BUILDING AMERICA

HOW SAFE ARE OUR BRIDGES?

A NEW RECIPE FOR ECONOMIC DEVELOPMENT

TOP 5 INFRASTRUCTURE PROJECTS

MILLENNIALS TRADE CARS FOR METRO CARDS

10 QUESTIONS WITH
REP. ANDREW MCLEAN | Maine
<table>
<thead>
<tr>
<th>Topic</th>
<th>Location</th>
<th>Dates</th>
</tr>
</thead>
<tbody>
<tr>
<td>Autonomous and Connected Vehicles: What’s Next for the Industry &amp; State Policymakers</td>
<td>Detroit, Michigan</td>
<td>June 12–14</td>
</tr>
<tr>
<td>Medicaid 101</td>
<td>Washington, D.C.</td>
<td>June 28–30</td>
</tr>
<tr>
<td>Cybersecurity and Privacy</td>
<td>Detroit, Michigan</td>
<td>Location and Dates TBD</td>
</tr>
<tr>
<td>Medicaid Leadership 201</td>
<td>Washington, D.C.</td>
<td>Sept. 13–15</td>
</tr>
<tr>
<td>Public Pensions and Retirement Security</td>
<td>Lexington, Kentucky</td>
<td>Oct. 4–6</td>
</tr>
<tr>
<td>Workforce Investment: Funding and Trends</td>
<td>Lexington, Kentucky</td>
<td>Oct. 4–6</td>
</tr>
</tbody>
</table>

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www.csg.org/PolicyAcademies
ON THE COVER
Co-chair of The Council of State Governments’ National Transportation & Infrastructure Public Policy Committee, Maine state Rep. Andrew McLean believes adequate funding is essential to maintain and improve infrastructure to avoid stagnant economic growth and an increase in safety issues.

Photo Courtesy Jeff Scher Photography

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14
FUELING TRANSPORTATION REVENUES
Finding ways to fund construction and maintenance for our roadways is not easy. It often requires coordination from local, state and federal governments to implement multiyear solutions. But there has been success through tackling issues such as gas tax indexing and electric vehicle fees.

20
MILLENNIALS TRADE CARS FOR METRO CARDS
Federal funding for public transit systems varies widely from state to state. But with uncertainty in future federal funding, and many mass transit systems in need of expansions and upgrades, states are looking for innovative ways to expand and maintain road, rail and port projects.

26
BEYOND THE GRADES
The American Society of Civil Engineers released its 2017 Infrastructure Report Card, giving the U.S. a collective D+ for its roads, bridges and other infrastructure. Despite the condition of our infrastructure, problems can be addressed with planning and investment.

36
WATER WARS
As with most limited resources, there have been many disputes around the use and management of water throughout history. In 1785, states began entering into formal agreements about how to share water, but issues still persist today.
**HELP WANTED: PRIORITIZING DEFERRED MAINTENANCE**

The Trump administration’s focus on infrastructure has brought renewed attention to the nation’s aging buildings, roads and bridges. But with little money to address deferred maintenance, prioritizing projects is key.

**FUELING TRANSPORTATION REVENUES**

Finding ways to fund construction and maintenance for our roadways is not easy. It often requires coordination from local, state and federal governments to implement multiyear solutions. But there has been success through tackling issues such as gas tax indexing and electric vehicle fees.

**BRIDGING PARTNERSHIPS**

States are tackling structurally deficient bridges across the nation. Funding for these projects has been secured through innovative public-private partnerships and tolling. States have also worked to incorporate practices that lead to time and cost savings.

**MILLENNIALS TRADE CARS FOR METRO CARDS**

Federal funding for building and maintenance of public transit systems varies widely from state to state. But with uncertainty in future federal funding, and many mass transit systems in need of expansions and upgrades, states are looking for innovative ways to expand and maintain road, rail and port projects.

**BY THE BOOK: HOW SAFE ARE OUR BRIDGES?**

In 2016, there were more than 600,000 bridges in the U.S. Almost half were owned by states, with 5 percent deemed structurally deficient. Read more about state owned bridges in the analysis.

**10 QUESTIONS: MAINE REP. ANDREW MCLEAN**

McLean talks about Maine’s approach to funding infrastructure with a focus on maintaining roads and bridges, protecting ports and railroads, creating livable downtown communities and more.

**BEYOND THE GRADES: ASCE REPORT CARD**

The American Society of Civil Engineers released its 2017 Infrastructure Report Card, giving the U.S. a collective D+ for its roads, bridges and other infrastructure. Despite the state of our infrastructure, the problem is solvable with planning and investment.

**NATIONAL INFRASTRUCTURE: $1 TRILLION ON THE LINE FOR TRANSPORTATION PROJECTS**

The Build America Investment Initiative issued a report that identified 40 proposed infrastructure projects across the U.S. where the completion has slowed or is in jeopardy. These 40 projects could generate $500 billion to $1.1 trillion in economic benefits.

**WATER WARS**

As with most limited resources, there have been many disputes around the use and management of water throughout history. In 1785, states began entering into formal agreements about how to share water, but issues still persist today.

**MIC3 EASES TRANSITIONS FOR MILITARY KIDS**

Military life includes frequent moving to new duty stations. In 2015, 76 percent of military dependents attended public schools. MIC3 helps ease these transitions from state to state and school district to school district.

**FRESHMAN ORIENTATION**

From committee meetings to bill drafting, first-time legislators learn a lot about the political process in their first year. In this CSG continuing series, we check in on four freshman legislators.

**LEADERSHIP CORNER: HOW TWO STATES TACKLED TRANSPORTATION FUNDING**

Texas state Rep. Larry Phillips and Rudy Malfabon, director of the Nevada Department of Transportation, discuss how their states have sought to fund transportation improvements and what the future may hold.
WHAT'S HAPPENING AT CSG?

1. CSG launches national civic education initiative.

   The civic education initiative will enable state leaders to increase knowledge of civics and federalism among constituents and students. The CSG Civics Education Leadership Team convened May 1–2 in Lexington, Kentucky. The team included a diverse group of state leaders from all three branches of state government. Sessions held during the meeting included recent state and federal civics actions, learning from state civic education initiatives, and a facilitated discussion of a civics toolkit. CSG and the National Center for Learning and Civic Engagement will use this discussion to guide the development of a civics toolkit that will help state leaders promote civic education in their states.

2. Utah Sen. Wayne Niederhauser represents CSG on Capitol Hill.

   On April 26, Utah Senate President Wayne Niederhauser appeared before the U.S. House Committee on Oversight and Government Reform’s Subcommittee on Intergovernmental Affairs on CSG’s behalf to discuss unfunded federal mandates. Niederhauser called for Congress to pass legislation solidifying state input on federal legislation that affects states and localities. “Our new administration, the vice president and president, have both voiced their strong support for strengthening relationships with state and local governments,” Niederhauser said. “CSG believes Congress should follow suit and consider legislative action to codify processes that ensure adequate state input.” Full testimony from the hearing can be found online at https://oversight.house.gov/hearing.

3. CSG partners with state of Kentucky on workforce development.

   CSG in partnership with the State Exchange on Employment and Disability, or SEED, will launch a Kentucky Task Force on Workforce Development for People with Disabilities in June, as a part of CSG’s workforce development portfolio. This is an outgrowth of the Work Matters report of the National Task Force on Workforce Development for People with Disabilities convened jointly by CSG and National Conference of State Legislatures. To kick off this effort, CSG hosted a series of meetings with Kentucky leadership—including the Office of the Governor and House and Senate leadership—on Thursday, April 27 in Frankfort, Kentucky.

4. CSG releases recommendations for improving U.S. military and overseas election data collection.

   In April, a CSG working group released recommendations to the public for improving U.S. military and overseas citizen election data collection. CSG, in coordination with the U.S. Department of Defense’s Federal Voting Assistance Program and the U.S. Election Assistance Commission, has been focused on improving Section B of the Election Administration and Voting Survey, or EAVS, which tracks military and overseas voter behavior. This collaboration established the CSG EAVS Section B Working Group consisting of 13 state and local election administrators from across the nation who discussed experiences, analyzed data and put forth recommendations to improve the survey.

5. CSG participates in Infrastructure Week in D.C.

   A Capitol Hill briefing hosted by CSG and the Big 7 state and local government organizations took place on May 17 as part of Infrastructure Week. CSG’s Director of Transportation & Infrastructure Policy Sean Slone made the trip to the nation’s capital for Infrastructure Week, and to participate in an autonomous vehicle policy panel hosted by the Alliance for Transportation Innovation at the American Institute of Architecture.
They Tweeted It

**Randy McNally @ltgovmcnally • Mar 21**
We must act now to give money back to taxpayers and keep our roads and bridges sustainable for the next generation.
www.facebook.com/notes/lt-gover...

**ASCE Gov't Relations @ASCEGovRel • Apr 7**
Your cell phone has better navigation systems than airports. It’s time to change that. #Built4TheFuture
http://InfrastructureReportCard.org

**Senator Bob Gordon @BobGordon38 • Apr 7**
Attended Council of State Gov’ts seminar on transportation policy. Great exchange of ideas with legislators from other states @CSGTransport

**Delegate Dave LaRock @LaRock4Delegate • Apr 3**
National Work Zone Awareness Week begins today. In 2016, NoVA District alone had 592 work zone crashes with 307 injuries & 5 fatalities.
Delegate Dave LaRock Retweeted VDOT Northern VA

**Speaker Robin Vos @SpeakerVos • Mar 13**
New study shows poor #Wisconsin roads cost drivers $640/year in repairs.

**Sen. Jim Tracy @jimtracy • Apr 3**
Rural Broadband Access bill being discussed on the floor now. Will allow rural areas to be better connected and foster economic growth! #TN

**BI Transportation @BI_Transport • Apr 17**
Porsche and Mazda plan to make autonomous driving an optional feature in future cars http://read.bi/2pqNyhJ

**Smart Growth America @SmartGrowthUSA • Mar 17**
Transportation = second highest expense for most Americans. For some low-income households, it’s the highest.
smartgrowthamerica.org/resources/meas...

**Suzanne M. Bump @MassAuditor • Mar 14**
DLM found #MA communities will spend $18B on water infrastructure over the next 20 years http://ow.ly/rmz8309RUmG #PiDay2017

**Delegate Dave LaRock Retweeted VDOT Northern VA**

**Governor Tom Wolf @GovernorTomWolf • Apr 9**
Northeast PA will see a significant increase in the amount of road improvement projects in 2017.
SEXUAL ASSAULT
Maryland Gov. Larry Hogan recently signed a bill known by many advocates as the “no means no” bill, The Washington Post reported. Under the new law, evidence of physical resistance will not be required to prove a sexual crime occurred. In addition, Hogan signed bills requiring officials to keep sexual-assault evidence kits for at least 20 years and redefining sexual abuse to include sex trafficking.

CHILD PROTECTION
New Hampshire’s child protective services plans to spend about $153,000 to clear a backlog of about 2,800 overdue reviews of child abuse allegations, according to the New Hampshire Union Leader. Overdue assessments are complaints not closed or moved to the next level after 60 days. Most of the money will be used to pay overtime for social workers.

ORGAN DONATION
In Delaware, people who are HIV-positive will now be able to donate organs to HIV-positive recipients. Gov. John Carney signed the bill in April, which also allows organs from HIV-positive donors to be used for clinical research, according to Delaware.gov. Carney recognized April 2017 as National Donate Life Month as he signed Senate Bill 17.

CYBERSECURITY
Rhode Island Gov. Gina M. Raimondo recently announced the state’s first cybersecurity officer who will advise her on cybersecurity and help develop a statewide cybersecurity strategy. According to Providence Business News, the officer, Mike Steinmetz, previously worked within the Digital Risk and Security Division of National Grid, a utility company. He also formerly worked as a director of computer network operations at the U.S. Department of Defense.

FREE TUITION
This year, New York will provide in-state students with free tuition to the state’s public colleges and universities. The New York Times reported that in-state students from families with a household income of up to $100,000 are eligible. Gov. Andrew Cuomo signed a bill in April that created the program known as the Excelsior Scholarship. Students must attend school full-time and be on track to graduate in two or four years.

MASSACHUSETTS GOVERNOR PROPOSES ALTERNATIVE TO ‘FINE TIME’
Following a report that detailed how a practice known as “fine time,” which sends criminal defendants unable to pay court fines to jail, punishes the poor, Massachusetts Gov. Charlie Baker has proposed a solution. Criminal defendants unable to pay court-imposed fines would be given community service, completing service hours in proportion to the debt owed, according to an April story in The Boston Globe. Currently, defendants could get jail time, earning $30 a day toward the debt while in jail.

Baker made his proposal about five months after a study by the state Senate Committee on Post Audit and Oversight released the results of a 2015 review of 105 defendants. Sentences related to “fine time” ranged from one day to 112 days.

