officials and local areas within the states would receive a balance of the funds based on population.

NARC encourages Congress to consider this proposal and to further require States to engage with local governments – urban and rural – in project selection beyond the distributed funds. Moving local projects forward is key to a stimulus success.

This report examines the investment needs and opportunities of local governments on the regional level – urban and rural – at three separate intervals: projects for which funding can be used immediately, within three months and within six months. The following information serves to inform the conversation as to how we can effectively and efficiently invest infrastructure funds in the next stimulus package and future federal infrastructure investments. Included in this report are projects from the following states:

- | | | | |
|-------------|---------------|----------------|---------------|
| Arizona | Iowa | Nevada | Tennessee |
| California | Indiana | New York | Texas |
| Colorado | Kentucky | North Carolina | Utah |
| Connecticut | Massachusetts | Ohio | Vermont |
| Florida | Michigan | Oregon | Washington |
| Illinois | Missouri | Pennsylvania | West Virginia |

The sample project totals identified within this report are the result of decades of unfunded needs. The nation’s regional planning organizations – large and small, urban and rural – unite communities and create a common vision that is essential to maintaining and preserving our nations’ infrastructure. This report was designed as a follow-up to the letter from The Honorable Betty Knight, Presiding Platte County, MO Commissioner and NARC President, transmitted to Congress regarding the second economic stimulus package.



Over the last 30 years, a decreasing federal commitment to investing in our nation's bridges, highways, transit and other forms of infrastructure critical to America's economic health and competitiveness has resulted in a greater obligation by states and localities.

- In 2005, infrastructure spending by localities accounted for nearly 75% of total spending.
- Many local governments are facing budgetary crises that will constrain a great majority of infrastructure spending due to the current economic slowdown and turmoil in the housing and credit markets. Local governments are facing the perfect storm of costly and increasing federal mandates, balanced budget requirements, debt limitations, the need to keep taxes low and a current credit squeeze and, therefore, do not have the budget capacity to invest as they have in the past.

As a result of inadequate investment in infrastructure, our nation's infrastructure network has fallen into disrepair and will require substantial amounts of sustained funding at all levels of government to reverse this trend.

- The National Surface Transportation Policy and Revenue Study Commission calculated that it will take \$220 billion in capital investment annually through 2035 across all modes; \$220 billion annually is \$134 billion annually higher than the \$86 billion annually currently available.
- Many of our regions, as studied by NARC, face severe underinvestment as needs outstrip the ability to fund plans and projects. Urban and rural America are sitting on billions of dollars of unfunded, dormant infrastructure projects—many of which are critical to preserving, maintaining and making our system safer.

Regions are a basic building block in the global economy. Regional collaboration is a tool for local governments to provide greater purchasing power and strengthen economic opportunities in both urban and rural areas.

- In rural America, for example, the Appalachian Regional Commission demonstrated in 2007, that the \$29.4 million invested in 104 infrastructure projects in Appalachia has yielded 27,180 total jobs, generated \$638.8 million in new wages annually and leveraged \$1.7 billion of total private investment – a 75-1 return ratio.
- In metropolitan America, for example, the US Conference of Mayors' *Mainstreet Stimulus* report, highlights that metro economies now account for 86 percent of national employment, 90 percent of labor income and 90 percent of gross domestic product.

Regional approaches, developed and implemented by MPOs, COGs, and RPOs, guided by leadership at the local level, are proven meaningful in facilitating project funding and selection, linking and building new infrastructure and promoting innovation and entrepreneurship that supports our economy and creates sustainable, livable communities.

NARC appreciates your commitment to making sustained and strategic public investments in infrastructure. We offer our assistance for communicating ready-to-go infrastructure projects in the second stimulus package and in future infrastructure initiatives to stimulate jobs, reinvigorate local and national economies and possibly forestall deep problems within state and local governments. We hope to partner with other organizations and our elected leaders and businesses to develop strong policies that will engage our regions in infrastructure solutions to ensure our economic health, sustainability and prosperity.

Sincerely,

Fred Abousleman
Executive Director
National Association of Regional Councils



Arizona

**Potential Investment in Identified Regions:
\$4,433,762,610**

Arizona's localities rely on locally generated taxes to fund much of their infrastructure needs. Current sales tax receipts are lower than projected and Arizona's subprime mortgage crisis will alone cost \$2.85 billion statewide in 2008 and 2009.

