



City Transportation Issues Coordinating Council

TRB Annual Meeting
January 11, 2022



Agenda

4:00 | Welcome and Introductions

4:10 | Updates

4:10 | TRB

4:15 | Liaison Committee Updates

4:30 | NACTO

4:40 | Federal Update *Jeff Davis, Eno Foundation*

5:10 | USDOT and Cities – A Conversation with City-Turned-Fed
Leadership *Karina Ricks, FTA*

5:25 | Open Floor

5:30 | Closing Remarks and Adjourn*

*we have to adjourn on time for room cleaning, so the in-person part will end promptly at 5:30



Hybrid Meeting: In-Room Participants

- If possible, please do not use the Wifi to preserve bandwidth
- Use the mics when speaking or come up near the audio device
- ***WEAR YOUR MASK! Be an adult about this, don't make others remind you***
- Please sign the sign-in sheet.
 - Where it asks if you are a member of this committee, please identify any *other* committees you are part of.

TRB 20th Annual Meeting Washington, DC • January 9–13, 2022

Emergency Procedures for Marriott Marquis

In an emergency, dial 202-824-9667 (or 59667 on a house phone) to reach the Marriott Marquis' security department. Do *not* call 911, as the hotel can respond more quickly and can better direct first responders to where they're needed. We recommend you add this number to your contact list *now*, so you won't need to look for it later.

Have an exit plan. Please take a moment to familiarize yourself with the route to the nearest exit from this room.

If an alarm sounds, please end your event *immediately* and evacuate the building. The escalators located in the center of each floor can be used to access the main lobby and exits. Additional stairs are located behind the elevators at each end of the main hallway on each level.

In case of evacuation, attendees should gather on the lawn of the Apple Store, across the street from the main entrance to the Convention Center.



Hybrid Meeting: Virtual Participants

- Please mute yourself when not speaking
- Raise your hand to speak or ask the question in the chat
- Video on only when speaking (to save bandwidth, no need to turn on at all)
- Please sign the virtual sign-in sheet:
[https://docs.google.com/forms/d/e/1FAIpQLSeYFkj2gjij9njCKNIcO6aojyLwvE0FTBbs-yCaxQaYiRD2BQ/viewform?usp=sf link](https://docs.google.com/forms/d/e/1FAIpQLSeYFkj2gjij9njCKNIcO6aojyLwvE0FTBbs-yCaxQaYiRD2BQ/viewform?usp=sf_link)



Code of Conduct

TRB values diversity, honesty, inclusion, civility, and respect for each person as an individual in all our activities and undertakings. All forms of discrimination, harassment, and bullying are prohibited in any NASEM activity. **Do your part!**

<https://onlinepubs.trb.org/onlinepubs/dva/2022Chair/Codeofconduct.pdf>

Report harassment: 202-253-3865 (Jan 8-17) or 202-334-3400
or hrrservicecenter@nas.edu (anytime)



Our TRBAM sessions this year

Coordinating and Innovating at Both the Rural and City Level

In this engaging, incubator-type workshop, multimodal and multidisciplinary committees from across the TRB structure will discuss the 2022 TRB theme of "Innovating an Equitable, Resilient, Sustainable and Safe Transportation System." The workshop will begin with panel presentations, and then participants will engage in lively, interactive discussions comparing and contrasting this theme for cities and rural areas. The main goals of this workshop are to create new, cross-cutting research ideas and to coordinate collaborations across TRB sections and groups. More to come!

City DOT Leadership Roundtable on Resiliency

This session brings together senior leadership from big city DOTs to discuss resiliency challenges facing their cities and organizations. Houston and Philadelphia spoke. Thank you, Steve Buckley for jumping in to moderate!



TRB Updates

Liaison Committee Updates



Identified Liaison Committees

- Urban Transportation Data and Information Systems (AED20) | Steve Buckley
- Statewide/National Transportation Data and Information Systems (AED10) | Phil Lasley
- Transportation Safety Management Systems (ACS10) | Eric Tang
- Transportation Demand Management (AEP60) | Stephen Crim
- Pedestrians (ACH10)
- Bicycle Transportation (ACH20)
- Equity in Transportation (AME10)

- Other committees?