“If enacted, this bill will improve the fairness of how fines, fees, and assessments are administered for criminal defendants, while upholding our laws and the meaningful penalties associated with breaking them,” Baker said in a statement.

Baker said the bill would result in fewer people being incarcerated and fines being paid in a more timely fashion. The legislation would also allow defendants ordered to serve jail time to earn $90 a day, reducing the amount of time the individual has to spend in jail.
COMMUNITY COLLEGES
Missouri’s 12 community colleges recently signed an agreement to increase cooperation with each other on workforce and economic development issues, the Columbia Daily Tribune reported. If the local community college is unable to provide the necessary training when a new business is considering a facility in the state, the local community college would collaborate with a college that specializes in the field. Previously, community colleges had been prohibited from working together due to differing service areas and tax districts.

SEIZED ASSETS
Mississippi Gov. Phil Bryant recently signed into law House Bill 812 requiring the Mississippi Bureau of Narcotics to create a public website listing all money and assets seized by police agencies in the state, according to the Associated Press. The law also requires a judge to approve a seizure warrant within 72 hours of a police agency confiscating property, and for the local district attorney or the Bureau of Narcotics to represent the agency in court.

WATER WARS
A special master advised the U.S. Supreme Court to reject Florida’s claims about Georgia’s excessive water use, The Atlanta Journal-Constitution reported. Special Master Ralph Lancaster, appointed by the court in 2014 to oversee the dispute, determined that Florida’s request to set a limit on Georgia’s water use could not be granted as the Army Corps of Engineers was not a party to the case. The dispute concerns the Apalachicola-Chattahoochee-Flint River Basin, which provides water to Georgia, Alabama and Florida. The Supreme Court will now determine whether to follow Lancaster’s recommendations.

HEMP
North Carolina is encouraging farmers to grow industrial hemp as part of a statewide test, according to the Associated Press. A member of the cannabis genus, hemp is grown in approximately 30 nations to make items such as cloth, rope and oils. Industrial hemp contains less than 1 percent THC, the psychoactive chemical found in marijuana. The federal government banned the growth of cannabis in the 1930s; however, Congress passed a law in 2014 that allowed test projects for hemp farming.

DRUG SETTLEMENT
The West Virginia Legislature has voted to increase beds available at state-funded drug treatment facilities to combat the state’s opioid addiction crisis. Funding for the additional beds comes from recent lawsuit settlements with some of the nation’s largest prescription drug distributors, the Associated Press reported. The settlements stem from allegations that the distributors failed to detect and prevent the flood of suspicious drug orders into the state. The state attorney general’s office received $47 million in settlement funding from 11 drug distributors.

GEORGIA, VIRGINIA PORTS ESTABLISH AGREEMENT TO FOSTER COOPERATION, EFFICIENCY
State port authorities in Georgia and Virginia have received approval from the Federal Maritime Commission for their new East Coast Gateway Terminal Agreement, which increases collaboration between the two states on operational efficiencies, safety, communications and customer service, the Richmond Times-Dispatch reported. The ports of Virginia and Savannah are the second and third busiest ports on the East Coast, respectively, after the Port of New York and New Jersey. The agreement promotes cooperation but does not allow port authorities to jointly negotiate, set or approve terminal rates.

“The agreement enables Georgia and Virginia to work together to find ways to become more efficient and effective, which will benefit the citizens of our respective states, as well as shippers and the carriers,” said John Reinhart, CEO and executive director of the Virginia Port Authority. “We are making significant investments at our respective ports to handle the larger vessels and cargo volumes coming to the East Coast.”

Under the agreement, the ports of Virginia and Savannah may jointly purchase operating systems and equipment; share information on cargo handling and gate operations; draft agreements with carriers, shippers and other operators; and coordinate marketing materials to attract joint services.

Although there currently are only two parties to the agreement, Reinhart said in the future, the agreement could be expanded to include other port authorities, such as New York, New Jersey or South Carolina.
PHOTO TAX:
The North Dakota Legislature has approved a 50-cent-per-month increase in the tax on landline telephone and cellphone connections, The Bismarck Tribune reported. The increase would generate $10 million over two years and provide money for updates to communications equipment used by dispatch centers and first responders.

ORGAN DONATION:
A new program in Minnesota will allow people registering for fishing or hunting licenses to also register as an organ donor. The Twin Cities Pioneer Press reported in May that 4,300 people had checked the donor box on the Department of Natural Resources license registration website since the program, the first of its kind in the nation, started on March 1.

HATE CRIMES:
Illinois Gov. Bruce Rauner announced in April a collaboration between the Anti-Defamation League and the Illinois State Police to train police officers to better identify and investigate hate crimes, The State Journal-Register reported. The Illinois Department of Human Rights will assist with the effort. Rauner said the training is the fourth part of a bigger project meant to reduce crimes against people because of race, religion or national origin.

ADDICTION TREATMENT:
A bill that would expand treatment for heroin and opiate users in Wisconsin was awaiting Gov. Scott Walker’s signature in early May, the Milwaukee Journal Sentinel reported. Walker was expected to sign the bill that would allow for the hiring of special agents and the establishment of a charter school for addicted teens.

VOTING:
Nebraska Gov. Pete Ricketts vetoed a bill in April that would have restored voting rights to felons immediately after the completion of sentences, the Omaha World-Herald reported. Ricketts said the Legislature violated the state’s constitution by assuming the power to pardon, which he said belongs to the executive branch of government. Currently, felons have to wait two years after completing a sentence to have voting rights restored.

INDIANA APPROVES DNA TESTING FOR FELONY ARRESTEES:
People arrested on felony charges in Indiana after Dec. 31, 2017, will have to submit a DNA sample via cheek swab, following a law signed in April by Gov. Eric Holcomb, The Indianapolis Star reported. DNA samples will be removed from the database if the felony charge is reduced to a misdemeanor or dropped.

Senate Enrolled Act 322 says the DNA sample cannot be shipped for identification unless the person is arrested on a warrant or probable cause has been found for the felony arrest.

Arresting officers will have to inform the person being arrested about the DNA removal process and give the person information and a form about expunging DNA.

“What this bill does, it identifies the perpetrator and exonerates the innocent,” state Rep. Greg Steuerwald, a co-sponsor of the bill, said in a statement. “The Innocence Project testified in committee that there have been eight or nine different people currently incarcerated in DOC (Department of Corrections) who have been found to be innocent of the charges and released from DOC because of DNA evidence.”

In another statement, Indiana state Sen. Erin Houchin thanked Holcomb for his approval of the legislation.

“This legislation will provide law enforcement officers with another valuable tool in their efforts to protect and serve our communities across the state,” Houchin said. “The law goes into effect July 1.
COLORADO DRIVERLESS CARS TO HIT THE ROAD

The Colorado Legislature has approved a bill that would allow testing of autonomous vehicles on state roads.

Under Senate Bill 17-213, the state’s first law regulating autonomous vehicles, only autonomous vehicle systems able to obey all state and federal laws will be allowed to test in the state, The Denver Post reported. Vehicles not able to obey the laws would have to receive approval for testing by State Patrol and the Department of Transportation and be overseen by those departments.

Colorado state Sen. Owen Hill, the bill’s sponsor, said the legislation would help attract innovative companies to the state. The bill was awaiting Colorado Gov. John Hickenlooper’s signature as of May 8.

“We had great bipartisan agreement on this bill after a lot of hard work on both sides,” Hill said, according to the newspaper. “...I expect the governor will sign it soon. I am very happy we could take the lead on this important issue.”

The bill would create a uniform state law so that drivers leaving one city and entering another would not be subject to different laws.

Hill said autonomous vehicles are being tested in several states, including Arizona, California and Michigan, and all 50 states have either considered or passed laws regulating them.

WAGE GAP

A study ordered by the Wyoming Legislature will analyze wage gaps among male and female workers in the state, the Casper Star Tribune reported. Economists at the Department of Workforce Services will update a study ordered by the Legislature about 15 years ago. They will conduct the research without additional funding. Wyoming ranked last among states in parity of wages, according to Census data released in 2016.

VOTER TURNOUT

New Mexico Secretary of State Maggie Toulouse Oliver plans to create a taskforce focused on increasing voter registration and turnout in tribal communities, the Associated Press reported. The taskforce will analyze tribal community needs and research ways to help Native Americans become better informed about elections. Native precincts have the lowest voter turnout, Toulouse Oliver said.

RECYCLING

Oregon has doubled its 5-cent refund for recycling used soda cans and bottled water, the Associated Press reported. The goal is to revamp a recycling program that has slowed because of curbside recycling and pickup services. The new 10-cent rate went into effect in April.

SUNSCREEN

Washington students no longer need a note from a doctor or parent to use over-the-counter sunscreen at school, the Associated Press reported. The law went into effect immediately after Gov. Jay Inslee signed it in May. Sunscreen is considered a medication because it is regulated by the U.S. Food and Drug Administration and categorized as a “sunscreen drug product.”

ASSAULT LAW

Arizona Gov. Doug Ducey signed a bill in April that creates tougher penalties for assaulting police officers. Senate Bill 1366, known as the “Blue Lives Matter Law,” makes it an aggravating circumstance for someone to knowingly assault an off-duty police officer because of the officer’s employment, The Arizona Republic reported. Tougher consequences were already in place for assaulting an on-duty officer.

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A New Recipe for Economic Development

The tried and true formula of the last few decades for recruiting key businesses—tax breaks or subsidies, large tracts of land zoned for new office parks and proximity to arterial highways or interstates—is not the magic elixir it once was. A new recipe for economic development that focuses on access to transit and a sense of place has emerged in highly competitive regions, giving them a strong financial leg up over the rest of the pack.

State Farm, one of the country’s largest insurance companies, is showing what this new recipe looks like. In the cities of Tempe, Arizona, Richardson, Texas, and Atlanta, Georgia, State Farm is consolidating scores of smaller offices, mostly located in suburban locations, into larger regional hubs on sites either located on top of, or adjacent to, high-quality public transportation. Just like State Farm, as part of an effective talent attraction and retention strategy, other companies of all sizes are increasingly relocating to areas with good transit service and walkable connections to nearby places to live, eat and shop—places in high demand by younger talent that most companies are eager to attract.

What are cities and towns of all sizes doing to meet the demand for more well-connected locations served by transit, and how are state and local governments supporting these efforts? For one, they are taking bold steps to raise local support and funding to expand and improve transit services. In November 2016, voters approved more than $200 billion in local transportation investment through ballot measures. Since 2012, 29 states—big and small, red and blue—have raised new, permanent funding for transportation and many more are poised to take action soon.

It is important to note, that state and local governments raised this new revenue fully anticipating that they would be able to pair those dollars with federal investment. In addition to urging your congressional representatives to preserve federal funding for transit programs, there are other key actions that state leaders can take to keep up the positive momentum.

First, legislatures must find ways to use state funds to finance the multimodal transportation systems they need to stay economically competitive. Too many of the recent state funding packages for infrastructure are solely road-focused and fail to address the true multimodal needs of growing metropolitan areas—areas that drive many state economies. This may require modifying dated constitutional provisions that limit the use of state transportation dollars to fund only roadway projects. Colorado is a great example of a state that has recently taken proactive measures to provide greater flexibility to local governments.

Secondly, states must take direct action to pair new revenue with real reforms to how transportation funds are spent. If legislators are going to ask taxpayers to pay more, they need to improve public trust in how those dollars are spent. States like Virginia and Massachusetts have enacted reforms to add accountability to the planning and decision-making process and target funding to the projects that will deliver the greatest benefits. Transportation for America is working with key states and metropolitan planning organizations across the country to enhance the development and use of performance measures. Effective performance measurement will guide state and local governments to invest in the projects that have the greatest return on investment for their residents.

Lastly, states can have a significant impact on economic development outcomes by enabling local jurisdictions to raise their own funds. Significant transportation projects often require funding from all levels of government and increasingly leverage private investment as well. To compete for federal funding and attract private investment, local governments should have the flexibility to raise funds in the communities that will benefit from those investments. Tennessee recently passed a transportation funding bill that included a provision to enable local governments to raise their own revenues for transportation.

These and other measures that states can take to support smart investment in transportation infrastructure are included in T4America’s 2016 report Twelve Innovations in Transportation Policy States Should Consider. Read more about the report online at t4america.org.