If funded, the more than \$2.6 billion of highway, transit and wastewater projects identified by the *Maricopa Association of Governments*, *Central Arizona Council of Governments* and the *Pima Association of Governments* could help reverse the loss of over 47,000 Arizona jobs since the beginning of 2008.



The **Pima Association of Governments** reports that it could immediately exercise options to purchase 72 replacement buses for the Pima County area. Due to lack of funds, all 72 buses have exceeded their 12 year/500,000 mile recommended lifespan.
Cost: \$30 million

Immediately	3 Months	6 Months
\$85,041,160	\$83,375,996	\$4,265,345,454

California

**Potential Investment in Identified Regions:
\$2,360,470,000**

California's localities rely on locally generated taxes to fund much of their infrastructure needs. To date, sales tax receipts are lower than projected and California's foreclosure rate is among the highest in the nation, projected to cost the economy \$24.3 billion over the next two years.

If funded, the more than \$2.3 billion of highway resurfacing, transit expansion, and safety projects identified by the *San Diego Association of Governments* and the *Sacramento Association of Governments* could help reverse the loss of over 73,200 California jobs since the beginning of 2008.



The **San Diego Association of Governments** reports that widening State Road 76 would improve safety conditions in an area where accident rates are higher than average. The project connects several local communities, allowing for improved interregional travel. Much of the \$500 million needed to complete this project has already been identified, leaving a \$9 million funding gap.
Cost: \$9 million

3 Months	6 Months
\$12,092,000	\$2,348,378,000



Colorado

**Potential Investment in Identified Regions:
\$590,000,000**

Several of Colorado's localities must prepare their infrastructure networks for higher than average population growth due to military base changes. The lack of locally generated revenue resulting from the projected 22,000 home foreclosures is expected to cost the economy \$24.3 billion over the next two years and hamper local government's ability to maintain and expand their transportation systems.

If funded, the more than \$590 million of highway resurfacing, capacity expansion, and safety projects identified by *Mesa County* and the *Pikes Peak Area Council of Governments* could both stimulate local economies and buffer against rising unemployment rates.

3 Months	6 Months
\$200,000,000	\$390,000,000



The **Pikes Peak Area Council of Governments** has identified several projects which plan for the anticipated growth in population—30,000 more people over 3 years—due to the specific recommendations of the Base Realignment and Closure Commission. Several widening projects throughout Colorado Springs will ease the flow of traffic and mitigate congestion around the U.S. Air Force Academy and in the most congested "small city" in the country. This project could begin within 3 months of receiving the necessary funds.
Cost: \$182 million

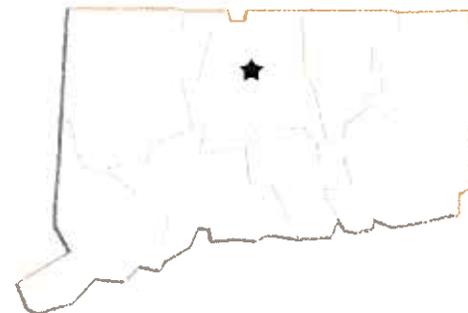
Connecticut

**Potential Investment in Identified Region:
\$704,200,000**

Connecticut's localities rely on locally generated taxes to fund several infrastructure projects. Connecticut's regions are suffering from a 6.5 percent unemployment rate, representing at 4.8 percent increase in 2008, and a subprime mortgage-related foreclosure rate which is projected to cost the economy \$1.28 billion in lost property taxes over the next two years.

If funded, the more than \$700 million of safety, transit, and congestion relief projects identified the *Capitol Region Council of Governments* could help stem the tide of lost jobs in one of our nation's most congested corridors.

3 Months
\$704,200,000



The **Capitol Region Council of Governments** has identified rail improvements on the Metro North transit system, a feeder to the Boston to Washington corridor including station rehabilitation and rail track improvements, which would both create jobs and ease congestion along the busiest rail commuter corridor in the country.
Cost: \$71 million



Florida

Potential Investment in Identified Regions: \$715,024,468

As nations fourth largest state, Florida's regions serve an important role in creating a transportation network capable of safely moving large amounts of goods and people and securing against natural disasters. Florida's localities rely on locally generated taxes and tolls to fund many of their infrastructure needs. Many of Florida's regions are suffering from a revenue shortfall associated with 140,000 lost jobs since the beginning of 2008, and the 20.9 percent decrease in home values projected from 2007 through 2009.

