Transportation and Infrastructure Services
2020 Summer Board and Leadership Virtual Meeting
June 16-19, 2020
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| 3:00 p.m.| WELCOME, INTRODUCTIONS AND MEETING OVERVIEW       | The Honorable Dan Fowler  
*Councilman, Kansas City, Missouri* |
| 3:05 p.m.| KEYNOTE SPEAKER ON LOCAL LEADERSHIP               | Professor Rosabeth Moss Kanter  
*Ernest L. Arbuckle Professor of Business Administration, Harvard Business School and author of “Think Outside the Building: How Advanced Leaders Can Change the World One Smart Innovation at a Time”* |
| Troubled times reveal societal and organizational vulnerabilities and unsolved problems, in health care, the economy, climate change, and racial and other disparities. Getting through the crises to create a better future requires more and better leaders who can “think outside the building” to find new solutions. In this session Professor Kanter will offer leadership tips to rebuild and reinvent the future. Her session will feature some memorable mantras – “bumper stickers” – that can guide the process of institutional innovation and change. She will look at examples of how to: dream big and weave a compelling narrative; find the right allies and mobilize stakeholders to support innovation and new ventures; and navigate the obstacles of the miserable middles of change to ensure positive impact. Using these lessons can move people from despair to hope, tapping the “optimism of activism.” |
| 3:35 p.m.| TRANSPORTATION CONSTRUCTION MARKET UPDATE        | Dr. Alison Premo Black, Ph.D.  
*Senior Vice President and Chief Economist, American Road & Transportation Builders Association (ARTBA)* |
| 3:50 p.m.| TIS DISCUSSION OF LEGISLATION, POLICY & RESOLUTION UPDATES | Brittney Kohler  
*Legislative Director, Transportation and Infrastructure, National League of Cities* |
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<td>4:15 p.m.</td>
<td>CONGRESSIONAL OUTLOOK</td>
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<td>• The Honorable Senator Mike Braun (IN)</td>
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Next TIS Committee Meeting:
NLC City Summit Conference
Tampa, FL
November 18 - 21, 2020
2020 Transportation and Infrastructure Services (TIS) Committee Roster

**Chair**

Dan Fowler
Councilman
Kansas City, MO

**Vice Chair**

Krisanna Clark-Endicott
Councilor
Redmond, OR

Elaine Clegg
Council President Pro Tem
Boise, ID

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David Arreola, Commissioner, City of Gainesville, FL