Adrea Turner
Director, T4America

Through our State Transportation Advocacy network, T4America provides resources and direct technical assistance to states that wish to lead transportation reforms at the state level—from workshops on raising revenue and understanding funding mechanisms to in-depth instruction on developing performance metrics. We are also leading a coalition of civic, business, transit and elected leaders who are voicing their support for the transit funding that is so vital for ensuring the continued growth and prosperity of our communities. We are cultivating strong leaders from cities and states across the country to join us in this movement—and know that these leaders are the most effective and persuasive messengers with their representatives in Washington, D.C.
Building America

by John Mountjoy, director of policy & research

The American Society of Civil Engineers’ 2017 Report Card on America’s Infrastructure continues to paint a stark picture of America’s infrastructure and the need for dramatic investment in not just maintenance, but new construction. The overall grade of D+ remained the same as the last report card in 2013 with minor improvements in areas such as wastewater, levees and rail. This is a staggering grade that will require more than $4.5 trillion in infrastructure investment to fully address the gap and bring America’s infrastructure to desired levels.

Despite major hurdles, states have been focused on making investments to adequately address infrastructure issues. State expenditures on transportation alone, including capital spending, increased almost 25 percent between fiscal years 2009 and 2016. Certainly, federal infrastructure investments helped during and after the Great Recession, but states had already begun to bounce back from a decline in spending from the early 2000s.

America’s infrastructure encapsulates more than just roads and bridges. This issue of Capitol Ideas will take a holistic look at infrastructure in the United States including such topics as clean water and state access, new sources of energy (and bringing that energy to market), the future of public transit, interstate cooperation around infrastructure development and management, and much more.

In This Section

12 – Help Wanted: Prioritizing Deferred Maintenance
14 – Fueling Transportation Revenues
16 – Bridging Partnerships
20 – Millennials Trade Cars for Metro Cards
22 – By The Book: How Safe are our Bridges?
26 – ASCE Report Card
30 – $1 Trillion on the Line for Transportation Projects
34 – Public Concern Grows for Aging Electric Grid
36 – Water Wars
38 – Acronym Soup
President Donald Trump’s promise to spend $1 trillion on infrastructure has raised the nation’s awareness about infrastructure needs in all 50 states.

Above and beyond the desire or need for infrastructure additions, it’s clear that the crumbling and aging bridges, roads, water pipes and buildings currently in place need attention. The American Society of Civil Engineers recently graded the nation’s infrastructure at a D+; the same as it was the previous year.

Cities and states need to spend lots of money on deferred maintenance but few have the data needed to know exactly how much money is needed and where it can best be spent.

“Deferred maintenance is not sexy,” said Orion Fulton, senior manager of Arup, a firm that provides real estate analysis and action plans for government entities and others, “and doesn’t fit in well with political agendas.”

It’s far more pleasant for a mayor to be seen in the newspaper presiding over a ribbon cutting than it is for him to announce the re-surfacing of five miles of bad road on the outskirts of town.

“The aphorism is, ‘If you can’t measure it, you can’t manage it,’” said William Glasgall, director of the State and Local program at the Volcker Alliance. “Sooner or later someone is going to have to pay for the school buildings with leaky roofs and water pipes, the bridges that collapse and so on.”

by Katherine Barrett and Richard Greene
The lack of useful data for infrastructure maintenance isn’t a new problem. In 2005, the Governmental Accounting Standards Board—the board that sets accounting and financial reporting standards for public-sector entities—issued a statement known as GASB 34. This followed a fair amount of rancorous debate, in which opponents of the new GASB rule argued that it would be far too expensive and time consuming for governments to create data about deferred maintenance. However, the ultimate GASB requirement didn’t mandate all the disclosures that advocates of thorough deferred maintenance data would have liked. “We haven’t been able to see the GASB rule as everything we need,” said Anne Selting, head of infrastructure/P3 ratings in North America for S&P Global.

GASB offered two options. The first, and most commonly used, option simply sets a baseline value for a piece of infrastructure and then depreciates it on a straight-line basis over the course of the useful life of the asset. But a road in Arizona, with its dry climate, depreciates much more slowly than one in Maine, where a cycle of freezing and then thawing creates a perfect opportunity for the road to deteriorate relatively quickly and therefore have a shorter life.

The second option, the so-called “alternative approach,” doesn’t use depreciation at all. Instead it relies on condition assessments to estimate how much needs to be spent annually to maintain a set of roads or other assets in good condition and the cumulative cost to return those roads to good condition. That route to deferred maintenance figures is used by only about one in 20 localities and about half the states. But condition assessments can be expensive, and often aren’t done nearly as frequently as they should be to fund maintenance in a sensible fashion, according to Jay Fountain, one of the architects of GASB 34 and now director of the Connecticut’s Office of Policy and Management.

But Michael Pagano, dean of the College of Urban Planning and Public Affairs at the University of Illinois in Chicago, said GASB’s work was a “great leap forward.”

“It has helped us to think about the importance of recording infrastructure deterioration from a bookkeeping perspective,” Pagano said. “Though it’s not accurate, it’s the best guesstimate that we have and it’s better than what we had before.”

One state that seems to stand out from the pack is California, which has gotten attention in the past for its publication of a $70 million figure for total deferred maintenance based on estimates provided by various state departments. But although the effort was worthy, the number is a bit shaky. “As part of the state’s budget process, I solicited feedback from the different departments. The departments used different numbers,” said Helen Kerstein, principal fiscal and policy analyst for the California Legislative Analyst’s Office. “We haven’t been able to validate whether those numbers are accurate. They are changing over time and it’s not clear to us why that has been happening.”

One ray of hope stems from a new effort, spearheaded by the Stanford Global Projects Center. The center recently co-hosted the “Renewing American Infrastructure” roundtable, which “brought together leaders and policymakers to help deliver policy recommendations for federal infrastructure reforms in the United States,” according to the project’s website.

“You’re going to have to give this effort at least six months to see if it’s got legs,” said Selting of S&P Global. “It’s just a grassroots movement, starting the conversation” about best ways to deal with deferred maintenance.

Some observers may ask the obvious question: Since there’s not nearly enough money in state coffers to even begin to remediate deferred maintenance, why go through all the trouble to identify it? The answer is obvious to anyone who has ever had to pay a stack of bills that far outstrip the cash available to pay them. It’s better to put off paying the cable bill than the electricity bill. That same kind of prioritization applies to maintenance of infrastructure.

CSG Senior Fellows Katherine Barrett and Richard Greene are experts on state government who work with Governing magazine, the Volcker Alliance, the National Academy of Public Administration and others. As CSG senior fellows, Barrett and Greene serve as advisers on state government policy and programming and assist in identifying emerging trends affecting states.
If the recent pattern holds, 2017 could end up being a big year for state transportation funding efforts. In 2013, six states approved major transportation packages. In 2015, eight states followed suit. The intervening even-numbered years saw less activity, perhaps owing to shorter legislative sessions in some states and re-election concerns. But transportation policy analysts are confident this year won’t buck the odd-number year trend for a simple reason: It’s time.

“A large group of states have been procrastinating on updating their gas tax rates for years or even decades, so there’s a lot of catching up to do in order to restore the purchasing power of the gas tax back where it used to be,” said Carl Davis, research director at the Institute on Taxation and Economic Policy, or ITEP. “We’ve seen the amount of construction and maintenance that can be funded through the gas tax reduced significantly both because construction has become more expensive and because cars have become more fuel efficient.”

Despite some concerns about the future of the gas tax, it’s likely to remain the transportation revenue mechanism of choice for states in 2017, Davis said.

“I think in the short and medium term the gas tax is the best option that states have available,” he said. “It’s easy to administer and there’s a traditional linkage there between gas taxes and transportation funding … that just makes sense and I think that resonates with lawmakers across the political spectrum.”

According to Davis, gas taxes aren’t the only thing being talked about in 2017.

“We’re seeing vehicle registration fees, particularly on electric vehicles, being discussed and
we’re seeing sales taxes in some states,” he said. “We’re also seeing transfers of money away from education and health and other parts of the budget toward infrastructure instead. But with 19 states having introduced gas taxes in just the last few years and over a dozen talking about it right now, it’s also clear that the gas tax is probably the central feature in these transportation funding debates at the state level.”

**Gas Tax Indexing**

Davis said it is not enough to simply increase a state gas tax and call it a day. If a state wants to enact a forward-focused funding solution, they must also think about indexing the tax so that it adjusts on a periodic basis.

“If all you’re doing is boosting a tax by a flat amount, you set up a situation that’s going to be unsustainable in the long term,” Davis said. “We have good models from other states like Georgia or Utah or Maryland showing how a gas tax can be better designed with a longer-term outlook and an aim toward funding infrastructure long term.”

Joung Lee, policy director for the American Association of State Highway and Transportation Officials, or AASHTO, said states are taking some creative approaches when it comes to indexing.

“I think it’s interesting what Georgia has done in their most recent revenue package from 2015, where they will look back for the past year at vehicle registrations in Georgia, calculate the fuel efficiency (of those vehicles) and then index their fuel tax to that,” said Lee.

Davis cautioned though that indexing can be a tough fight politically.

“It was voted down in Massachusetts, and Maine and Wisconsin repealed it a number of years ago,” he noted. “But at the same time we’re seeing it get traction in states across the political spectrum. Indiana’s bill that passed out of the House has an indexing component. New Jersey switched over to a formula that varies the rate.”

**Electric Vehicle Fees**

California, Indiana, Kansas, Montana, New Hampshire, Oklahoma, South Carolina and Tennessee are among the states considering adding fees for electric and/or hybrid vehicles this year. Last year, Michigan became the 10th state to levy such fees. Analysts say the idea is to start to capture revenue from drivers who don’t pay gas taxes.

“Even though the number of electric vehicles or hybrid vehicles is relatively modest right now compared to the entire U.S. fleet, we know that’s going to be a fast-growing area in terms of those vehicle purchases and sales,” said Alison Premo Black, senior vice president for policy and chief economist at the American Road and Transportation Builders Association.

“So I think states are really smart to look at that right now and get those dynamics in place so they can have some equity and parity with (other) vehicles.”

AASHTO’s Lee agreed that equity is the goal.

“Certainly as a matter of public policy, you would send a message that we shouldn’t have ‘free riders’ here, that every user of the system benefits … and should pay into the system to some equitable degree,” Lee said.

**Keys to Success**

For states hoping to pass transportation funding measures in 2017, there are plenty of case studies from states that have been successful in recent years. But for many of them, this may prove the hardest mile.

“I think that for many of these states there are some additional challenges,” Black said. “If it were easy to get done, they might have done it in 2013 or 2015. … In some states, it’s a multi-year approach. It can take a lot of time. Every state is different.”

Black said some keys to success for states include having a governor that champions the cause, making an effort to bridge any differences on funding priorities between urban and rural areas, having a list of specific projects to tout in making the case for investment, and having a well-honed message that focuses on something important to that state such as the potential for job creation or the deteriorating condition of the infrastructure.

“I think you have to be able to come up with a value proposition,” Lee said. “What are the concrete benefits that the taxpayers would gain in relatable terms? … And then on the flip side, how much additional contribution would this mean if you put it in terms of say the cost of a cup of coffee at Starbucks. … That seems to be something that more and more states are trying to do a better job of rather than talking about ‘we have billions of dollars of needs’ that nobody can relate to.”

» Carl Davis, research director at the Institute on Taxation and Economic Policy

“I think in the short and medium term the gas tax is the best option that states have available. It’s easy to administer and there’s a traditional linkage there between gas taxes and transportation funding.”
BRIDGING PARTNERSHIPS

HOW FOUR STATES FOUND FUNDS TO BUILD

by Sean Slone
In February 2016, Rhode Island Gov. Gina Raimondo signed into law a plan to spend $4.8 billion on state infrastructure over the next 10 years. RhodeWorks, as the plan is known, received significant attention for including a new funding mechanism—tolls on heavy commercial trucks—and a focus on bringing the state’s aging bridges up to snuff.

But Rhode Island Department of Transportation Director Peter Alviti said RhodeWorks was about much more than either of those two things.

“The RhodeWorks legislation was a very comprehensive remake of the Rhode Island DOT and our transportation infrastructure that included everything from getting the bridges from the worst in the country over a 10-year period to a state of sufficiency to getting our roadways, transit, trains, the existing infrastructure all in a state of good repair over that 10-year period,” he said.

Nevertheless, it was the innovations in both the bridge program and the truck tolls that garnered much of the attention. For the bridge program, Alviti’s department opted for an approach requiring restraint and patience, two things that he says are often in short supply in political bodies.

“We took an asset management approach, where we looked at not only the bridges that are currently structurally deficient but the whole lifecycle and the useful life curve that determines how much it’s going to cost to repair or rehabilitate various bridges across the state to fix them before they get to the point where they have to be reconstructed,” Alviti said.

For the truck tolling operation, Rhode Island issued a request for proposals and received proposals from six competitors seeking to design, build and maintain the operation for a period of 10 years with five-year optional renewal periods after that. The Rhode Island DOT is expected to choose one of the competitors this May. The tolling will take place at 14 locations along Rhode Island’s interstates and is expected to generate the additional funding transportation officials said was needed to do the work.