If funded, the more than \$715 million of transit, bridge repair and water and sewer projects identified by the *Apalachee Regional Planning Council*, the *Sarasota/Manatee Metropolitan Planning Organization*, the *Martin Metropolitan Planning Organization*, the *Capital Region Transportation Planning Agency* and the *Lee County Metropolitan Planning Organization* could help stimulate economic growth and reverse unemployment trends.

Immediately	3 Months	6 Months
\$360,884,468	\$69,720,000	\$340,420,000



The **Martin County Metropolitan Planning Organization** has identified the construction of a new bridge connecting Palm City with the City of Stuart in Martin County as a priority for a number of years. The new bridge would provide much needed relief to congestion on the existing road network over the St. Lucie River. The project will cost a total of \$200 million; \$108 million has already been secured. An additional \$92 million in funding would hasten construction. The project could be started within six months.
Cost: \$92 million

Illinois

Potential Investment in Identified Regions: \$1,104,124,312

With extensive rail infrastructure and interstate highways, acting as one of the largest freight hubs, Illinois' urban and rural regional planning organizations are confronting large disparities between available funding and the necessary costs of modernizing and upgrading their system. Many of Illinois' regions are suffering from the loss of revenue associated with both job loss and the \$4.7 billion in lost property taxes expected over the next two years.

If funded, the more than \$1 billion of rail infrastructure improvements, transit modernization and safety projects identified by the *Chicago Metropolitan Agency for Planning*, the *North Central Illinois Council of Governments*, the *South Central Illinois Regional Planning & Development Commission* and the *Two Rivers Regional Council of Public Officials* could help reverse the increase in unemployment.

Immediately	3 Months	6 Months
\$13,985,000	\$16,198,999	\$1,073,940,313



The **South Central Illinois Regional Planning and Development Commission** has identified an extension of the Outer Belt West as providing critical access to a 42-acre development site chosen by FedEx Freight for a new \$18 million regional freight distribution center. The staff has worked with the city of Effingham to secure the site. If this project is funded, it could begin within six months.
Cost: \$5.8 million



Indiana

**Potential Investment in Identified Regions:
\$8,625,000**

As one of the “crossroads of America,” Indiana’s urban and rural regional planning organizations are confronting large disparities in costs associated with maintaining and upgrading their aging infrastructure and an economic outlook incorporating a high unemployment rate. Many of Indiana’s regions are suffering from job loss and declining revenues from the \$1.02 billion in lost property taxes expected over the next two years.

One Indiana snapshot shows us that, if funded, the more than \$8.5 million of rail and highway connector improvements identified by the *Area Plan Commission of Tippecanoe County* and the *Ohio-Kentucky-Indiana Regional Council of Governments* could help reverse the 20,100 jobs lost in 2008 and create a more efficient and safer system.

6 Months
\$8,625,000



The **Area Planning Commission of Tippecanoe County** identifies the need to build a bridge over a Norfolk Southern rail yard at US 52. With right-of-way certified in January 2007, the project is needed and well-planned. Approximately 20 trains pass through the rail yard daily, causing delays on US 52, which has over 15,000 daily vehicles. The road also serves as an alternate route for traffic on I-65, requiring vehicles to cross this rail yard when responding to emergencies on I-65. With additional funding, this project could begin within six months.
Cost: \$8.6 million

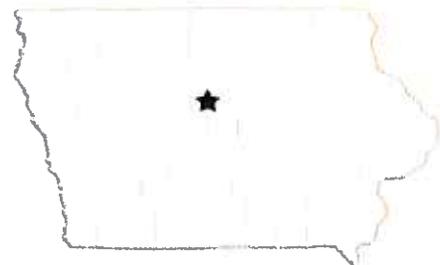
Iowa

**Potential Investment in Identified Region:
\$650,000**

Iowa’s localities rely on locally generated property and other taxes to fund many of its infrastructure projects. Iowa’s projected unemployment rate will exceed five percent in 2009. The state also faces a subprime mortgage-related foreclosure rate which is projected to cost the economy \$191 million in lost property taxes over the next two years.