Robert Bauman, Alderman, City of Milwaukee, WI

Dan Besse, Council Member Southwest Ward, City of Winston-Salem, NC

Michael Brown, Mayor, City of Grand Forks, ND

Charlene Bybee, Councilmember, Ward 4, City of Sparks, NV

Steve Callaway, Mayor, Hillsboro, OR

Wally Campbell, Council Member, City of Goodyear, AZ

Krisanna Clark-Endicott, Councilor, City of Redmond, OR
Elaine Clegg, Council President Pro Tem, City of Boise City, ID
Phyllis Cleveland, Council Member, City of Cleveland, OH
Christopher Constant, Assembly Member District 1, Municipality of Anchorage, AK
Rodney Craig, Mayor, Village of Hanover Park, IL
James Crain, Alderman, City of Grandview, MO
Mike Dafney, Mayor, City of Alliance, NE
Karen Darch, Village President, Village of Barrington, IL
Bryant DeLong, Council Member, Ward 1, City of North Kansas City, MO
Mary Dennis, Mayor, City of Live Oak, TX
William Droste, Mayor, City of Rosemount, MN
Bruce Duke, Councilmember, City of Kettering, OH
Brandon Elefante, Council Member District 8, City and County of Honolulu, HI
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Scott Eudey, Vice Mayor, City of Broken Arrow, OK
Sollie Flora, Councilmember, City of Mission, KS
Dan Fowler, Councilman, City of Kansas City, MO
DeDreana Freeman, Council Member, Ward 1, City of Durham, NC
Michelle Gomez, Mayor, City of Tamarac, FL
John Goodhouse, Council President, City of Tigard, OR
Mary Hamann-Roland, Mayor, City of Apple Valley, MN
Richard Hayman, Chief of Staff, City of Burton, MI
Bill Heidemann, Mayor, City of Corinth, TX
Brian Johnson, Mayor, City of Kennedale, TX
Dan Kealey, Councilmember, City of Burnsville, MN
Kate Kruller, Council Member, Position 6, City of Tukwila, WA
Peter Kwon, Council Member Position 3, City of SeaTac, WA
Theresa Lafer, Council Member, Borough of State College, PA
Angela Lawson, Council Member At Large, City of Aurora, CO
Michael Leszcz, Council Member At Large/ Council President, City of Laurel, MD
Patricia Lockwood, Mayor Pro-Tem, City of Fenton, MI
Tammy Maurer, Council Member, City of Centennial, CO
Scott Maxwell, Vice Mayor Pro Tem District 1, City of Lake Worth, FL
Wes Mays, City Council, City of Coppell, TX
John McAlister, Councilmember, City of Mountain View, CA
Valarie McCall, Chief of Communications, Government & International Affairs, City of Cleveland, OH
Mary McComber, Mayor, City of Oak Park Heights, MN
Doris McConnell, Deputy Mayor, Position 4, City of Shoreline, WA
James McDonald, Vice Mayor, Village of Pinecrest, FL
Tim McGallian, Vice-Mayor, City of Concord, CA
William McLeod, Mayor, Village of Hoffman Estates, IL
Lily Mei, Mayor, Fremont, CA
Mark Mitchell, Mayor, City of Tempe, AZ
Denise Mitchell, Council Member District 4, City of College Park, MD
Suzie Nakasian, City Council Member, City of Northfield, MN
Garret Nancolas, Mayor, City of Caldwell, ID
Sherri Neil, Intergovernmental Affairs Manager, City of Portsmouth, VA
John Noak, Village President, Village of Romeoville, IL
Barbara Odom-Wesley, Council member, City of Arlington, TX
Heather O'Loughlin, Commissioner, City of Helena, MT
Linda Omobien, Council Representative At-Large, City of Akron, OH
Glenn Otto, Council Member At-Large, City of Huber Heights, OH
Matt Pacifico, Mayor, City of Altoona, PA
Melanie Piana, Mayor-Elect, City of Ferndale, MI
Belinda Ray, Council Member, City of Portland, ME
Timothy Rippe, Council Member, City of Forest Grove, OR
Hazelle Rogers, Mayor, City of Lauderdale Lakes, FL
David Sander, Mayor, City of Rancho Cordova, CA
Jarrett Smith, Council Member Ward 5, City of Takoma Park, MD
Denny Spinner, Mayor, City of Huntingburg, IN
Rodney Storm, City Administrator, City of Blair, NE
Marvin Sutton, Councilmember, City of Arlington, TX
Spencer Thibodeau, Council Member District 2, City of Portland, ME
Brandon Todd, Council Member, Ward 4, City of Washington, DC
Wade Troxell, Mayor, City of Fort Collins, CO
Kathy Turley, Council Member, City of Centennial, CO
Jason Weaver, Mayor, City of Screven, GA
Michael Wojcik, City Council Member, City of Rochester, MN
Derrick Wood, Mayor, Town of Dumfries, VA
Janice Zahn, Councilmember, Position 5, City of Bellevue, WA
Gwynn Zakov, Municipal Policy Advocate, Vermont League of Cities and Towns, VT
WHEREAS, rail interstate networks between cities and regions provide essential transportation flow for American goods and passengers;

WHEREAS, the intertwined relationships of cities, towns and villages with their neighboring railroads have raised issues of safety after accidents with hazardous materials, flow of passenger traffic with freight, safety incidents at rail crossings, and noise considerations that require communication and collaboration between the railroad operators and local leadership; and