“We did the modeling of what the program would need to be (for) the mission of attaining sufficiency and then we took the existing funding that we had, put it up against that need and found that we were about 10 percent short over the 10-year period,” Alviti said.

As Alviti and company began looking at potential funding mechanisms to make up the difference that could be sustainable and dedicated, they made a couple of important discoveries.

“We found that while the tolling of our interstates is restricted by federal law, there are regulations that allow the funding of bridges on the interstate through tolling strictly for the purpose of the reconstruction and rehabilitation of the bridge that you’re tolling,” he said. “We found that there existed a body of studies. One is the (Government Accountability Office) study that showed that large commercial vehicles overwhelmingly provide the most destruction to roads and bridges.”

Further examination showed that there was an imbalance in the revenues collected for different classes of vehicles.

“Passenger vehicles and lower class vehicles were contributing up to 80 percent of the revenue and trucks less than 20 percent of the revenue provided for infrastructure repairs,” Alviti said.

They ultimately determined that the larger commercial vehicles class eight and above would be the ones tolled and the average toll amount would be $3 at each of the 14 tolling locations.

“If we were to use the ratio for passenger vehicles, we’d have to charge them less than a penny or so little that the transaction cost for collecting that toll from the smaller vehicles is not feasible,” Alviti said. “So that’s how the concept of truck-only tolls came about.”

Alviti expects to have a contract signed with one of the six competitors by the end of the summer and have the first toll operational before the end of this year.

Not everyone is a fan of the tolling plan. The trucking industry in particular has continued to lobby against it since the passage of the legislation. But Alviti said he still believes state leaders made the right choice.

“The case that we made was so data-driven and so conclusive that the facts are irrefutable,” he said. “Politically the governor and the legislature showed courage in going forward with this proposal as a funding mechanism in the face of opposition with the trucking industry. And we get it. We understand that this introduces an additional cost to them. But it’s really one they should have been bearing all along.”

Alviti believes part of what the trucking industry fears is that as Rhode Island’s tolling concept becomes better known around the country, it could spread to other states that are facing their own infrastructure needs. Alviti also suggested RhodeWorks could have some significance to the conversation going on at the federal level about a major infrastructure investment that could rely heavily on public-private partnerships, or P3s.

“When you look at the components in the methodology that we set up and the logic in the 10-year plan itself, it so parallels what I think we’re facing as a national policy,” he said. “I’m sure that whatever national plan they come up with will have many of these elements in it so we feel pretty confident that we’re well poised to take advantage of the program that they come up with.”
Pennsylvania’s Rapid Bridge Replacement Project

Another of the nation’s most important bridge programs is also one of the most innovative public-private partnerships in the country.

The Pennsylvania Department of Transportation has partnered with the private sector to tackle a bundle of bridges all at once with the goals of achieving time and cost savings.

With a realization that roughly 18 percent of the commonwealth’s bridges are structurally deficient compared to the national average of 7.3 percent, Pennsylvania officials recognized something needed to be done.

“The rapid bridge replacement contract calls for our partner, Plenary Walsh Keystone Partners, to replace 559 structurally deficient bridges by the end of 2018,” said Michael Bonini, director of the Pennsylvania Office of Public-Private Partnerships. “In 2015, which was the first year of construction, 49 bridges were finished. Last year, we completed 124. So that leaves about 390 or so bridges to finish in the next two years.”

Unlike with many public-private partnerships, none of the bridges replaced in Pennsylvania will be tolled. Once substantial construction of the bridges is completed, PennDOT will make periodic, performance-based availability payments to Plenary-Walsh for the development and ongoing maintenance of the bridges. To make the payments possible, PennDOT secured the authority to issue up to $1.2 billion in private activity bonds from the U.S. Department of Transportation.

Bonini said other states with aging infrastructure including Massachusetts and New York have expressed an interest in Pennsylvania’s rapid bridge replacement. And just as with RhodeWorks in Rhode Island, Pennsylvania’s experience with rapid bridge replacement could hold lessons for the national conversation.

“We’d be more than happy to share our stories of success relative to bridge delivery and our other (P3) projects,” Bonini said. “We’re also anxious to see what exactly the Trump administration is proposing and I imagine PennDOT will stand ready to act accordingly.”
Gordie Howe International Bridge

When President Donald Trump met for the first time with Canadian Prime Minister Justin Trudeau in February, they agreed that the construction of the Gordie Howe International Bridge connecting Detroit, Michigan, and Windsor, Ontario, is helping to build a stronger connection between the two nations.

“Given our shared focus on infrastructure investments, we will encourage opportunities for companies in both countries to create jobs through those investments,” Trump and Trudeau said in a joint statement. “In particular, we look forward to the expeditious completion of the Gordie Howe International Bridge, which will serve as a vital economic link between our two countries.”

The new international crossing, which was first proposed more than a decade ago, has seen more than its share of challenges, including opposition in court from Manuel Moroun, who owns the competing Ambassador Bridge and some properties within the footprint of the new bridge.

With a judge having ruled earlier this year that the condemnation of the property can go forward, it now appears the bridge is on track to completion.

The Windsor-Detroit Bridge Authority, a not-for-profit corporation, has shortlisted three concession teams that will submit proposals by the end of the year to run tolling operations on the bridge. Canada is financing the bridge through a public-private partnership and supplying Michigan’s $550 million share of the project. The tolls collected will go toward repayment of the Michigan share.

The new bridge, which is expected to be completed by 2020 at a cost of $2.1 billion, will have the first freeway-to-freeway, cross-border connection in the area, said Kirk Steudle, director of the Michigan Department of Transportation.

“Right now there’s not a freeway-to-freeway connection,” he said. “There is on the American side. It ties into I-75, but on the Canadian side it goes on a street called Huron Church Street, which has traffic signals from there. … (The new bridge will) also take truck traffic out of downtown Windsor.”

The bridge project, which will incorporate the latest infrastructure technology and feature pedestrian and bike lanes, this year won a prestigious engineering project of the year award.

As for whether the bridge has helped forge a stronger connection between the U.S. and Canada, Steudle said he believes that it has.

“The relationship and the partnership (are) really very strong,” he said. “It takes you awhile to learn each other but I think we both appreciate each other’s strengths in this project. … While Michigan and Ontario sit right next to each other, we still are different countries. … When we were starting the environmental process, we had to make sure we were very clear about what we were talking about. It’s easy to fall into your own lingo. Even though you’re speaking the same language, some words have a slightly different meaning.”

Ohio River Bridges Project

The Louisville-Southern Indiana Ohio River Bridges Project is a long-in-the-works project to increase mobility across the Ohio River, improve safety, alleviate congestion and connect highways. It involved the construction of two new bridges—the Abraham Lincoln Bridge connecting downtown Louisville, Kentucky, and Jeffersonville, Indiana, and the Lewis and Clark Bridge located eight miles upstream and connecting Prospect, Kentucky, and Utica, Indiana. The project also entailed reconfiguring what is referred to as “spaghetti junction” where three interstates come together in downtown Louisville, reconfiguring Indiana roadways and bridge approaches, rehabbing the existing Kennedy Bridge and constructing a 1,700-foot tunnel on the Kentucky side.

The opening of the Lewis and Clark Bridge and the commencement of tolling on both bridges in December 2016 marked the completion of the last major elements of the $2.3 billion bridges project.

As former Kentucky Gov. Steve Beshear told CSG last year in an interview for the CSG-produced web video “The Transportation Wish List,” the project was made possible thanks to a relationship he established early on with then-Indiana Gov. Mitch Daniels. With each state bringing its own strengths and available tools to the project—Iowa had the authority to do a P3, Kentucky did not at the time, for example—they were able to move the long-awaited project forward.

“A very complicated project,” Beshear said. “A project financed in two different ways. A project that two different states were doing, two different transportation cabinets were doing. I mean if you put this down on paper you’d say ‘this is not going to happen. There are just too many moving parts here.’ But we made it happen and really in the end we made it happen in a very simple way: We trusted each other. … I wasn’t worried about a Republican getting some credit for this and he wasn’t worried about a Democrat getting some credit for it. Because we knew in the end what was best for the people of our two states and we put that first.”

Watch the video at csg.org/capitolideas.
It has been suggested that the federal infrastructure investment President Donald Trump campaigned on could attract $1 trillion from the private sector. But his budget proposal shows federal cuts to transit, placing much of the responsibility for funding transit projects on localities, and eliminates funding for Transportation Investment Generating Economic Recovery, or TIGER, grants. TIGER grants fund road, rail, transit and port projects across the country.

How much states and localities rely on federal funding for building and maintaining public transit systems varies widely. The Federal Transit Administration provides grants to local municipalities for capital transit projects to both build new and upgrade existing infrastructure. Larger transit agencies such as New York’s Metropolitan Transit Authority and Los Angeles’ Metro often rely less on federal funding than smaller agencies, but the amount can vary over time depending on the number of capital projects ongoing in a city. In 2014, for example, federal funding accounted for 11.4 percent of capital spending in Los Angeles, while it accounted for 54.7 percent in Boston.

Several major cities voted to invest in public transit in November 2016 through ballot measures that will expand bus and rail services, but most transit ballot measures rely on federal funding for capital projects. Voters in Indianapolis approved a transit expansion package to upgrade bus service in Marion County. Raleigh, North Carolina voters approved a bill to expand bus service and commuter rail connections, while Atlanta passed a half-cent sales tax that will expand rail and bus networks.

Although the 2015 Fixing America’s Surface Transportation Act reserved about $10 billion a year for transit through 2021, the uncertainty surrounding federal funding for public transit is motivating some states to take a proactive approach to ensuring they can meet their transit needs.

And those needs are great. Major transit systems are struggling with maintenance backlogs and service cuts. Some transit systems are turning to ride-hailing companies to pick up the slack with routes. The American Society of Civil Engineers’ 2017 Infrastructure Report Card gave transit a D-minus, the lowest grade awarded in any category, in part due to a $90 billion backlog in maintenance on the nation’s transit systems.

“Transit in America is hitting ridership records (10.75 billion trips in 2014), yet the symptoms of overdue maintenance and underinvestment have never been clearer or in some cases more dangerous, resulting in the report card’s lowest grade,” said Greg DiLoreto, chair of the ASCE 2017 Infrastructure Report Card, during an April CSG webinar.

The Georgia Legislature is looking into how to provide statewide transit funding starting with Senate Bill 6, introduced during the 2017 session, which would create a 19-member Georgia Regional Transit Council. The council would develop a statewide plan for “a seamless transportation network with dependable trip times for commuters.” The council would investigate limited access highways, road congestion relief, safety enhancements and transportation innovation. It would include three members, each

MILLENNIALS TRADE CARS FOR METRO CARDS

by Lisa McKinney

With growing mass transit needs and uncertainty about the future of federal funding, states like Georgia and Colorado look for new solutions to expand and maintain their transit systems.
that have their own transit systems, which are in many cases riding side-by-side with the MARTA buses.

“There are a lot of redundancies in the systems,” he said. “We want to combine efforts to make a more unified system. We put about a million dollars in the budget this year to procure professional help with developing mass transit options.”

Gooch said there is widespread support for these efforts from both parties in the Legislature in part because Interstate 85 was shut down on the last day of the 2017 session due to a fire that caused a collapsed bridge.

“My guess is that if we really want to combine efforts to reduce congestion, we will pass legislation before the session closes,” he said. “It is a congestion nightmare.”

“There are a lot of folks moving to an area with a lot of sprawl; Atlanta is not stacked high like some cities. We are seeing so much congestion on our roads even with all the new money we’ve dedicated to highways and bridges. It’s not enough to keep up with demand. Millennials are moving to the cities and they don’t want to have a car—they want ridesharing, biking and public transit.”

The Georgia General Assembly is also looking into consolidating the state’s myriad of transit agencies to improve efficiency. Some of the state’s transit agencies, such as Gwinnett County Transit, only serve one county, while others, such as MARTA, serve multiple counties. The Georgia Regional Transportation Authority provides regional service. The Senate Study Committee on Regional Transit Solutions, charged with examining if the state should consolidate the agencies, recommended “an all-inclusive solution in the area of transit governance and funding” to be enacted in 2018.

“Millennials are moving to the cities and they don’t want to have a car—they want ridesharing, biking and public transit.”

— Georgia state Sen. Steve Gooch

“It is a congestion nightmare,” he said. “A lot of people are now using MARTA and ridesharing for the first time. We realized how important diversifying options are. It could have been worse, but we do need to offer other alternatives.”