If funded, this project identified by the *Mid-Iowa Development Association Council of Governments* will create economic stimulus in the community and provide better travel options for many of Webster City’s citizens.

6 Months
\$650,000

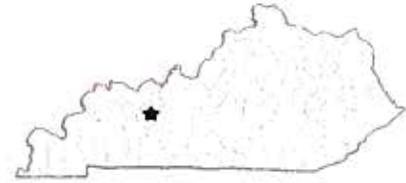


The **Mid-Iowa Development Association (MIDAS) Council of Governments** has identified a project which expands transit service provided to the Mid-Iowa region. HARIDES, the transit provider in Webster City, needs a new transit facility to provide for the existing transit system. Currently, HARIDES rents office space and has no indoor storage space for its vehicles. The MIDAS Council of Governments and HARIDES new transit facility could begin construction within six months of funding.
Cost: \$650,000



Kentucky

**Potential Investment in Identified Regions:
\$244,036,992**



To fund infrastructure, Kentucky's localities rely both on the federal government's infrequently authorized wastewater financing programs and locally generated taxes, which are decreasing as a result of our current recession. Kentucky's unemployment is at 6.8 percent and their subprime mortgage crisis is projected to cost \$398 million statewide in declining property taxes in 2008 and 2009.

The **Green River Area Development District** is currently bidding a water infrastructure project which, due to the current condition of the economy, is experiencing a shortfall in funding and may delay the project. This project addresses critical water infrastructure needs in rural Kentucky and will supply 6,000 residents with clean water. The construction of the new plant has been approved and work could begin within six months of receiving additional funding.
Cost: \$5.6 million

As a snapshot, the more than \$244 million of wastewater projects identified by the *Green River Area Development District*, the *Ohio-Kentucky-Indiana Regional Council of Governments* and the *KYOVA Interstate Planning Commission* could help stimulate their regional economies, supply thousands with clean water and reverse the rising unemployment forecasts.

Immediately	3 Months	6 Months
\$42,937,665	\$2,505,150	\$198,594,177

Massachusetts

**Potential Investment in Identified Region:
\$53,942,930**



Massachusetts' services and budgets are struggling with an increasing unemployment rate and a mortgage delinquency rate which has doubled in the past year. Should Massachusetts mortgage foreclosure projections continue, localities would suffer the loss of \$2.1 billion in property taxes over the next two years.

The **Pioneer Valley Planning Commission** has identified the rehabilitation of a 49 mile rail corridor which will return rail passenger service to between Springfield and East Northfield Massachusetts. Resuming service along the former, more densely settled corridor will more than triple the population in western MA served by passenger rail. In addition, removing the Springfield to Palmer link will reduce congestion on the CSX mainline that connects Boston and Albany.
Cost: \$25 million

If funded, the \$54 million Massachusetts example provided the *Pioneer Valley Planning Commission* will create economic stimulus in the community and offer better, safer travel options for many citizens in the western part of the state.

6 Months
\$53,942,930



Michigan

**Potential Investment in Identified Regions:
\$124,640,282**

At 9.3 percent, Michigan's regions are suffering from one of the highest unemployment rates in the country, compounded by the loss of \$2.32 billion in property taxes and the projected 54,000 foreclosures in 2008 and 2009.

Michigan serves as one of the largest international ports of entry for freight, the *Southeast Michigan Council of Governments* and the *Tri-County Regional Planning Commission* report several maintenance, bridge rehabilitation and pedestrian safety improvements that can be acted on within six months of receiving funding, which includes \$104 million in "ready to go" projects that will help stimulate an economy that lost 56,000 jobs since the beginning of 2008.