NACTO Updates

Federal Update

The Infrastructure Investment and Jobs Act – and Major Cities

Presentation by Jeff Davis

Senior Fellow, Eno Center for
Transportation



Formula Funding Direct to UZAs/MPOs: A Windfall

	FY 2021 Actual	5-Year IJJA Avg.	Increase	
FTA	\$8.6 b	\$12.3 b/yr	+\$3.7 b/yr	+43%
FHWA	\$5.3 b	\$6.1 b/yr	+\$0.8 b/yr	+14%
TOTAL	\$13.9 b	\$18.3 b/yr	+\$4.5 b/yr	+32%

- FTA formula aid direct to UZAs: §5307 urban formula, §5339 bus formula, §5310 elderly/disabled formula, §5337 SOGR formula, plus §5340 density/growth plus-ups.
- FHWA formula aid direct to UZAs/MPOs: sub-allocated portions of STBGP and TA (except for non-urban suballocation to state), plus metropolitan planning.

Competitive Grants for Which Cities May Apply Directly: Unprecedented Bonanza

	FY 2021 Actual	5-Year IJJA Avg.	Increase	
OST	\$1.0 b	\$3.8 b/yr*	+\$2.8 b/yr	+280%
FAA	\$0.7 b	\$1.3 b/yr	+\$0.6 b/yr	+82%
FHWA	\$1.1 b	\$5.3 b/yr	+\$4.3 b/yr	+434%
FRA	\$0.7 b	\$12.0 b/yr*	+\$11.4 b/yr	+1746%
FTA	\$2.8 b	\$3.6 b/yr*	+\$0.9 b/yr	+31%
MARAD	\$0.2 b	\$0.5 b/yr	+\$0.2 b/yr	+100%
PHMSA	0	\$0.2 b/yr	+\$0.2 b/yr	Inf.
TOTAL	\$6.3 b	\$26.7 b/yr*	+\$20.4 b/yr	+322%

- IJJA numbers shown are only for funds directly provided by IJJA. Asterisk (*) shows modes where significant additional discretionary funds are anticipated via annual appropriations.

Other Opportunities

Biden's USDOT unusually top-heavy with former city officials, not state officials

Initial rounds of discretionary grants from USDOT last year showed more willingness to give directly to cities

FHWA policy memo in mid-December displayed unprecedented willingness to push states to change their project selection

Budget reconciliation bill (Build Back Better) not dead yet, and climate spending (including transit and HSR) is actually the least controversial part

Potential Short-Term Problems

- Extra IIJA money won't go nearly as far if everyone simply raises their federal share and lowers the non-federal match. Case in point:

NYC Second Avenue Subway Phase II (Million \$\$)				
	<u>Before Biden/IIJA</u>		<u>Under Biden/IIJA</u>	
CIG Share	\$2,000	31.3%	\$3,405	49.0%
Local Share	\$4,390	68.7%	\$3,544	51.0%
TOTAL	\$6,390		\$6,949	