Colorado has been looking into state-led solutions to transit funding since at least 2009, passing legislation to ease restrictions on using state funds for public transportation. Colorado’s Constitution restricted revenue from license and vehicle registration fees and motor vehicle excise taxes to the “construction, maintenance and supervision of the public highways of this state,” which limited the state’s ability to invest in public transit. In a 2009 transportation funding bill, known as FASTER, the Legislature defined how this constitutional provision is interpreted through declarations of legislative intent to make the funds available for transit, pedestrian and bicycle projects. FASTER also specifically allocated funding to a new state rail and transit account. In this process, the Legislature recognized investments in mass transit, walking and other alternative forms of transportation reduce traffic and wear on highways, which keeps maintenance costs down.

Colorado granted even greater spending flexibility to local governments with a 2013 law, SB 13-048, which allows counties and municipalities to use state fuel tax revenues for transit, biking, walking and multimodal projects, as long as no more than 15 percent is used for transit operations.

Both FASTER and SB 13-048 have allowed for $102 million in awards to local transit agencies and have created 265 individual projects, said Colorado state Sen. Nancy Todd, who serves on the Senate Transportation Committee and sponsored SB 13-048. Approximately $1 million has been spent on “rural regional” services; similar services connect seven of the state’s largest transit agencies and 80 percent of the state’s population. In 2015, 13 buses, serving about 300 miles along I-25 and I-70 corridors, began operation. This bus program’s ridership has grown every year by 30 percent, requiring the purchase of more buses for the fleet, said Todd.

“Public transit is incredibly important not only to reducing congestion on our roads, but it’s important to help alleviate the burdens of lower income families and people who do not own a vehicle,” Todd said. “By creating a state with better public transportation infrastructure options, we are not subjecting families who can’t afford or choose not to own a vehicle to a geographical area to find employment and live."
How Safe are our Bridges?

Source: CSG’s Calculations of data from the U.S. Department of Transportation Federal Highway Administration and the 2017 ASCE Infrastructure Report Card.

>600,000

There were more than 600,000 bridges in the U.S.

More than 55,000—or 9.1 percent—of all bridges were structurally deficient. Just under 16,000—or 5.6 percent—of state-owned bridges were structurally deficient.
Nearly 4 in 10 bridges were 50 years old or older.

On average, there were 188 million trips across a structurally deficient bridge each day.

Percent of Bridges that are structurally deficient

Rhode Island and Iowa had the highest percentages of structurally deficient bridges among states.

The nation’s estimated backlog for bridge rehabilitation was $123 billion.

Rhode Island: 25%
Iowa: 21%

Rhode Island and Iowa had the highest percentages of structurally deficient bridges among states.

188,000,000

Nation's infrastructure

Rhode Island and Iowa had the highest percentages of structurally deficient bridges among states.

The nation's estimated backlog for bridge rehabilitation was $123 billion.
Andrew McLean serves as the 2017–2018 co-chair of The Council of State Governments’ National Transportation & Infrastructure Public Policy Committee. McLean, a 2015 CSG Henry Toll Fellow, believes adequate infrastructure funding is essential to not only maintain roads and bridges, but also to protect pedestrians, promote livable downtown communities, regulate new technologies and protect ports and railroads.

1. What are the most important infrastructure issues facing states today?

“Oftentimes, more money is not a solution to a problem. In the case of infrastructure, more money is the answer. Simply put, we are not spending enough to maintain, much less improve, the condition of our infrastructure and it is costing us. … When our country had less means than we have today, we came together to build the transcontinental railroad, the Hoover Dam and the interstate highway system. We did it because we believed that, collectively, we could do great things that improved the lives of average Americans. Indeed, we did improve lives. We need to regain this spirit of collective investment for the common good. We need a comprehensive transportation investment program that fully funds our transportation system and looks to the future by incorporating technological and transportation advances with which we will fuel the remainder of this century.”

2. What do you hope to see in the 2018 federal budget regarding transportation and infrastructure?

“The federal government needs to take the lead in developing and passing a comprehensive transportation funding bill. This must include enough revenue to fix our roads and bridges. In addition, it should include funding for our other modes of transportation—air, rail, sea and transit. These are critical elements of our transportation system often overlooked because we are focused on just maintaining our roads and bridges. The most recent budget also proposed the elimination of critical federal programs including TIGER grants and the Essential Air Services, or EAS, program. TIGER grants are important competitive grants based on projects showing significant economic and community value and potential. … EAS is critical for rural states, such as Maine, because it maintains commercial air service in rural regions, keeping these communities connected to the nation’s economy. I hope programs like these remain in the budget.”

3. What responsibilities should state and federal governments each have in infrastructure planning and maintenance?

“State governments have the responsibility to implement a well-engineered plan that best suits individual states, but the federal government has—and should continue to have—the responsibility to ensure the connectedness of our national transportation system. … It would be burdensome to have 50 different rules and programs governing our transportation system. For this reason, the federal government must play a significant role in the planning and operation of our transportation network and strike an appropriate balance by allowing states to identify their critical needs. This partnership will ensure the nation has a viable and efficient multi-modal transportation system.”

4. What roles do you see public-private partnerships having in Maine’s ability to complete future critical infrastructure projects?

“Public-private partnerships, or P3s, mean many different things to many different people. It can be as simple as a public agency combining funding with a private firm to complete a project. Other times, it can be an intricate process that involves the design, construction and financing of a project. … P3s do not represent an alternative way to fund infrastructure, they should be considered a ‘tool in the toolbox.’ We are still going to have to pay for the ongoing construction, maintenance and operation of our infrastructure. … We cannot rely on private industry to finance our way out of this crisis. Our infrastructure is public infrastructure for a reason because the public relies on its maintenance and operation.”
Like many states, Maine is attempting to balance the costs of deferred and current infrastructure maintenance while also expanding services and spurring innovation. How will your state find a balance?

“When the Maine Department of Transportation publishes their annual work plan, they outline the current funding and what is still needed to maintain our infrastructure. Annually, that gap ranges between $160–200 million. For some states, that is a drop in the bucket, but for Maine that is a significant amount. Every single year, Maine is accumulating $160–200 million in deferred maintenance. That is unsustainable and it hinders economic growth. We can debate how much we should be spending above and beyond what is necessary to maintain our infrastructure, but when we are not taking care of what we have, there is no balance. We will never be able to fix every road in Maine nor will we be able to fund every transportation project we would like. We must, however, find the resources to take care of what we have and fix our roads and bridges or we will continue to see stagnant economic growth and a rise in safety concerns.”

"We need not be afraid of proposing legislation that is an untried idea. Every policy solution ever found was, at some point, a new idea.”

» Maine state Rep. Andrew McLean

In terms of citizen safety, what do you feel is the most neglected piece of infrastructure by state governments?

“Chronic underfunding of our roads and bridges poses significant safety concerns. We need to address them by finding the money to fix them. Distracted driving also poses a significant risk to the public. We often get distracted with our phones or car gadgets and forget that when we’re behind the wheel our sole focus should be on driving to our destination. … Lastly, pedestrian safety has also become an issue in Maine. … We have seen a significant increase in the number of injuries and even deaths on our roadways. When we talk about infrastructure, we are not talking about roads and bridges alone, or even railroads, airports and seaports. Our infrastructure also includes our sidewalks, pedestrian and traffic safety devices. … We often forget that these elements are also critical components of a safe and efficient transportation system and should be properly funded.”

The American Society of Civil Engineers 2016 State Report Card gave Maine a C-minus rating. What do you think it will take to get Maine to an A rating?

“A rating, but we must find the resources to take care of what we have. Six years ago, the legislature passed what we refer to as the ‘Statutory Goals’.… Those goals, based on current funding, are not going to be met by the time set in statute. This makes improving our ‘grades’ a very difficult task. … With increased funding, we have a chance to improve our grade and there are several pieces of legislation I have introduced this session to help us do that.”

Where do you see positive improvements in your state’s transportation and infrastructure planning?

“Maine has not raised additional revenue for transportation infrastructure in many years, but the Maine DOT’s ability to stretch the dollar has never been better. New design, engineering and financing processes have been put in place to ensure we are getting the best deal for every project. … While the Transportation Committee has jurisdiction over the budget, we leave it to the engineers at the department to figure out which infrastructure components need to be fixed and when; it’s an engineering plan, not a political plan. … New reports, including the Keeping Our Bridges Safe Report and the Roads Report as well as the Port and Rail Plan have all laid out a strategic plan for our infrastructure, from funding to maintenance to ongoing operations. This is the kind of planning our transportation infrastructure needs and I am proud of the work our DOT has done to put this together.”

What transportation innovation are you most excited about for the citizens in your state?

“New technology is transforming the way we think about moving people and goods. Transportation network companies, or TNCs, like Uber and Lyft have provided more competition and more choice for consumers who are looking at transportation options. This new on-demand technology has also created more transit options, providing a means for seniors, for example, to get to medical appointments or social activities when there was not a way previously. DOTs across the country are looking at ways to collaborate with TNCs. Autonomous vehicles represent new and exciting technology that is already being implemented across the country. It will be fascinating to watch this develop over time.”

As the chair of your state’s Joint Standing Committee on Transportation, what advice would you give a new legislative committee chair?

“In my view, we have one of the best, if not the best committee in the Maine Legislature. We often refer to ourselves as ‘T’s, not Republicans or Democrats, because while we may have different views on many issues, the best interest of our transportation system is always front and center. Over the next few decades there will be many new changes to how we fund our infrastructure. This is an area in which our country needs leadership. … Our states are creative places and can—and should—serve as incubators for new ideas and new ways of doing things. We need not be afraid of proposing legislation that is an untried idea. Every policy solution ever found was, at some point, a new idea.”
Elected officials are prioritizing infrastructure because they have heard their constituents loud and clear. A recent poll from CNN/ORC International found that 79 percent of respondents support increased spending on infrastructure. The success of infrastructure-related ballot initiatives shows it, too, with 70.4 percent of the 436 transportation-related measures passing in the November 2016 election. Since 2013, 17 state legislatures have raised their gas taxes to better fund transportation infrastructure.

ASCE’s 2017 Infrastructure Report Card reveals that the time to do something to improve and modernize America’s infrastructure is now, not only because of mounting public interest, but also because of the growing need. Failing to act can have serious consequences for public health and safety, as well as the national economy.

Prepared every four years since 1998, the Infrastructure Report Card offers civil engineers’ comprehensive assessment of America’s 16 major infrastructure categories. Using a simple A-to-F school report card format, the report card examines current infrastructure conditions and needs, assigning grades and making recommendations to raise them.

While the 2017 report card indicates that some incremental progress has been made toward restoring our nation’s infrastructure since the last report card in 2013, it has not been enough. America’s cumulative GPA is a D+, the same grade as in 2013.

The 2017 grades range from a B for rail to a D- for transit, illustrating the clear impact of investment—or lack thereof—on the grades. Three categories—parks, solid waste, and clean water—were given an F grade. These failures reflect an alarming trend that political will and fiscal commitment are not forthcoming where they are needed most.

Elected officials are a critical part of the solution.

On the campaign trail, in the halls of state capitol and in legislative hearing rooms, officials on both sides of the political aisle and at all levels of government are talking about improving America’s infrastructure. President Donald Trump continues to vow to fulfill his campaign promise to invest $1 trillion in the nation’s roads, bridges, airports and other infrastructure, and governors and state legislators are similarly at work to fulfill their own campaign promises. A message that the American Society of Civil Engineers, or ASCE, has been sharing for decades is starting to take hold: U.S. infrastructure needs attention and investment.

In June 2017, ASCE will release its 2017 Infrastructure Report Card. EECE urges Washington policymakers to get serious and start meaningfully investing in American infrastructure.
and transit—received a decline in grade this year, while seven—hazardous waste, inland waterways, levees, ports, rail, schools and wastewater—saw slight improvement. Six categories’ grades remain unchanged from 2013—aviation, bridges, dams, drinking water, energy and roads.

The areas of infrastructure that improved benefited from vocal leadership, thoughtful policymaking and investments that garnered results.

The grades remain a cause for concern and reflect the fact that America’s infrastructure bill is long overdue. For instance, while rail received the highest grade, a result of the freight rail industry’s significant and sustained infrastructure investments over the last decade, transit’s D- reflects the growing backlog in needs.

In addition to grading the nation’s infrastructure, ASCE estimates the investment needed in each infrastructure category to maintain a state of good repair and earn a grade of B.

The most recent analysis reveals the U.S. has only been paying about half of its infrastructure bill for some time and failing to close that gap leads to rising costs, falling business productivity, plummeting GDP, lost jobs, and ultimately, reduced disposable income for every American family.

Even though the U.S. Congress and some states have recently made efforts to invest more in infrastructure, these efforts do not come close to the estimated $2 trillion in remaining infrastructure needs. To raise the overall infrastructure grade and maintain our global competitiveness, Congress and the states must invest an additional $206 billion each year to prevent the economic consequences to families, business and the economy.