3 Months	6 Months
\$1,900,000	\$122,740,282



The **Southeast Michigan Council of Governments** has identified a project which would lower congestion, increase safety and improve air-quality if monies are available for implementation. The project, which has been a priority since 2006, requires the installation of a center turn lane in the City of Warren, helping to alleviate the congestion for the city of 130,000 residents. Construction for this project can begin within six months of receiving the funding.
Cost: \$3.2 million

Missouri (Bi-State Region)

**Potential Investment in Identified Region:
\$394,992,000**

Kansas City, on both the Missouri and Kansas sides, serves as a major goods movement thoroughway, and as such, often bears a disproportionate share of the costs for maintaining their network of roads, rail and airports. Additionally, since mid-2008, the Kansas City bi-state region has already lost approximately 4,000 jobs. Job loss projections are between 11,000 and 30,000 depending on how long the current recession lasts. Like many other regions across the nation, the Kansas City region is experiencing an increased amount of home foreclosures, directly impacting local budgets and services.

The Kansas City Bi-State region, represented by the *Mid-America Regional Council*, reports that capacity and safety projects are needed to address congestion, create jobs, create more pedestrian friendly communities and lessen the impact of the recession in one of the most heavily trafficked regions in the country.

3 Months	6 Months
\$157,987,000	\$237,015,000



The **Mid-America Regional Council** has identified several grade separations around a BNSF Railway Intermodal Facility that will make a \$1.7 billion impact on the economy, including 13,200 direct and indirect jobs as well as benefits to local schools for the next 20 years. The intermodal facility is the largest economic development project in the State of Kansas in the last 40 years. Construction on the projects could begin within the next 6 months with funding.
Cost: \$28.4 million



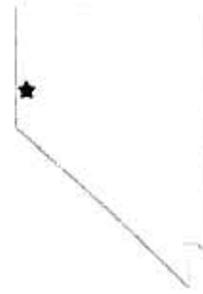
Nevada

**Potential Investment in Identified Region:
\$259,307,000**

As one of the nation's fastest growing states, Nevada's regions serve an important role in creating a transportation network capable of serving new industry and a robust travel destination. Nevada's regions are suffering the highest mortgage delinquency and foreclosure rates in the nation. Nevada is experiencing a revenue shortfall due to a 30 percent decrease in home values, creating a severe hardship on the ability of localities to pay for needed infrastructure maintenance and upgrades.

If funded, the more than \$259 million of capacity improvements identified by the *Regional Transportation Commission of Washoe County* could help stimulate economic growth and reverse the unemployment trend.

Immediately	6 Months
\$93,577,000	\$165,730,000



The **Regional Transportation Commission of Washoe County** has identified a project which will mitigate traffic congestion on the I-580/US-395 corridor in the primary retail district for Reno/Sparks region. In addition to the jobs created by this project, congestion relief and safety benefits will be realized. 99% of the right-of-way has been acquired through local dedications, and the final parcels are being purchased. To date, \$5.5 million in local funding in this project, and the current estimated construction cost is \$50 million. Environmental clearances have been received and final design will be complete in February 2009. This project could be bid for construction in February 2009 if funding becomes available.
Cost: \$100,000,000

New York

**Potential Investment in Identified Region:
\$2,937,000**

New York's services and budgets are struggling with an increasing unemployment rate and a mortgage delinquency rate which has nearly doubled in the past year. Should New York's mortgage foreclosure projections continue, localities would suffer a loss of \$8.4 billion in property taxes over the next two years.

The highlighted example from upstate New York illustrates \$3 million worth of local projects that will create economic stimulus in the community and provide better travel options. The *Southern Tier Central Regional Planning and Development Board* has identified safety and maintenance, as well as wastewater projects that, with funding, could begin in the next six months.

6 Months
\$2,937,000



The **Southern Tier Central Regional Planning and Development Board** has identified an extension of water service to a parcel of a new home development. The Town of Reading does not have the resources to undertake the creation of a new town water district. In addition to employing public works construction workers, this project has the additional benefit of improving water quality for existing homes and provide for construction of much-needed quality housing, of which Schuyler County has a documented shortage.
Cost: \$400,000



North Carolina

**Potential Investment in Identified Region:
\$32,750,000**



Despite being home to a large number of water resources, North Carolina's regions, including the localities served by the Centralina Council of Governments, often face difficulty in extending clean water systems to its citizens. Many of North Carolina's regional economies continue to suffer from revenue decline associated with loss of industry and employment, as well as the \$1 billion in lost property taxes expected over the next two years.