WHEREAS, the Federal Railroad Administration (FRA) must continue to lead on safety with strong support and follow-through on all safety practices as well as increase incentives for railroads to deconflict rail and road grade crossings for better safety, flow and service through communities; and

WHEREAS, new reports from the Government Accountability Office confirm growing community safety and congestion concerns with blocked rail crossings as railroad train lengths have expanded and crews shrink with technology increases; and

WHEREAS, communities across the nation have raised concerns with FRA practices and responsiveness, especially on noise issues and their willingness to adapt modern technologies or provide reasonable exemptions for the Train Horn Rule as well as ensure a clear, affordable process for establishing a community quiet zone between all parties; and

WHEREAS, communities continue to seek more informed and complete coordination among railroads, states and local emergency managers for accurate, timely information on the materials transported through their communities as well as the resources to adequately respond to an emergency; and

NOW, THEREFORE, BE IT RESOLVED that the National League of Cities (NLC) urges Congress and the Administration to create clear, forward-looking, and comprehensive regulations in the next reauthorization of federal transportation programs which can improve:

- the safety at railroad-road crossings through investment in overpasses, underpasses and other best practices,
- blocked crossing issues with incentives to keep crossings clear or other necessary steps,
- communication with railroads and productive collaboration, especially on issues like hazardous materials movement,
- flow of freight traffic in conjunction with on-time passenger services,
NLC TIS RESOLUTIONS – UP FOR RENEWAL at CITY SUMMIT 2020

• approaches to noise through modernization of the train horn rule, and
• coordinated planning with FRA and regions that includes local community feedback.

BE IT FURTHER RESOLVED, NLC calls on FRA to increase their safety oversight under existing rules, reevaluate rulemaking on the Train Horn Rule, decrease barriers for local communities to establish quiet zones while ensuring safety at highway-rail grade crossings, respect state and local rail planning, and use their convening power to address national rail needs.
NLC TIS RESOLUTIONS – UP FOR RENEWAL at CITY SUMMIT 2020

NLC RESOLUTION #32

PARTNER WITH CITIES, TOWNS, AND VILLAGES TO REBUILD AND REIMAGINE AMERICA’S TRANSPORTATION INFRASTRUCTURE

WHEREAS, the National League of Cities (NLC) has called on Congress and the Administration to REBUILD WITH US by partnering with cities, towns and villages to rebuild and reimagine America’s transportation and essential infrastructure; and

WHEREAS, all current federal transportation programs authorized under the Fixing Americas Surface Transportation (FAST) Act of 2016 will expire in September of 2020, and current transportation funding sources could be depleted as soon as 2021; and

WHEREAS, the economic well-being of our cities is dependent on a safe and efficient multi-modal network of roads, bridges, transit, rail, ports, sidewalks, and bike paths; and

WHEREAS, while federal and state funding dwindles, local governments are prioritizing transportation innovation, performance, safety and congestion relief; and

WHEREAS, according to the NLC State of the Cities annual report, infrastructure continues to be a top priority of cities, towns and villages; and

NOW, THEREFORE, BE IT RESOLVED the NLC urges Congress and the President to prioritize infrastructure as a national priority; and

BE IT FURTHER RESOLVED that NLC continues to support a long term comprehensive national transportation plan and funding that would:

• Include local governments, who are closest to their citizens, as stakeholders in decision making on all transportation programs that impact their communities; and
• Support regional transportation models and planning to increase the effectiveness of the nation’s multimodal and integrated transportation investments; and
• Increase the overall funding directly available to local governments, such as an increase in the suballocated share of the Surface Transportation Block Grant Program (STBGP) and to Transportation Alternatives; and
• Expand and implement new revenue mechanisms that are developed collaboratively with local governments, reflect the true cost of every mode of transportation, and can grow with the county’s transportation demands; and
• Increase investment in and maintenance both supported and emerging transportation modes including regional and intercity rail connections, micromobility options, safe biking and walking infrastructure, transit of all forms including autonomous vehicles and modern buses; and
Continue to move toward a performance-based transportation structure where the goals of the programs align with the region’s goals for economic development, sustainability, safety, innovation, equity, and regional connectivity; and