As ASCE discovered in its 2016 economic study, Failure to Act: Closing the Infrastructure Investment Gap for America’s Economic Future, failing to close this infrastructure investment gap brings serious economic consequences:

- $3.9 trillion in losses to the U.S. GDP by 2025, equal to the current GDP of Germany;
- $7 trillion in lost business sales by 2025; and
- 2.5 million in lost high-paying American jobs by 2025.

On top of those costs, hardworking American families will lose upward of $3,400 in disposable income each year—about $9 each day—in direct and indirect costs due to poor infrastructure. Through lost time, wasted gas, expensive car repairs, lost hours at work due to power outages and water main breaks, and countless other losses and disruptions resulting from deteriorating infrastructure, we each already pay a significant amount for infrastructure that doesn’t work as well as we need it to.
Leaders from all levels of government and the private sector, along with every American, must prioritize closing our infrastructure deficit, commit to a future in which we improve infrastructure, and value it as key to our quality of life and economic prosperity.”

Our infrastructure needs are significant, but solvable. The report card goes beyond defining the problem; it also offers solutions on how to improve the grades: consistent and sustained investment, vocal leadership, careful planning and preparation for the needs of the future.

We can no longer afford to defer investment in our nation’s infrastructure. To close the $2 trillion 10-year investment gap, meet future needs and restore America’s global competitive advantage, we must increase investment from all levels of government and the private sector from 2.5 percent to 3.5 percent of U.S. Gross Domestic Product by 2025.

The report card and Failure to Act report find surface transportation—roads, bridges and transit—makes up the largest part of the overall investment gap, $1.1 trillion. That is why ASCE urges Congress to fix the Highway Trust Fund by raising the federal motor fuels tax by 25 cents and indexing it to inflation.

ASCE also supports other funding approaches, including supporting infrastructure owners and operators charging rates and fees that reflect the true cost of using, maintaining and improving infrastructure. By identifying a pipeline of infrastructure projects attractive to private-sector investment and public-private partnerships, other channels for increased, sustained investment can be leveraged for real impact.

Smart investment will only be possible with leadership, planning and a clear vision for the future. Leaders from all levels of government, business, labor and nonprofit organizations must come together to ensure all investments are spent wisely, prioritizing projects with critical benefits to the economy, public safety and quality of life, while also planning for the costs of building, operating and maintaining the infrastructure for its entire lifespan.
ASCE believes that maintenance is crucial, and calls for creating incentives for state and local governments and the private sector to invest in maintenance.

Finally, new approaches, materials and technologies must be used to ensure our infrastructure is resilient and sustainable. Emerging technologies and shifting social, environmental and economic trends—autonomous vehicles and distributed power generation and storage, for example—should inform the development of new infrastructure to assure long-term utility. And, research and development will help to modernize and extend the life of infrastructure, expedite overhauls and promote efficiencies.

Opportunity exists right now to make good on these recommendations to solve our nation’s infrastructure crisis, as the Trump administration and U.S. Congress weigh infrastructure legislation and state and local governments around the country look to take action in their communities. Infrastructure functions as a system, and a holistic approach is required to address challenges and prepare for future needs. Unfortunately, despite the president’s stated interest in improving infrastructure, his proposed budget does the opposite, cutting programs that fund critical transportation projects and U.S. Army Corps of Engineers water projects. State and local governments can’t fix these issues on their own; the federal government needs to be a strong and active partner.

ASCE is working at the state and federal levels to increase investment in America’s infrastructure and implement solutions that will put the country on a path of economic prosperity. The report card is the cornerstone of these efforts. The report card’s digital home, InfrastructureReportCard.org, features detailed looks at each of the 16 categories of infrastructure for a glimpse at the state of America’s infrastructure at the national level, while also taking a closer look at what is happening at the state level. Through key state infrastructure facts, a “supermap” graphic exploring 50-state infrastructure data, and ASCE’s state report cards, available in more than half of the states, visitors gain a better understanding of America’s infrastructure challenges. Meanwhile, ASCE members are advocating for infrastructure investments in statehouses across the country and in the halls of Congress, determined to make this issue a priority nationwide.

Trump has called for a new program of national rebuilding. Renewing the nation’s infrastructure and solving our problems will take collective action. Leaders from all levels of government and the private sector, along with every American, must prioritize closing our infrastructure deficit, commit to a future in which we improve infrastructure, and value it as key to our quality of life and economic prosperity.

Every day of delay escalates our shared costs, jeopardizes our health, and risks our security—an option our country, economy and communities can no longer afford.

**About the Author**

Greg DiLoreto is the chair of the American Society of Civil Engineers 2017 Infrastructure Report Card, a past president of ASCE, and the former CEO of the Tualatin Valley Water District in metropolitan Portland, Oregon.
A recent report commissioned by the U.S. Department of the Treasury on behalf of the Build America Investment Initiative identified 40 proposed transportation and water infrastructure projects across the United States that could provide a major economic impact but whose completion has slowed or is in jeopardy.


$1 trillion on the line for transportation projects

These projects would generate an estimated $500 billion—$1.1 trillion in net economic benefits for states.

Capital costs = $300 million

Total net benefits by mode

Projects could be started/completed within the next 5–10 years if major obstacles to completion are addressed.

Total benefit-cost ratio = 3.5–7 for all 40 projects

For every $1 spent, the net benefit is $3.50–$7.

Railway: 10 projects, $628.2 billion
Highway: 14 projects, $490.2 billion
Air: 1 project, $116.0 billion
Water: 9 projects, $58.5 billion
Ports: 6 projects, $16.4 billion
**TOP 5 INFRASTRUCTURE PROJECTS WITH THE MOST ECONOMIC BENEFITS**

<table>
<thead>
<tr>
<th>Rank</th>
<th>Project Name</th>
<th>Sponsorships</th>
<th>Net Economic Benefit</th>
<th>Benefit-Cost Ratio</th>
<th>Region</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>I-10 Program</td>
<td>Alabama, Arizona, California, Florida, Louisiana, Mississippi, New Mexico and Texas DOTs</td>
<td>$236 Billion</td>
<td>&gt;10</td>
<td>SOUTH</td>
</tr>
<tr>
<td>2</td>
<td>California High-Speed Rail</td>
<td>California High-Speed Rail Authority and Federal Railroad Administration</td>
<td>$195 Billion</td>
<td>4-7</td>
<td>WEST</td>
</tr>
<tr>
<td>3</td>
<td>Northeast Corridor Improvements</td>
<td>Connecticut, Delaware, District of Columbia, Maryland, Massachusetts, New Jersey, New York, Pennsylvania, Rhode Island and Virginia DOTs</td>
<td>$150 Billion</td>
<td>2-4</td>
<td>NORTHEAST</td>
</tr>
<tr>
<td>4</td>
<td>Next Generation Air Traffic Control System</td>
<td>Federal Aviation Administration in partnership with individual airports nationwide</td>
<td>$87 Billion</td>
<td>4-7</td>
<td>NATIONAL</td>
</tr>
<tr>
<td>5</td>
<td>I-35 Trade Corridor</td>
<td>Iowa, Kansas, Minnesota, Missouri, Oklahoma and Texas DOTs</td>
<td>$62 Billion</td>
<td>4-7</td>
<td>MIDWEST</td>
</tr>
</tbody>
</table>
CSG’S 2017 REGIONAL AND NATIONAL MEETINGS

CSG MIDWEST 72nd Midwestern Legislative Conference (MLC) Annual Meeting

JULY 9–12 DES MOINES, IOWA

REGISTRATION DEADLINE
June 5 · csgm@csg.org
www.csgmidwest.org/MLC/AnnualMeeting.aspx

CSG SOUTH Southern Legislative Conference (SLC) 71st Annual Meeting

JULY 29–AUG. 2 BILOXI, MISSISSIPPI

EARLY REGISTRATION DEADLINE
June 9 · slc@csg.org
www.slcatlanta.org/MS2017

CSG EAST 57th Eastern Regional Conference (ERC) Annual Meeting

AUG. 13–16 UNCASVILLE, CONNECTICUT

EARLY REGISTRATION DEADLINE
June 30 · info_erc@csg.org

CSG WEST 70th Annual Meeting

AUG. 15–19 TACOMA, WASHINGTON

EARLY REGISTRATION DEADLINE
July 21 · csgw@csg.org
www.csgwest.org/annualmeeting
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2017 CSG NATIONAL CONFERENCE

Las VEGAS

DECEMBER 14–16

Mandalay Bay Convention Center

Early Registration Deadline: Nov. 21

registration@csg.org

www.csg.org/2017NationalConference
State public servants are often reminded that our citizens want reliable, affordable and cleaner electricity. As policymakers, we have responded with ambitious goals, plans, schedules and financing policies to meet these demands. However, in our rush to hit these targets, we’ve forgotten one critical element, the nation’s electricity grid.

Failing to invest in our energy infrastructure could hamstring efforts to boost economic productivity, drive job creation, and promote cleaner energy, as well as undermine a number of other important public policy goals. Thousands of miles of the nation’s 115-500kV transmission circuits are aged, many of them 50-75 years old, and need to be replaced, upgraded and modernized with the latest technology. The addition of new generation sources, including power from renewables, compounds the need to invest in new and existing infrastructure. At the same time, the public is growing increasingly concerned about viewshed impacts associated with existing corridors and the development of new rights of way.

As we look for ways to address these challenges, it would be a huge disservice to those that we serve not to consider the potential contributions of commercially available technologies with revolutionary performance benefits. Cost-effective technology exists with the capability of adding high capacity and efficiency to circuits—depending upon the voltage, up to 75 percent and 33 percent more respectively with capital costs on par with conventional technology. Viewshed impacts can be reduced by using more advanced, cost-effective compact line design technology with tower heights about two-thirds the height of conventional towers. However, project developers are reluctant to incorporate these high-performing technologies into projects if they believe that regional transmission planners, independent system operators, and state public utility commissions and legislatures will consider only traditional technologies.

We are at a moment in time similar to the beginning of this decade when Kansas state Rep. Tom Sloan introduced The Council of State Governments’ members to the relatively new volt/ VAR optimization, or VVO, technology and its local efficiency benefits to customers on distribution grid circuits. He sponsored, and CSG adopted, his resolution Supporting Electric Power Grid Modernization to Achieve Energy Efficiency and Demand Reduction Benefits in 2012. In a July 2013 Capitol Ideas article, co-authors Sloan and West Virginia Public Service Commissioner Jon McKinney wrote:

“VVO (volt var optimization) is a prime example of a technology that can cost-effectively provide benefits to customers without their needing to take any actions. When added to the grid, this technology reduces voltage variance. By doing so, it provides energy and demand reduction benefits of 2 to 5 percent. These benefits are predictable and measurable at the consumer’s electric meter.”

The CSG policy supported VVO and other energy-efficiency and demand-reduction technologies associated with electric utility grid modernization efforts as qualified resources in meeting legislative Energy Efficiency Resource Standards and/or regulatory orders to achieve energy and demand reductions.

It’s time for governors, legislators and regulatory commissioners to demand that advanced transmission technology solutions are proposed by project developers side-by-side with conventional technology solutions so that a true cost benefit and cost-effectiveness comparison can take place. These technologies can increase grid efficiency and reduce the short-term need for new generation units. Technology innovators are working hard to bring new infrastructure into the commercial market with performance guarantees our citizens need. There are advanced technologies whose absolute capital costs are already very close to the capital costs of conventional technologies. We should focus on long-term operational cost savings and improved electricity delivery metrics, not short-term installation costs. Furthermore, we should ensure that customers do not assume financial risks if there are any concerns that such innovative technologies do not perform to anticipated standards.

**BOLD carries more power with less virtual impact than conventional technologies**

<table>
<thead>
<tr>
<th>Line Loadability (mW@ 100 miles)</th>
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</thead>
<tbody>
<tr>
<td>230 kV</td>
</tr>
<tr>
<td>345 kV</td>
</tr>
<tr>
<td>BOLD Tubular HEIGHT: 93'</td>
</tr>
<tr>
<td>traditional Lattice HEIGHT: 113'</td>
</tr>
<tr>
<td>BOLD Tubular HEIGHT: 138' 6’</td>
</tr>
<tr>
<td>traditional Tubular HEIGHT: 151’ 6’</td>
</tr>
</tbody>
</table>
Last year, the National Association of Regulatory Utility Commissioners, or NARUC, and CSG adopted national policy resolutions to help bring cost-effective transmission technology solutions into states. They co-sponsored the CSG resolution1 Supporting State Policies for Advanced Transmission Lines, which identifies examples of commercially available, high-performing, cost-effective technologies that can be deployed.