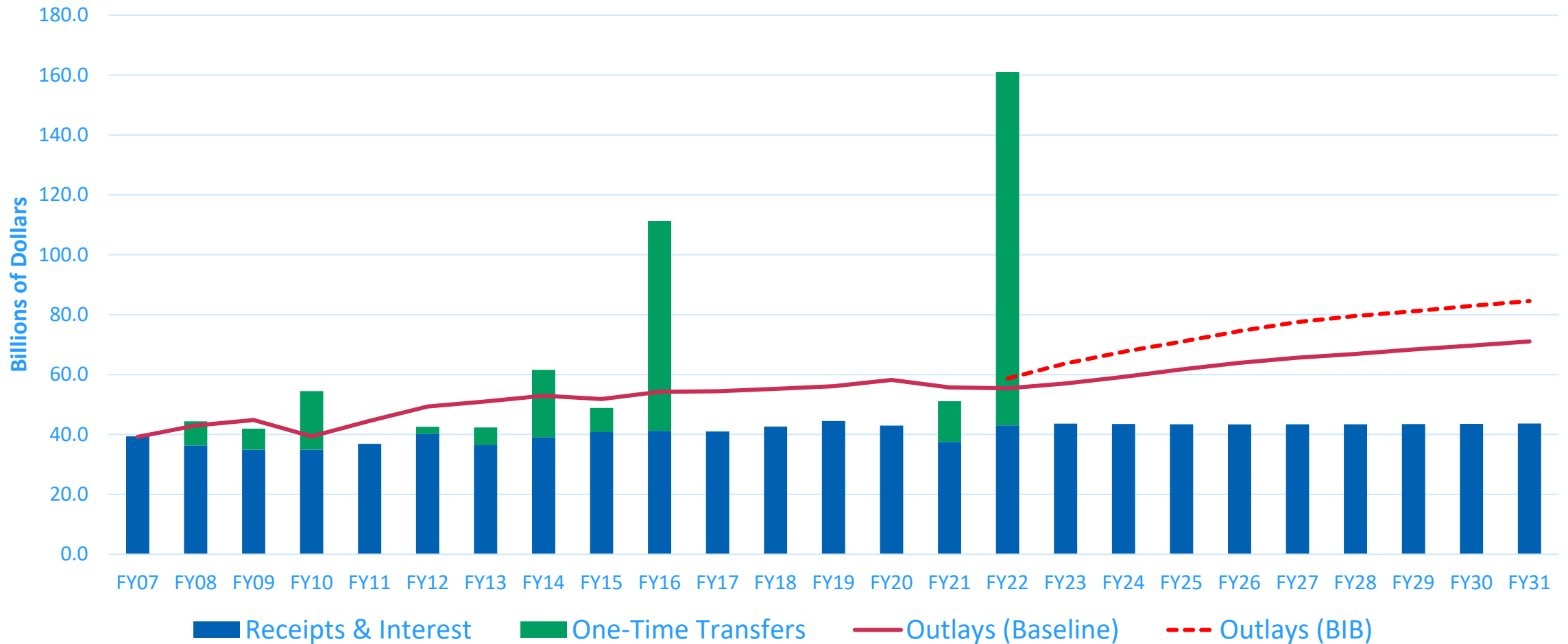
- Republican takeover of one or both chambers of Congress this fall has an over 50 percent likelihood. This means that annual discretionary appropriations for CIG, intercity rail will be closer to pre-IIJA levels instead of the (optimistic) authorized levels.

Potential Long-Term Problems

- When COVID operating aid runs out, will the transit sector make it a priority to bring back federal operating assistance for over 200K cities? Would this fight damage support for the capital side of the program?
- The above-baseline funding in the IIJA (general fund advance appropriations specifically) were pitched as a one-time, once-in-a-generation investment to get back to SOGR. Will transit providers treat the money this way, or will it become the new baseline and 2026 becomes all about preserving a \$21 billion per year transit program or else the world comes to an end?

The Biggest Long-Term Problem – Still Here

Highway Trust Fund - FY 2007-2020 (Actual), FY 2021-2031 (CBO Baseline & BIB)



Questions?



Celebrating 100 Years of Legacy, Innovation, and Impact.

Eno turns 100 year this year—and we want you to be part of it.
<http://bit.ly/EnoAt100>

1921-2021
Eno
Center for Transportation

USDOT and Cities

Open Floor

Closing Remarks



Seeking volunteers!

- Focus area work groups
- Strategic direction work group – how does the Council do its business
- Communications and Research

Interested? Email Stephanie!

stephanie.dock@gmail.com or stephanie.dock@dc.gov

Don't forget to self-nominate as a friend on MyTRB.org (A0030C)

<https://www.mytrb.org/Committees/SelfNominationAsFriend>



THANK YOU!

Stephanie Dock, Chair
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