Integrate and sustain the highway, rail, air, and port freight systems of the North American trade partners to enable the U.S. to remain a competitive economy and to connect urban and rural communities to each other and to the global economy; and,

Recognize the essential connections between transportation and land use planning, housing, energy, the economy, public health and the environment; and

Support affordable public transportation systems of all sizes and modes as well as ensure that U.S. wages keep up with costs of providing transportation services and living costs; and

Advance the work of Vision Zero cities to improve safety for all users and across all modes of transportation as well as utilizes safety as a criteria for prioritizing investments; and

Increase the transparency of the federal regulatory processes for both localities and the general public and streamline federal processes that are duplicative and do not provide additional benefits.
NLC RESOLUTION #33

ADVANCE ESSENTIAL SAFETY RULES TO INCORPORATE DRONES AS AN EMERGING TRANSPORTATION INNOVATION

WHEREAS, cities are incorporating the innovation and use cases for the safe and effective integration of Unmanned Aircraft Systems (UAS or drones) into city transportation ecosystems; and

WHEREAS, drones offer unique benefits to cities and residents as a transportation option but also increases risks without appropriate and essential safety protocols being developed by both the Federal Aviation Administration (FAA) and local authorities; and

WHEREAS, there are more drone registrations by the FAA than manned aircraft, yet the Congressionally mandated safety rulemakings on drone safety at the FAA have been repeatedly delayed concerning both cities, local first responders and aviation industry partners; and

WHEREAS, FAA’s ability to perform their safety mission has been called into question by recent fatalities and certification process issues, yet the FAA continues to expand exceptions and open up commercial “drone airline” operations without completing their basic safety standards increasing risk in the nation’s airspace and overreliance on an uncertain and unclear exemption process; and

WHEREAS, Congress has reinforced their support for the Drone Integration Pilot Program and provided leading cities with the ability to advance pilots with our industry partners and extend the use cases for drones in partnership with the FAA; and

WHEREAS, cities will also continue to lead in the use drones for a range of public benefits from assisting with search and rescue, fighting wildfires, inspecting infrastructure and responding to emergencies; and

WHEREAS, cities will continue to prepare to incorporate drones into communities proactively using their existing authorities of land use, zoning, privacy, trespass, and law enforcement operations to seamlessly integrate and optimize drone operations; and

WHEREAS, cities’ law enforcement professionals are viewed by the U.S. Department of Transportation, FAA and U.S. Department of Homeland Security (DHS) as the primary emergency response for the careless, clueless and criminal drone users yet Congress has not granted provisional or cooperative counterdrone authority for local law enforcement.

NOW, THEREFORE, BE IT RESOLVED, the integration of drones into cities’ skies must be a partnership among communities, their citizens, drone operators, researchers and the FAA to be effective in integrating these new flyers into the low altitude airspace; and
BE IT FURTHER RESOLVED, NLC urges Congress and the Administration to respect and uphold local authority over land use, zoning, privacy and law enforcement operations as they relate to the effective operations and integration of drones in any rulemaking, legislative action, or executive order; and

BE IT FURTHER RESOLVED, the FAA should continue to bring various stakeholders together through the Drone Advisory Committee comprised of technology, commerce, and transportation companies in addition to government stakeholders in order to provide relevant and timely recommendations to the FAA related to fulfilling the directives of Congress through the FAA Reauthorization Act of 2018 and continue piloting of integration of drones into the national airspace; and

BE IT FURTHER RESOLVED, the DHS should consult directly with local and state governments in the testing and preparation of counterdrone technology; and

BE IT FURTHER RESOLVED, cities remain committed partners in the safe, coordinated, and cooperative integration of drones into the skies about our neighborhoods and downtowns and to assist in the development of effective federal regulations that appropriately balance the promise of new technologies, realistic integration, and most importantly, the economic interests and goals of communities where drones can take flight.
CITIES CALL ON WASHINGTON TO KEEP THEIR TRANSPORTATION FUNDING PROMISES AND
PARTNER TO REBUILD AMERICA’S INFRASTRUCTURE