When implemented at a state-level, these policies should:

- Encourage project developers to propose projects that use innovative, advanced technologies with revolutionary, not just incremental, performance improvements.
- Encourage states to work together with regional transmission organizations and other planning organizations to compare traditional approaches with advanced technologies, and approve the technologies that are cost-effective on a long-term cost-per-megawatt basis.
- Encourage or direct public utility commissioners and staff to evaluate technologically innovative options that will deliver long-term lower electricity delivery costs.
- Encourage all public policymakers and regulators to work together to adapt and adopt these and other enabling policies in their own statehouses to help achieve their economic productivity, job growth, environmental and other public policy goals on schedule.

Arkansas was the first state to enact a similar policy. Montana Public Service Commission Chairman Brad Johnson’s testimony before Montana legislative committees, using the CSG policy and a fact sheet, was well received. As of this date, a resolution has been passed out of the Senate and has strong support in the House. The New York Public Service Commission has provided complementary guidance to the New York Independent System Operator organization evaluating transmission solutions in that state.

Examples of Advanced Transmission Technologies Include:

- Advanced conductors: New materials can provide increased capacity, lower line losses and lighter weight that can be beneficial in reconductor projects (re-use of existing towers).
- Flexible alternating current transmission systems, or FACTS, devices: These devices, such as static VAR compensators and static synchronous compensators, provide reactive power and dynamic regulation of voltage and frequency to maintain power system stability. They can also be used to control power flows and optimize system performance.
- Dynamic line rating systems: These devices can be used to determine capacity and apply line ratings in real time. This can enable system operators to take advantage of additional capacity when it is available based on actual conditions, rather than fixed assumptions.
- Asset health monitoring systems: These real-time information systems help reduce maintenance costs and proactively prevent equipment failures in T&D substations.
- Fiberoptic protection and control systems: Used with digital relays, these systems replace much of the standard wiring with fiberoptic cable, improving system protection, reducing overall costs and providing a higher level of security.
- Breakthrough overhead line design, or BOLD: BOLD has a cost advantage on a price/MW capacity basis versus traditional overhead lines, and is significantly less expensive than underground lines. Using optimized bundled conductors, BOLD’s lower impedance leads to reduced energy losses. The ability to rebuild with BOLD in existing rights-of-way can save both time and money. The lower-profile aesthetic design has less impact on communities and viewshed, potentially lowering public resistance to new or upgraded lines and helping to expedite the siting and construction process.

### Comparison of BOLD vs. Conventional Designs

<table>
<thead>
<tr>
<th>BENEFITS</th>
<th>BOLD 345 kV</th>
<th>BOLD 230 kV</th>
</tr>
</thead>
<tbody>
<tr>
<td>Increased Capacity*</td>
<td>10-60%</td>
<td>15-75%</td>
</tr>
<tr>
<td>Lower Tower Height (25%-35%)</td>
<td>(20%-30%)</td>
<td></td>
</tr>
<tr>
<td>Lower Magnetic Field Levels</td>
<td>(45-50%)</td>
<td>(45-50%)</td>
</tr>
<tr>
<td>Lower Energy Losses*</td>
<td>Up to (33%)</td>
<td>Up to (19%)</td>
</tr>
</tbody>
</table>

*Comparisons depend on conductor selection. BOLD also works for other voltage classes.

### About the Authors

**Brad Johnson** is the Montana Public Service Commission chairman and vice chair of CSG's National Energy and Environment Committee.

**Kansas State Rep. Tom Sloan** is serving his 23rd year in the Kansas House of Representatives. He is chairman of the Water & Environment committee and serves on DOE, FCC and EPA advisory committees.
Conflicts over water are as old as civilization itself. The Pacific Institute, a global water think tank based in California, maintains an online water conflict chronology that catalogs disputes going back 5,000 years. So it should be no surprise that in a nation of independent states, many of which share borders that cut across or are defined by water, interstate water conflicts feature prominently in the history of the states.

Since 1785, states have entered into formal agreements, or compacts, about how to share water. A search of CSG’s National Center for Interstate Compacts database results in nearly 40 interstate agreements addressing various water quality and management issues.

But according to Noah Hall, Wayne State University Law School professor and founder of the Great Lakes Environmental Law Center, interstate water conflicts are never really over, even among states with compacts. Hall offers the Colorado River as an example. The 1,450 mile long river is subject to one of the country’s largest interstate compacts. The Colorado River Compact involves seven states, divided into an upper basin—Colorado, New Mexico, Utah and Wyoming—and a lower basin—Arizona, California and Nevada—with additional agreements among the states in each basin.

The original 1922 Colorado River Compact allocated equal amounts of water to the upper and lower basins, based on observed rainfall patterns in the years prior to 1922. But these years were wetter than normal, and the river’s average annual flow is significantly lower than the 1922 estimates—meaning the compact promises more water than is usually available. Significant droughts in the Southwest in recent years have compounded the problem and led to water shortages and conflict between the states.

Although the U.S. Supreme Court has historically shown deference to states with respect to disputes over shared water resources, the court has ruled on a number of cases in which a compact was alleged to have been violated.

Such disputes may be more common in the drier western states, but they are by no means uncommon in other regions. According to Anne Roberts Brody at the Southern Legislative Conference/CSG South, disputes between Alabama, Florida and Georgia over the Alabama-Coosa-Tallapoosa and Apalachicola-Chattahoochee-Flint, or ACF, River Basins stretch back more than 25 years. Alabama and Florida assert that Georgia is overdrawing the rivers, threatening ecological systems and the livelihood of their residents. Alabama filed suit
in 1990 to prevent the Army Corps of Engineers from increasing reservoir storage in both basins for the benefit of Atlanta residents. Florida and Georgia later joined the suit against the corps.

In January 1992, the governors of all three states suspended legal action and entered into negotiation, resulting in interstate compacts covering each basin. By 2004, however, both compacts had expired, and legal proceedings resumed. In 2013, Florida filed a motion with the Supreme Court requesting "equitable apportionment" of the waters of the ACF River Basin and a cap on Georgia's use of the water at 1992 levels. The court accepted the case and assigned a special master to review it.

Interstate groundwater disputes are less common than those involving surface water.

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Interstate groundwater disputes are less common than those involving surface water.
Lingo can be daunting for the uninitiated in any industry. Here, we untangle some of the acronyms, abbreviations and organizations you’ll find in this issue.
Established by former U.S. Secretary of Defense Caspar Weinberger in 1986, the designation of April as the Month of the Military Child acknowledges the significant role military youth play in our communities. Why purple? Purple is the color that symbolizes all branches of the military, as it is a combination of Army green, Marine red, and the blue of the Coast Guard, Air Force and Navy.

Over the past decade, the U.S. Department of Defense has focused on quality of life programs for service members and their families to enhance well-being and improve readiness and retention of today's military force. Military life includes continual challenges for members and their families—from frequent moving to new duty stations to the absence of a parent. Relocations once every two to three years is part of their lifestyle, though transitions are never easy.

“We moved 22 times over 40 years,” said Holly Meyers Bednarek, a mom of four and spouse of a retired Army officer. “We never knew where we were going next, and moving was both stressful and an adventure at the same time.”

There are almost 2 million military-connected children that have an active duty or National Guard or Reserve parent. In 2015, there were 630,000 military dependents, ages 5 to 18, with more than 76 percent attending public schools. Military kids attend on average six to nine schools throughout their K–12 education. These frequent transitions result in encountering different school requirements from state to state and school district to school district. Differences in graduation requirements, kindergarten entry ages and grade point average calculations are encountered during moves, which can have an adverse impact on military students.

To help overcome transition issues, in 2006 the U.S. Department of Defense collaborated with The Council of State Governments to develop the Interstate Compact on Educational Opportunity for Military Children. A variety of federal, state and local officials, as well as national stakeholder organizations representing education, school districts and military families were included in the development. Available for legislative consideration in 2008, the compact was adopted in just six sessions and is the fourth in 50 years to have the membership of all 50 states.

The goal of the compact is to replace widely varying treatment of transitioning military students with a comprehensive approach that provides a uniform policy. However, there are limitations on what it covers. The compact is designed to resolve transition issues only and does not impact the quality of education, nor require a state to waive any of its state standards or exams. The compact...
provisions specifically provide flexibility and local discretion in course and program placement, and on-time graduation within the criteria established by the state. It also supports the opportunity to participate in extracurricular activities.

“My daughter arrived at her school after the new year had begun and they allowed her to try out for cheerleading, although they had already completed (auditions) during the summer,” Bednarek said. “She earned a spot on the squad, which helped her to make new friends. Being a part of the school helped her gain confidence and transition quickly, which made it less stressful for me so I could focus on other things, like getting settled.”

The compact is managed by the Military Interstate Children’s Compact Commission, or MIC3, and each member state appoints a commissioner who oversees implementation in collaboration with their state council.

“We achieved our goal of securing the membership of 50 states and the District of Columbia and we found ourselves at a crossroads and asking what’s next?” said Kraeger, chairwoman of MIC3. Over the past year, the commission has focused on developing a mission, vision and strategic plan.

“We have a clear understanding and vision of our role and responsibilities, which will guide us in the way forward,” Kraeger said.

Commissioners have diverse skills and backgrounds and include attorneys, members of the business community, retired military and state and district educators. Their varied experiences enhance discussions on issues and help them effectively work individual cases.

One commonality they all share is commitment. “Our commissioners have a passion for what they do and a strong belief in doing the right thing for kids,” Kraeger said.

As an administrator with a career that spans more than 45 years, Kraeger knows first-hand about supporting children.

“The biggest challenge in serving military families is ensuring that every student feels welcomed, that their needs are being met and that we can connect them to the community so they may assimilate as quickly as possible,” she said.

Many military-impacted districts and schools have developed supports for transitioning students that include: welcome and buddy programs, transition centers, new student programs and school tours for families.

“Schools are important in the transition process, and it was a more positive experience when they were welcoming and understood our challenges,” Bednarek said. All four of her children graduated from public schools and went on to attain college degrees.

Districts also organize events for new military families to support community connectivity. The Rhode Island Naval Station Newport, in partnership with the Middletown School District and the Newport and Portsmouth Schools, sponsors a monthly “Circle of Friends” coffee hour.

“It’s an informal time for military spouses to become familiar with the area and talk with school staff on any concerns,” Kraeger said.

During the month of April, states celebrated “Purple Up! For Military Kids” events in their communities through state proclamations, celebrations, school district activities and events. “The recognition underlines the importance of helping students be successful—in college, career and their future,” Kraeger said, “and MIC3 remains committed to making a difference.”

Military kids attend on average six to nine schools throughout their K–12 education.

Photo Courtesy of Sand Ridge Elementary School, Onslow County, North Carolina

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About the Author

Cherise Imai is the new executive director of the Military Interstate Children’s Compact Commission, or MIC3, and was Military Liaison for the Hawaii State Department of Education. MIC3 is an affiliate of CSG. Learn more about MIC3 at www.mic3.net.
For first-time legislators, spring brings a flurry of committee meetings, bill drafting and budget discussions. In this CSG continuing series, we check in on our four freshman legislators—South Carolina state Rep. Micah Caskey, Illinois state Rep. Theresa Mah, New York state Assemblywoman Yuh-Line Niou and Arizona state Rep. Maria Syms—to see how their first session is shaping up.

In one word, how would you describe your first three months as a lawmaker?

CASKEY: Supercalifragilisticexpialidocious!

MAH: Hectic or fast-paced

NIOU: Educational

SYMS: Dynamic

In what ways has the legislative experience been different from what you expected?

CASKEY: “I came into the House with the expectation that many of the veteran legislators would be less-than-welcoming—and, thankfully, it has been the opposite. So far, my experience has been that the speaker, the chairmen, the majority leader and on down have made themselves available to me; they have been open to meeting with me and hearing me out every time that I’ve asked. … I have been pleasantly surprised that there are many veteran legislators who enjoy exploring ideas together.”

MAH: “The intensity of the job is perhaps what is not as easily anticipated. As a policy advocate in the past, I would perhaps focus on one bill, or a small number of bills, and usher them through to passage. As a legislator, you are responsible for the bills you file, but you must learn about and be attentive to bills you co-sponsor, hear about in committee, are told about by advocates or lobbyists, and every bill you vote on in session. The sheer volume of proposals and the number of people who want to discuss their proposals with you is staggering and something you do not truly experience before becoming a legislator.”

NIOU: “I have worked many different sessions in multiple legislatures and have taken different roles throughout the years, but this was my first session as a legislator. I think nothing can really prepare you fully for this legislative experience. … You don’t get to take time off. You don’t get to have someone cover you. I went through some personal hardships this budget season, and I realized how much we all sometimes end up having to sacrifice to serve. My best friend passed away two weeks ago. She was in a coma while we were in the most difficult period of negotiating our budget. Every ounce of my being wanted to be with her and our budget wasn’t on time. It is an incredibly humbling realization. … I know of colleagues who themselves are battling illnesses, or the loss of loved ones, or dealing with other hardships at home. It makes me admire them even more for their dedication.”