If funded, this nearly \$33 million water treatment from the *Centralina Council of Governments* will employ skilled construction workers and extend needed sanitation to underserved communities.

Immediately	6 Months
\$23,450,000	\$9,300,000

The **Centralina Council of Governments** has identified a Sewer Feasibility Study for the Village of Misenheimer, that is currently without a sewer system, despite being home to Pfeiffer University. The Village has reached a point in which commercial and residential development is limited due to the lack of a wastewater system. With the completed study and a system plan in hand, construction could begin within three to six months of the Village's receipt of funding. A wastewater system would greatly improve the economy for the residents of the entire region, but also the entire northern area of Stanly County.
Cost: \$42,000

Ohio

**Potential Investment in Identified Regions:
\$271,649,840**



Ohio's localities rely on locally generated revenue to fund many of their infrastructure needs. However, Ohio's unemployment rate is 7.3 percent, and their subprime mortgage crisis is projected to cost \$2.53 billion statewide in lost property taxes over the next two years.

If funded, the more than \$271 million of highway, transit and safety projects identified by the *Miami Valley Regional Planning Commission*, the *Northeast Ohio Areawide Coordinating Agency*, the *Mid-Ohio Regional Planning Commission*, the *Akron Metropolitan Area Transportation Study*, the *Clark County Springfield Transportation Coordinating Committee*, the *Eastgate Regional Council of Governments*, the *Stark County Regional Planning Commission* and the *Ohio-Kentucky-Indiana Regional Council of Governments* could help stimulate regional economies and reverse the 16,500 Ohio jobs lost since the beginning of 2008.

Immediately	3 Months	6 Months
\$98,372,688	\$17,925,832	\$155,351,320

The **Eastgate Regional Council of Governments** has identified a proposed 260-foot bridge that separating Deer Creek and Berlin Reservoirs as a project which will create lasting transportation solutions and provide skilled construction. The dam construction is the final section of the new Mahoning Valley Trail and will expand access to all types of recreation in the Mahoning Valley, including hiking, running, bicycling, hunting, fishing, boating and bird watching in an environmentally friendly design. This project is in accordance with the Stark County Trail and Greenway Plan and as such, is incorporated into Stark County's long-range transportation and planning documents. This \$636,000 project requires an additional \$557,000; however, once that funding is secured construction could begin immediately.
Cost: \$557,000



Oregon

**Potential Investment in Identified Region:
\$107,949,000**



With Oregon's subprime mortgage crisis projected to cost \$783 million statewide in declining property taxes over the next two years, many infrastructure projects have been postponed or cancelled due to lack of funding.

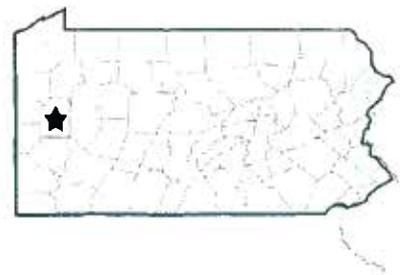
The more than \$100 million of bridge rehabilitation, transit, and safety projects identified by the *Lane Council of Governments* could help stimulate their regional economy and reverse the loss of over 18,500 Oregon jobs since the beginning of 2008.

The **Lane Council of Governments** reports that the Delta Ponds Bridge and Shared-Use Path have been in regionally adopted plans since 1974 and will provide a transportation and recreational facility with connections to the 12- mile Ruth Bascom Riverbank Trail system, extensive commercial development including Eugene's largest shopping center, two large single family neighborhoods, and extensive multi-family neighborhoods. The two nearest crossings are at major highway interchanges and do not provide for safe or convenient bicycle/pedestrian movement between the east and west neighborhoods. **Cost: \$2.25 million**

6 Months
\$107,949,000

Pennsylvania

**Potential Investment in Identified Regions:
\$225,636,493**



Pennsylvania's localities rely on locally generated revenue, including taxes and tolls, to fund many projects which maintain the safety and integrity of their transportation network. Pennsylvania's subprime mortgage crisis is projected to cost \$1.95 billion statewide in declining property taxes over the next two years.