WHEREAS, Cities are the engine of our national economy, providing safe transportation choices and connecting residents to employment, healthcare, and education opportunities; and

WHEREAS, America’s cities are living laboratories to test new transportation ideas and address safety, economic mobility, and climate change; and

WHEREAS, despite overwhelming public support for infrastructure and transportation funding, cities seeking to invest prudently in the nation’s transportation systems are facing delays and additional costs from uncertainty as Washington fails to fulfill their funding promises for infrastructure and transportation; and

WHEREAS, the federal Transportation Highway Trust Fund (Trust Fund) was created to provide dedicated, consistent federal funding for both the highway and mass transit accounts, which together fund the majority of federal surface transportation programs; and

WHEREAS, the primary method of revenue generation for the Trust Fund is the federal fuel tax of 18.4 cents per gallon on gasoline and 24.4 cents per gallon of diesel fuel, but has not been changed since 1993, resulting in a significant loss of purchasing power; and

WHEREAS, Congress has relied on non-transportation related funding patches and bailouts from the general fund, which will total more than $100 billion by 2020; and

WHEREAS, if Congress continues along our current trajectory, national transportation funding to roads, bridges, transit and other transportation projects will face automatic cuts and be in jeopardy by 2021, causing delays for projects and additional burdens on local government; and

WHEREAS, furthermore, a looming $7.6 billion rescission was included in the last federal transportation bill to take effect in July of 2020 and the low balances of the Highway Trust Fund leave cities and states in budgetary limbo; and

WHEREAS, of the $5.1 billion Congress has provided for Capital Improvement Grants over the last two years (FY18-10), the Federal Transit Administration (FTA) has still not released $1.2 billion to communities and earlier this year was holding up almost two-thirds of promised transit support for local communities; and

WHEREAS, FTA’s unnecessary and inefficient delays have resulted in at least $845 million in additional and unnecessary costs for local transit agencies from dithering; and
WHEREAS, project approval times have more than doubled recently for Transit New Start and Small Start Grants; and

WHEREAS, for American families to contribute to the economy and enjoy healthy, prosperous lives, government at all levels must act to fund and improve our transportation systems and options without government waste stemming from uncertainty; and

NOW, THEREFORE, BE IT RESOLVED, that the National League of Cities calls on Washington to be a stable, consistent and responsible partner with local government to create a reliable and multimodal transportation system Americans want and need; and

BE IT FURTHER RESOLVED, Washington must avoid costly delays and disruptions of resources for transportation and not put an unnecessary burden on taxpayers from federal bureaucratic inefficiency; and

BE IT FURTHER RESOLVED, that cities, states, and Washington D.C. must work together to rebuild our infrastructure and innovate for the future, and that cites remain committed to work with our federal and state partners to reach solutions to our nation’s transportation funding challenges.
NLC RESOLUTION #35

REDUCE THE ECONOMIC, NOISE AND HEALTH IMPACTS OF OVERFLIGHTS OF CITIES FROM IMPLEMENTATION OF NEXTGEN’S AIRSPACE REDESIGN

WHEREAS, the Federal Aviation Administration (FAA) is implementing both a National Airspace Redesign—a multi-year initiative to review, redesign, and restructure the nation’s airspace to meet the rapidly changing and increasing demands on the National Airspace System — and an Air Traffic Control System upgrade named “NextGen;” and

WHEREAS, the NextGen System allows for aircraft to fly more closely together, both vertically and horizontally, during landing and takeoff, which has concentrated flight paths at low altitudes over residential areas of the U.S. with increased frequency; and

WHEREAS, in some states, the FAA did not conduct Environmental Impact Studies that use a noise standard that accurately reflects the impact of NextGen routing over residential communities; and