SYMS: “Given much of the negative rhetoric and hyperbole in the media about political leaders, I think what surprised me the most is just how bipartisan the legislative process can be. I am very proud of my first bill recently signed into law by the governor that requires universal, mandatory testing of rape kits. … Several democrats signed on in support of the bill and it ultimately passed out of the
House and Senate unanimously. We should always look for areas of common ground so that we can craft solutions that will have a practical impact on the citizens we represent. In this case, giving dignity and justice to women and victims and keeping more criminals off the streets are wins for everyone.

Which person has helped you the most since the beginning of session?

**CASKEY**

“If I have to name one person, it’s Charles Reid, the clerk of the House. … Mr. Reid has made himself available at every turn to help me master the rules of the House and much more. He has been there to answer questions about parliamentary procedure and to guide me to the appropriate subject matter resource or staff member. … Mr. Reid has been a seasoned guide, mentor and friend in helping me find my way in the House during this first session.”

**MAH**

“It is difficult to say who has helped me the most. So many people have been helpful. Perhaps one of my colleagues, who is also one of my downstairs neighbors, and who alerted me to the vacancy of the apartment above! She and I serve on a committee together and I have appreciated her advice, support, counsel and friendship on many issues.”

**NIOU**

“My entire staff is incredible and I have to say I can’t do anything without them. I must give special shout out props though to my deputy chief of staff, Laurence Hong. He is going to kill me for this, but he is the person who has helped me out the most since the beginning of session. He is one of the most dedicated and talented individuals I have ever had the privilege to work and serve with. … He pulls off daily miracles and really goes continuously above and beyond for our constituents every day.”

**SYMS**

“This is easily my husband and children. As a wife and mom to young children, I know that I am asking a lot of my family in the interest of making Arizona even better. Not only do they help me by keeping things stable on the home front, but they are also great sounding boards for policies that come across my desk in the Legislature. I joke that my nine-year-old’s diminutive stature shouldn’t fool people—she’s a political shark! In all seriousness, I could not do this job without the love, support and patience of my family.”

What resources have you accessed to help adjust to your new role as a legislator?

**CASKEY**

“We have some of the best and brightest talent in the state serving as staff in the South Carolina House of Representatives. It would be impossible for me to overstate the contribution that our staff makes to improve the lives of South Carolinians. They do such an extraordinary job helping legislators and often work long hours with little recognition. … Their efforts to provide comprehensive research and thorough analysis is something to behold; I’m honored to work alongside them.”

**SYMS**

“The most important resources for me are the people I represent. I always say that leadership is only as good as the feedback we get from our constituents. … I spend a good portion of my day speaking to people and learning about their priorities. As far as other resources, I read the local and national papers regularly. … I also do a considerable amount of legal research on the bills I am reviewing and/or proposing. I rely on House leadership and my senior colleagues when it comes to procedure and learning about how a bill and amendments move forward. Finally, we have a great research and policy staff that assists with background information on bills.”

Keep following our freshmen legislators’ journey in the July/August issue of Capitol Ideas!
Confronting a Toll Backlash in Texas

The anti-toll movement in Texas has state Rep. Larry Phillips concerned his state could miss out when it comes to the possibility of a federal infrastructure investment that, as suggested by President Donald Trump’s administration, could include a heavy reliance on public-private partnerships, or P3s, and financing.

“If you went back 10 years ago, I would say ‘that is remarkable and Texas is going to do quite well under that system,’” Phillips said. “(But) we have elected people who are afraid of those P3s. They’re afraid we’re going to get taken advantage of” by infrastructure firms like Cintra, a Spanish company that owned 65 percent of the company that operated a toll road outside Austin, called State Highway 130.

The SH 130 Concession Company declared bankruptcy in 2016 after the toll road failed to bring in the anticipated revenues due to overly optimistic traffic projections. But Phillips said SH 130 is the perfect example of how a P3 is supposed to work.

“The risk shifted to that company, not to the taxpayers,” he said. “And so if it goes belly up, they aren’t going to close the road. … They’re still going to collect tolls. Nothing is going to change.”

Phillips said he has introduced legislation this session that includes a list of potential projects state planners say could be ready to move forward as public-private partnerships, or comprehensive development agreements as they are known in Texas, if the Trump administration’s infrastructure plans come to pass.

Recent transportation funding measures in Texas, such as a 2015 voter-approved ballot proposition that dedicated a portion of the state’s general sales and use taxes as well as motor vehicle sales and rental taxes to the state highway fund, specified that those dollars could only be used for non-tolled projects.

Phillips believes that’s shortsighted.

“We don’t want proliferation of toll roads, but if a project is something you could toll, you probably ought to do it so you can (fund) five other projects,” he said.

The 2015 proposition, and another approved in 2014, reallocated a portion of oil and gas tax revenues typically designated for the state’s economic stabilization fund to the highway fund, producing a windfall for transportation that most states can only dream about.

“We’ve been successful the last couple (legislative) sessions in getting huge increases of money by taking it from other sources,” Phillips said. “We don’t have the courage to raise taxes or to increase funding other than we’re going to take it from here and take it from there. … We have more money than we’ve had in years. We still need more money. Everybody needs more money. You just can’t get enough in a growth state like (Texas).”

How Two States Tackled Transportation Funding

by Sean Slone

Texas added more new residents than any other state between July 2015 and July 2016, according to U.S. Census estimates. Nevada has the sixth strongest population growth rate in the nation. That kind of growth brings significant challenges to state officials trying to provide transportation mobility to the people they serve. Texas state Rep. Larry Phillips and Rudy Malfabon, director of the Nevada Department of Transportation talked about how their states have sought to fund transportation improvements in recent years and what the future may hold for Texas and Nevada.
Seeking ‘Funding, Not Financing’ in Nevada

Nevada Department of Transportation Director Rudy Malfabon has his own concerns about public-private partnerships.

“They don’t really pop out as far as something that’s a solution for Nevada,” said Malfabon, 2017 vice chair of the CSG Transportation and Infrastructure Public Policy Committee. “We need funding, not financing. … Since we don’t have tolling authority for roads and bridges in Nevada, we can always consider a public-private partnership, but it’s one that’s going to be paid (for) out of our regular revenue stream. Those type of P3 projects don’t really lend themselves very well to the issues we have in Nevada. We usually have to have additional capacity, upgrades to interchanges. It’s not something that you can easily fit into that model of charging a toll or charging a user fee for that.”

Malfabon cites funding as the biggest transportation challenge facing his state, especially in the years ahead.

“Basing our revenue on fuel taxes is really not sustainable in the long run,” Malfabon said. “When you’re looking at fuel taxes and fuel efficiency in the long run, they’re just going in different directions.”

Malfabon said for his state it is transportation projects like the $560 million Project Neon to widen a stretch of Interstate 15 in Las Vegas, and the so-called Spaghetti Bowl interchange revamp in Reno that will have the biggest impact in the years ahead.

“Nevada has always been not only for the commuters but also for the visitors,” he said. “We have a tourism-based economy. We’re trying to diversify that. But even for the new Nevada economy, people have to commute through these major system interchanges. So those are two examples of big projects that we’re trying to do that are going to change the way that people commute and hopefully improve things to make more reliable commute times and safer commutes.”

Under Malfabon’s leadership, the Nevada Department of Transportation is also focused on building partnerships to meet the challenges that new disruptive technologies such as autonomous and connected vehicles could bring in the future. The department is working with other state agencies, the university system and others to enact policies that will allow and encourage companies to test their vehicles and pilot their programs in the state.

“It’s an exciting time for transportation,” he said. “(But) it’s hard to predict what it’s going to look like in 20 years.”

Rudy Malfabon, director of the Nevada Department of Transportation, is the 2017 vice chair of the CSG Transportation and Infrastructure Public Policy Committee. Malfabon has worked for the Nevada DOT for more than 25 years. As director, he is responsible for the daily operations of a department with an annual operating budget of more than $800 million and close to 1,750 employees. His experience also includes a brief stint as state construction engineer for the Washington State Department of Transportation.
AAPCA Releases New Report on Air Quality Progress

In April, the Association of Air Pollution Control Agencies, or AAPCA, released a report, *The Greatest Story Seldom Told: Profiles and Success Stories in Air Pollution Control*. The report catalogues the tremendous progress that state and local air quality agencies have achieved in virtually every measure of air pollution control in recent decades. A copy of the report can be found on AAPCA’s website at www.cleanairact.org.

CSG WEST Meets with Members of Parliament of Canada

Members of Canada’s Standing Committee on International Trade of the House of Commons stopped by The Council of State Governments West office on April 4. These Members of Parliament were in California learning about state-specific trade to and from Canada and discussing similar policy goals with state officials. The distinguished list of visiting delegates included the Hon. Mark Eyking, chair of the committee; Randy Hoback, vice chair; Tracey Ramsey, vice chair; Sukh Dhaliwal; Peter Fonseca; Kyle Peterson; and Dave Van Kesteren. Staff briefed them on CSG West’s various programs and projects, highlighting the Canada Relations Committee and the North America Summit.
CSG JUSTICE CENTER’S Stepping Up Initiative Launches in Pennsylvania

Pennsylvania became the third state to launch a statewide Stepping Up Initiative on April 4 and joined the more than 350 counties that have committed to participating in Stepping Up, which aims to reduce the number of people with mental illnesses in county jails. The announcement was made at the state’s Criminal Justice Advisory Board Conference by Pennsylvania Department of Corrections’ Secretary and CSG Justice Center Board of Directors’ Chair John Wetzel; Judge John Zottola, Pennsylvania’s Mental Health and Justice Advisory Committee’s chair; and CSG Justice Center Behavioral Health Director Richard Cho. For more information, visit csgjusticecenter.org.

Justice Barbara Vigil, left, and CYFD Secretary Monique Jacobson launch the statewide review of the New Mexico juvenile justice system.

CSG JUSTICE CENTER Releases Workforce Development Report

The CSG Justice Center, with support from the U.S. Department of Justice, released The Integrated Reentry and Employment Strategies Pilot Project: Four Questions Communities Should Consider When Implementing a Collaborative Approach on April 4. The questions featured in the document were derived from the first year of the pilot project and are designed to help communities determine what re-entry and employment services are available to meet the needs of people returning to communities after incarceration. For more information, visit csgjusticecenter.org.

CSG SOUTH Policy Analyst Attends Bill Signing for Recycling Program

In March, Anne Roberts Brody, policy analyst for CSG South, attended the signing of Arkansas House Bill 1267, creating the Used Tire Recycling and Accountability Program. Earlier this year, Roberts Brody testified on the bill before the Public Health, Welfare and Labor Committee of both chambers, and in 2015 she testified on waste tire laws and regulations before a joint meeting of the Arkansas House and Senate Committee. The testimony provided at these committee meetings was published in the SLC Regional Resource newsletter, Where the Rubber Meets the Road: Waste Tire Disposal Laws in the Southern States, authored by Roberts Brody.

CALS Applications are Now Open

The Council of State Governments’ southern office, the Southern Legislative Conference, is accepting applications for the 2017 Center for the Advancement of Leadership Skills, or CALS. CALS prepares emerging and mid-career legislative, executive and judicial branch state leaders for their roles in state government. Alumni of the CALS program have reported enhanced competencies in communication, conflict resolution, consensus building and critical decision-making among the benefits of attending this scholarship program. CALS, a partnership with the University of Arkansas System, is scheduled for October 14-18, 2017. Applications are due July 31.
Recognizing Military Families

In May, we pause to remember men and women who died while serving our country. We also recognize the bravery and sacrifices of the many diverse military families across the United States.

All 50 states and the District of Columbia have adopted the compact. New York was the last state to adopt the compact.

Veterans Memorial Park in Hudsonville, Michigan, features six life-size statues that represent each branch of the military, as well as a military mother comforting her child.

MIC3

The Military Interstate Children’s Compact, or MIC3, was developed in 2006 to ease the challenges that military children encounter.

MIC3 is a CSG Affiliate organization.

Veteran families are families who have lost loved ones in war.

In 1936, the U.S. first observed Gold Star Mother’s Day on the last Sunday in September.

The Gold Star Lapel Button was established in 1947.

Among 1.1 million military children ages 5 to 18, about 630,000 are children of active-duty parents.

83,609 active-duty enlisted members and officers are in dual-military marriages.

Racial minorities represent

26% of the selected reserve
33% of active-duty enlisted members
23% of active-duty officers

75 percent of active-duty children are under age 12.

Gold Star families are families who have lost loved ones in war.

In 1936, the U.S. first observed Gold Star Mother’s Day on the last Sunday in September.

The Gold Star Lapel Button was established in 1947.

41 percent of military personnel, including active-duty and selected reserve personnel, have children.
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