If funded, the more than \$225 million of bridge rehabilitation, transit, and safety projects identified by the *Southwestern Pennsylvania Commission* and the *Delaware Valley Regional Planning Commission* could help stimulate regional economies and reverse the loss of over 18,900 Pennsylvania jobs since the beginning of 2008.

The **Southwestern Pennsylvania Commission** reports that, among other projects, Route 228 in Butler County needs reconstruction and realignment in order to facilitate the new Westinghouse and Simon Mall development which are relying on these improvements in order to bring additional job growth to the area. This project can be ready to go within six months of receiving funding. **Cost: \$20 million**

3 Months	6 Months
\$18,196,805	\$207,439,688



Tennessee

**Potential Investment in Identified Region:
\$1,541,520,000**



Tennessee's subprime mortgage crisis and unemployment rate are affecting locally generated revenue used to fund many projects which maintain the safety and integrity of their transportation network. Tennessee's subprime mortgage crisis is expected to cost \$619 million statewide in declining property taxes over the next two years, potentially hampering dozens of projects addressing bridge rehabilitation, transit, and maintenance.

If funded, the more than \$1.5 billion of bridge rehabilitation, transit, and maintenance projects identified by the *Southeast Tennessee Development District* could help stimulate their regional economies and reverse the loss of over 26,300 jobs since the beginning of 2008.

Immediate	6 Months
\$80,100,000	\$1,461,420,000

The **Southeast Tennessee Development District** has identified a rural two-lane highway that, if realigned, would help to create approximately 250-350 high-paying jobs and facilitate the construction of a \$106 million nuclear fabrication facility along the Tennessee River in Marion County, Tennessee. At present, the site under development by the Chicago Bridge & Iron Company is served by a rural two-lane state highway that has no direct access to the interstate system. A new river crossing over the Tennessee River and realignment of the existing road are needed to move goods and materials between the plant and markets.

Cost: \$28 million

Texas

**Potential Investment in Identified Regions:
\$11,743,421,343**



Texas localities rely on locally generated revenue to fund many projects that maintain the safety of their transportation network and accommodate anticipated increases in goods movement traffic. However, Texas' subprime mortgage crisis is projected to cost \$2.37 billion statewide in declining property taxes over the next two years and will potentially hamper dozens of projects addressing bridge rehabilitation, maintenance, and capacity expansion.

If funded, the more than \$11.7 billion of bridge rehabilitation, transit and maintenance projects identified by the *Houston-Galveston Area Council*, the *North Central Texas Council of Governments*, the *East Texas Council of Governments* and the *Deep East Texas Council of Governments* could help stimulate their regional economies and mitigate against their increasing unemployment rate.

Immediately	3 Months	6 Months
\$1,028,574,851	\$1,574,032,044	\$9,140,814,448

The **Houston-Galveston Area Council** reports that the widening of a two lane rural road to a four lane divided highway in Brazoria County would create a better economic link between the Port of Freeport and the inland markets the port serves. 80% of the port's truck traffic uses the current two lane "farm to market" road. In addition to serving the Port improving the road would improve hurricane evacuation from this portion of southern Brazoria County. While the project is "ready-to-go" the funding for it is not currently available.

Cost: \$15.6 million



Utah

**Potential Investment in Identified Region:
\$83,375,996**

As one of the faster growing Western States, Utah's localities rely on locally generated revenue to fund many projects which maintain the safety of their transportation network, preparing for the projected population increases. However, Utah's subprime mortgage crisis is projected to cost \$542 million statewide in declining property taxes over the next two years, hampering projects that address growing needs.

The *Wasatch Front Regional Council*, representing the Salt Lake City metropolitan region, has identified \$82 million in railroad grade separation, bridge replacements, and widening projects which can be "ready-to-go" within three months upon appropriate funding. These projects will create a safer network and promote the economic health of the region.

