



ADDENDUM

**May 28, 2019 Meeting of the
Connect Transit Board of Trustees
as Rescheduled for June 4, 2019 at 4:30 P.M.**

**11 Uptown Station – Town of Normal Council Chambers
Normal, Illinois 61761**

D. Consent Agenda

6. Cardinal Infrastructure Federal Report

F. New Business

5. Recommendation of “Connect to the Future” Working Group Members



Federal Update for Connect Transit

Prepared by Cardinal Infrastructure

Appropriations

The House Appropriations Subcommittee on Transportation-HUD approved its draft FY20 spending bill. The bill would provide U.S. DOT with \$86.6 billion in mandatory funding, \$167 million over FY19 enacted levels and \$3.7 billion over the President's budget request. Amendments are anticipated to be offered during the full committee markup.

Capital Investment Grant Program - \$2.3 billion (\$2.55 billion in FY19)

New Starts - \$1.49 billion (\$1.27 billion in FY19)

Core Capacity - \$300 million (\$635 million in FY19)

Small Starts - \$430.7 million (\$526.5 million in FY19)

Funding not obligated by December 31, 2021 will be reallocated to applicants with projects in engineering. No funds shall be used to request or require any project to have a maximum CIG contribution lower than 50 percent of the total project cost. Furthermore, the cap on political and Presidential appointees at U.S. DOT shall increase from 110 to 125 upon the selection of projects to receive awards for CIG, Buses and Bus Facilities, Low or No Emission grants, CRISI (among others, with respect to FY19 funds).

BUILD - \$1 billion (\$900 million in FY19)

Bus and Bus Facilities Competitive - \$678 million (\$482 million in FY19)

Low or No Emission Program - \$149 million (\$85 million in FY19)

BUILD Grant

The U.S. Department of Transportation (U.S. DOT) has released the Fiscal Year (FY) 2019 Better Utilizing Investments to Leverage Development (BUILD) grant notice of funding opportunity (NOFO). Applications must be submitted by 8:00 pm ET on July 15, 2019. The FY 2019 appropriations bill provided \$900 million for the BUILD program. For context, overall, applicants in 2018 requested more than \$10.9 billion in funding for a program appropriated at \$1.5 billion.

Highlights of this NOFO with noted changes compared to 2018 include:

- Not more than 50 percent of funds (\$450 million) may be awarded to projects located in urban and rural areas (rural area is a population equal to or less than 200,000). The FY 2018 NOFO stated it would allocate no less than 30% of funds to rural areas.
- Similar to the FY 2017 TIGER program, the FY 2019 BUILD program will give special consideration to projects which emphasize improved access to reliable, safe, and affordable transportation for communities in rural areas (this was a provision in FY 2019 appropriations; to use FY 2017 TIGER selection criteria).
- No more than \$90 million/10% of awards can be given to a single state.
- Primary and secondary selection criteria are largely the same as FY 2018 BUILD; please note additions under innovative technologies" starting on page 33 of the NOFO.

- The NOFO adds Executive Order 13858 on strengthening Buy American; therefore, if selected for an award, grantees must be prepared to demonstrate how they will maximize the use of domestic goods, products, and materials in constructing their project
- Under economic competitiveness, the NOFO adds a focus on assessing the impact of the project on Opportunity Zones.

Infrastructure

Negotiations on infrastructure stalled following an abrupt end to a meeting between the President and Congressional Democratic leadership. The President sent a letter to House Speaker Pelosi and Senate Minority Leader Schumer in advance of the discussion, calling for Congress to pass the United States-Mexico-Canada Agreement before moving to infrastructure. The letter stated that any package should prioritize surface transportation, mass transit, airports, ports, waterways, wastewater facilities, rural broadband, advanced manufacturing, artificial intelligence, energy infrastructure. The White House identified reauthorization of the FAST Act as the appropriate legislative vehicle for the larger package. Pelosi later sent a letter to Members of the Democratic Caucus expressing a commitment to passing an infrastructure package in the face of the latest obstacles.