WHEREAS, the U.S. Environmental Protection Agency’s (EPA) Noise Control Act and the Clean Air Act Title IV - Noise Pollution indicate that aircraft and turbojet engines are a source of noise and air pollution that require mitigation; and

WHEREAS, problems related to noise include stress-related illnesses, high blood pressure, speech interference, hearing loss, sleep disruption, and lost productivity; and

WHEREAS, frequent low flying aircraft increases risk on the ground and also adversely impacts economic development, property values, and the quality of life of residents;

NOW, THEREFORE, BE IT RESOLVED, that the National League of Cities urges Congress and the FAA to reduce the economic, noise and health impacts of the implementation of NextGen’s Airspace Redesign and protect the public against NextGen-related impacts; and

BE IT FURTHER RESOLVED that the NLC supports FAA’s goals of aircraft safety and security, and the full funding and implementation of the FAA Reauthorization Act, which includes the following major provision, among others:

- “Mandates that the ongoing study of alternative noise measurements to the current 65 decibel day-night average sound level (DNL) measurements be completed within one year”; and,
- Immediate utilization of alternative single-event noise metrics, which are better suited to analyzing noise impacts over affected communities; and,
- Acceleration of funding to NASA for research and development to address aviation noise, at its source—aircraft engines and airframes; and,
- Continued vigilance to ensure that Congress and FAA take additional steps to reduce aircraft noise and enhance the quality of life for residents and citizens affected by overflights.
WHEREAS, cities have a responsibility to their residents and authority to manage the movement of vehicles in the public realm to increase safety, promote commerce, relieve congestion, and improve quality of life; and

WHEREAS, cities are working collaboratively with other cities and their partners to introduce open data best practices and communicate with new mobility partners; and

WHEREAS, the federal government can support local leadership in infrastructure technology and management even if federal investments continue to fall behind the nation’s needs and demands; and

WHEREAS, public space management has traditionally been communicated and implemented using static tools such as road signs, road striping, painting of curbs, driver education and more dynamic tools such as street lights, traffic enforcement, emergency vehicle signaling and road closures; and

WHEREAS, the variety of vehicles using the public right-of-way is dramatically increasing, and in the near future will include new mobility vehicles like scooters, shared bikes, autonomous vehicles, and soon autonomous aerial delivery vehicles; and

WHEREAS, the overall number of vehicles in cities is dramatically increasing as well because of the popularity of on-demand delivery, ride sharing and other innovations; and

WHEREAS, if managed well, this evolving transportation landscape can provide convenience, new business opportunities, emission reductions and personal financial savings; and

WHEREAS, if managed poorly, this new landscape can lead to increased congestion, safety concerns, and overloading of shared sidewalks, roads and curbs; and

WHEREAS, cities must interact with these new mobility providers to help ensure the benefits are accessible and distributed equitably and at the same time manage the challenges of preserving exceptional quality-of-life and safety; and
WHEREAS, while private companies increasingly guide citizens with navigation applications, there is a need for cities to retain the authoritative version of their streets, particularly during emergencies and events; and

WHEREAS, this new landscape requires the implementation of both new static and dynamic tools to enable cities to carry out their authority to manage the movement of vehicles in the public realm; and

WHEREAS, new software technologies and tools have become and are becoming available to digitally administer this complex new transportation landscape; and

WHEREAS, privacy is a critical component of any future mobility management solution and must be thoughtfully designed and embedded within the technology so that cities can elevate individual privacy while preserving the goals of public transparency and appropriate access to data,

NOW, THEREFORE, BE IT RESOLVED, that the National League of Cities supports the development and broad deployment of effective, open-source mobility platforms and tools that allow cities to fulfill their multiple responsibilities for safety, managing congestion, promoting commerce and improving quality of life; and

BE IT FURTHER RESOLVED, that the development and deployment of such platforms be led by cities, in partnership with private and non-profit entities, to meet residents needs and establishes essential checks-and-balances to develop solutions for the common mobility challenges that all cities of all sizes face.