3 Months
\$83,375,996



The **Wasatch Front Regional Council** has identified the construction of a critical widening project on State Road 68 in Woods Cross, Utah, which has recently been halted due to a lack of funding. The curtailment of the project has prevented the widening of the road connecting to Interstate 15. An additional \$12 million in funding would allow the project to be restarted and completed in full, as initially planned.
Cost: \$12 million

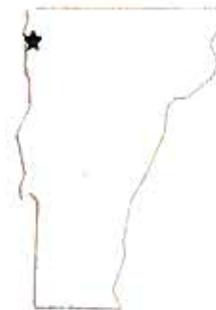
Vermont

**Potential Investment in Identified Region:
\$6,400,000**

To fund infrastructure needs, Vermont localities depend both on the federal government's infrequently authorized wastewater financing programs, as well as locally generated taxes, which are decreasing as a result of the most recent recession. The loss of jobs experienced by Vermont's regions, coupled with the increased foreclosures and decreased in property values, is expected to cost Vermont \$63.6 million in lost property taxes over the next two years.

If funded, the more than \$6.4 million of wastewater projects identified by the *Northwest Regional Planning Commission* could help stimulate regional economies, supply thousands with clean water, and reverse the unemployment forecasts.

3 Months	6 Months
\$200,000	\$6,200,000



The **Northwest Regional Planning Commission**, in partnership with the Franklin County Industrial Development Corporation, the Town of St. Albans and the Vermont Center for Clean and Clear is pursuing a two-phase project to address stormwater runoff. The first phase of the project has been funded and scheduled; however, the second phase has yet to be funded. With additional funding commitments, phase two of the project could begin within three months, as originally scheduled.
Cost: \$200,000



Washington

**Potential Investment in Identified Regions:
\$65,849,544**



Washington's subprime mortgage crisis and unemployment rates are effecting locally generated revenue used to fund many projects which maintain the integrity of their transportation network. If projections hold, Washington's subprime mortgage crisis will cost \$1.56 billion statewide in declining property taxes over the next two years and will hamper dozens of projects addressing bridge rehabilitation, maintenance and capacity expansion.

If funded, the more than \$65 million of grade separations, safety upgrades and wastewater projects identified by the *Yakima Valley, Whatcom, Central Washington, Grays Harbor and Benton Franklin Councils of Government* could help stimulate their regional economies and mitigate against their increasing unemployment rate. These projects would increase safety through the construction of railroad grade separations, modernize the regions drinking and wastewater infrastructure and widen rural roads to create better opportunities for economic activity.

The *Yakima Valley Council of Governments* has identified a project which will replace old, deteriorated existing water, sewer and irrigation pipelines within the Central Business District in downtown Grandview, as well as the reconstruction of the downtown transportation system to create more attractive, livable communities. This project employs workers in the short term and adds new wider sidewalks, street trees, pedestrian lighting, and other streetscape amenities to create an economically vibrant area. With funding, this project could begin immediately.

Cost: \$3.5 million

Immediately	3 Months	6 Months
\$16,480,000	\$14,579,544	\$34,790,000

West Virginia (Tri-State Region)

**Potential Investment in Identified Region:
\$28,000,000**



The Ohio River and mountainous terrain lend themselves to multi-faceted transportation challenges, which are often more expensive to address as compared to regions of similar size.

The Tri-State region, represented by the *KYOVA Interstate Planning Commission* has identified \$28 million in projects aimed toward increasing transit access to the region's airport and creating safe, livable communities for the tri-state area that adds economic value and reverses the job loss trends that the region has experienced since the beginning of 2008.

The *KYOVA Interstate Planning Commission* identifies improvements to Hal Greer Boulevard in downtown Huntington, WV, as holding a key role in several initiatives, including the revitalization of downtown and the surrounding areas. The resulting growth from these improvements will directly affect many businesses, hospitals and Marshall University. The improvements to Hal Greer Boulevard in this \$13 million project would allow people to safely and quickly move between these important places, improving the health and safety of the many citizens who live nearby. These essential streetscape and roadway improvements could begin within three months of receipt of funding.

Cost: \$13 million

3 Months
\$28,000,000



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About The National Association of Regional Councils

The National Association of Regional Councils (NARC), representing local elected officials and their regional planning organizations, serves as a national voice for regionalism by advocating for regional cooperation as the most effective way to address a variety of community planning, economic development opportunities, and infrastructure issues. NARC's member organizations are composed of multiple local governments that work together to serve American communities - large and small, urban and rural. For additional information, please visit www.NARC.org.

The National Association of Regional Councils
1666 Connecticut Avenue NW, Suite 300
Washington, DC 20009
202.986.1032 phone
202.986.1038 fax
www.NARC.org