Debt Limit

The “Big 4” Congressional leaders and top Administration officials met in an effort to reach a two-year compromise to lift spending caps enacted by the Budget Control Act of 2011 for FY 2020 spending and raise the debt limit. Both sides indicated that the discussion was productive, but the group was ultimately unable to reach a deal.

Regulatory Update

The Office of Information and Regulatory Affairs released its progress report on efforts to eliminate or curtail regulations across the government. The biannual report also tracks agencies' short- and long-term regulatory goals. In a brief description of the Unified Agenda, OIRA notes that agencies were still working to identify ineffective rules.

Transit Operator Protection

FTA released a notice alerting transit agencies "to the need to address the risk of transit operator assault when identified through the processes required under the Public Transportation Agency Safety Plan (PTASP) regulation." FTA states the notices redundancy and unnecessary publication, as its in the PTASP regulation. However, there have been calls from Congress (see Transit Worker Pedestrian Protection Act) where it specifically states that the Secretary has failed to issue a NPRM required under Section 3022 of the FAST Act to address protection of public transportation operators from the risk of assault.

Earmarks

Senate Republicans voted 28-12 to enact a permanent ban on earmarks, after a previous ban expired in January. Senate leadership disapproves of earmarks more forcefully than House Republicans, who have declined to endorse an earmark ban. House Majority Leader Steny Hoyer supports a return to earmarks and some members are currently engaged in discussions to bring them back for FY 2021 appropriations process. However, this development in the upper chamber will diminish any likelihood of restoring the earmark process during the 116th Congress. The Senate Republican conference intends to revisit the issue in January 2021.

Integrated Mobility Innovation

FTA announced the solicitation of its \$15 million Competitive Funding Opportunity: Integrated Mobility Innovation Demonstration Program. This notice brings together three program areas: Mobility on Demand Sandbox demonstrations; FTA's Strategic Transit Automation Research; and Mobility Payment Integration. The breakdown of the funding is as follows:

- MOD Sandbox Demonstration (\$8 million)
- Transit Automation (\$5 million); with \$3 million for Automated Advanced Driver Assistance Systems (ADAS) for Transit Buses and \$2 million for Automated Shuttles
- Mobility Payment Integration (\$2 million)

The program's goals are:

- Exploring new business approaches and emerging technology solutions that support transformational mobility services;
- Enabling communities to adopt innovative mobility solutions that enhance transportation efficiency and effectiveness; and
- Facilitating the widespread deployment of proven mobility solutions that foster expanded personal mobility.

Eligible applicants are public transportation agencies, state/local government DOTs, and federally recognized Indian tribes. Eligible project partners include, but are not limited to, bus manufacturers, shared-use mobility providers, automated vehicle technology providers, and universities.

Gas Tax

Congressman Blumenauer (D-OR) introduced the Rebuild America Act which would increase the federal gas tax by 5 cents a year for 5 years, index the tax to inflation, and express the sense of Congress that we transition away from the gas tax and toward a more sustainable revenue source. The bill has been referred to the House Committee on Ways and Means, on which Blumenauer sits.

USDOT Personnel

The Senate confirmed Jeffrey Rosen to replace Deputy Attorney General Rod Rosenstein. The Senate voted 52-45 to confirm Rosen, along party lines. Rosen was most recently Deputy Secretary at U.S. DOT where he was a well-known critic of the CIG program and federal participation in public transit infrastructure projects. Prior, he was general counsel at U.S. DOT and at the Office of Management and Budget under President George W. Bush. He also worked at the law firm Kirkland & Ellis, where he overlapped briefly with now Attorney General William Barr.

Morteza Farajian, a top official in the Virginia Department of Transportation, is now Executive Director of the Build America Bureau at U.S. DOT.

President Trump nominated John Kramer to be the Chief Financial Officer of the Department of Transportation and to be appointed Assistant Secretary for Budget and Programs. Mr. Kramer has served as Deputy Assistant Secretary for Budget and Finance in the Office of the Secretary at the Department of Transportation since December 2017. Prior to this role, he served as CFO/COO at Bailiwick Investments LLC, a private equity investment company with investments in the US in transportation, software, healthcare and consumer products; primarily aimed at start-up companies.

FTA Personnel

Alexander Poirot is now FTA Associate Administrator for Government Relations and Bailey Wood is FTA Associate Administrator for Communications. The previous FTA Associate Administrator for Communications and Congressional Affairs was promoted to the Federal Aviation Administration to serve in a similar role, and the FTA position was bifurcated to focus separately on Congress and public relations.

Alex Poirot, Associate Administrator for Government Relations

Prior to moving to FTA, Poirot served from 2011-2019 as Senior Policy Advisor to Congressman Rob Woodall (R-GA-7) where he was responsible for liaising with the Transportation & Infrastructure Committee along with a portfolio related to armed forces, veterans' affairs, foreign affairs, oversight, energy and commerce, judiciary, science, space, and technology. He also served as Woodall's Deputy Campaign Manager and briefly served as an Aide in the Georgia General Assembly. Alex graduated in 2010 with a B.A. in Speech Communication from the University of Georgia.

Bailey Wood, Associate Administrator for Communications

Bailey Wood became Director of Communications for FTA in April 2019 after serving as Vice President at The Farley Group - an advocacy and communications consulting firm. From 2014-2018, Wood served as Vice President of Communications for the National Stone Sand and Gravel Association where he led a team to advance the industry's strategic communications goals and state chapter relations. He was Senior Director of Legislative Affairs and Communications for the National Automobile Dealers Association from 2006-2014 where he led the creation of the first ever advocacy communications strategy covering a wide array of issues including financial services, environmental policies, intellectual property rights, tax and regulatory matters. Wood also worked as President of his own public affairs firm and in various U.S. House offices as Communications Director and Press Secretary. Offices included former Rep. Christopher Cox (R-CA) and former Rep. Paul Gillmor (R-OH). Bailey received a B.A. in Political Science from Syracuse University in 1995.



MEMO

DATE: June 4, 2019
TO: Board of Trustees
FROM: Isaac Thorne, General Manager
SUBJECT: Recommendation of the "Connect to the Future Work Group" Members

RECOMMENDATION: That the Connect Transit Board of Trustees Approve the Connect to the Future Work Group Members.

BACKGROUND: Board of Trustees approved the Connect to the Future Work Group in April 2019. The Work Group will come to an informed understanding of where Connect Transit stands today - core guiding principles, ridership, financial realities and possibilities. The Work Group Members will shape recommendations for our future, including strategies for the platform's financial viability and sustainment. In summary, what do we want from our public transit system and how do we get there?

WORK GROUP MEMBERS:

Kimberly Klepec - Licensed Clinical Social Worker with a private practice in Bloomington; Long time Connect Mobility and Fixed Route Rider; Community Volunteer

Tim Bassett - Vice-President, Support and Ancillary Services, Advocate BroMenn, multiple leadership and oversight roles; Adjunct Faculty Member at ISU; Community volunteer; Board Member of Non-Profit Organization

Marty Eckert - Connect Transit Driver; ATU Local 752 Board Member

Linda Foster - Member, Connect Transportation Advisory Committee (CTAC); Retired from ISU; Connect Transit rider, as well as family

Dylan Hile-Broad - ISU student; Reliant Connect Transit rider, resides in Bloomington-Normal

Steven P. Kossman - Retired, Criminal Justice; First Superintendent of McLean County Juvenile Detention Center; Community Volunteer, Board Member of a Non-Profit Organization

Josh W Barnett - Member, McLean County Board with service on Property, Transportation and Justice Committees; Community Volunteer with civic and nonprofit organizations

Deborah Presley - Educator and life-long Bloomington-Normal resident; Disability advocate with special interest in public transportation



Katie Killian – Assistant Vice President Student Affairs, Illinois State University

Julie Hile - Connect Transit Trustee, appointed by the Mayor, Town of Normal; Personal and professional interest in public transportation; Professional affiliation, Consultant Hile Group, Normal

Judy Buchanan - Connect Transit Trustee, appointed by the Mayor, City of Bloomington; Retired Health Care Administration and Political Consulting; Advocate, Behavioral Health; Civic and community volunteer