

0:0:0.0 --> 0:0:0.410

Cullen, Bob

Right.

0:0:1.990 --> 0:0:28.300

Cullen, Bob

As soon as I said that, OK, let's get started. Now for the remainder of the hour and the our our speaker today is a Jamie, Jamie Rawl of Jr Rahul Consulting, LLC. The title of her presentation is the Big Book, an overview of transportation, governance and Finance, A50 state review of state legislatures and departments of transportation.

0:0:28.780 --> 0:0:49.670

Cullen, Bob

Uhm, Jamie will be talking about UM, uh, the 3rd edition of a UM of but I would characterize as a very ambitious work each time it it's released, focusing on issues of great interest to those in our libraries community and those whom we serve in the transportation community.

0:0:51.130 --> 0:0:52.90

Cullen, Bob

And so.

0:0:53.440 --> 0:0:58.230

Cullen, Bob

I just wanna start off first of all by sharing with you some.

0:1:0.350 --> 0:1:2.20

Cullen, Bob

Jamie Bayo, so here we go.

0:1:3.430 --> 0:1:33.220

Cullen, Bob

Uh, Jamie, Raul is a principal of Jr Rahul Consulting LLC, a bespoke consultancy firm focused on transportation policy, research and analysis. Jamie has been the principal investigator and author of all three editions of Transportation, Governance and Finance, a unique compendium, and that's my top word for the day. I had to write phonetically compendium of how all 50 states.

0:1:33.370 --> 0:1:43.580

Cullen, Bob

Manage and pay for their transportation systems, including the newest addition, which was just published by Ashido in October. So just a few months ago.

0:1:44.600 --> 0:2:13.770

Cullen, Bob

Uh Jamie is also currently a member of the research team for NCHRP Project 19-20, which is investigating the interdependence of federal, state and local transportation funding and ownership from 2019 to 2021, Jamie served as consultant to the NCI First Commission, which was tasked with recommending a sustainable long range transportation investment strategy.

0:2:13.920 --> 0:2:37.270

Cullen, Bob

For North Carolina, previously, Jamie was a transportation policy expert and program manager at the sorry at the turn the page here at the National Conference of State Legislatures, the nonprofit, bipartisan organization widely regarded as the nation's leading authority on state legislative issues.

0:2:38.630 --> 0:3:9.120

Cullen, Bob

During her time there, Jamie published and presented widely on transportation funding and finance, travel access and mobility, and trends and transportation technologies. Jamie holds degrees from the University of Denver and Oxford University. I should also say, and this of course is something I've emphasized anyway, in my e-mail announcements, enough to the data, Jamie is a very much a seasoned veteran when it comes to TLR presentations. This is her third one.

0:3:9.600 --> 0:3:13.630

Cullen, Bob

Discussing this publication, the previous two presentations of course focused on.

0:3:14.340 --> 0:3:46.510

Cullen, Bob

The first two editions of that, uh. Publication. Uh. The first one and I'm I'm I'm don't have written here in front of me. I'm Jamie can confirm. I believe it was like at least a decade ago. Maybe 2000, 2011, 2012 of the more recent one would have been about six years ago. First time around she spoke, gave a presentation with my astral colleague, John Lee and Ashton. At that time he was in Ashdod policy division. The head of the policy division. Then Jamie gave her her more recent presentation.

0:3:47.430 --> 0:4:15.830

Cullen, Bob

With another distinguished Astro colleague of mine, Jen Brackett, likewise in the policy division, she's moved on, but there was a wonderful presentation at this time, Jamie is thrown all caution to the wind. She is flying solo this time around. She is gonna be our our. So our sole speaker today. But I know she's gonna do her usual outstanding job. So without any further delay on my part, I'd like to now formally hand the microphone over to our speaker today, Jamie Raw.

0:4:16.660 --> 0:4:17.600

Cullen, Bob

All yours, Jamie.

0:4:18.910 --> 0:4:49.240

Jaime Rall

Thank you so much, Bob. Thanks for having me for that introduction. I'm delighted to be back at this round table to talk about now the 3rd edition of Transportation, Governance and Finance, which was published by Asheville last October. Bob, you're absolutely right. My first time speaking with you all was in 2012 with Jung Lee, and then I came back in 2017. So I'm so pleased to be back here with you. This is one of my all time favorite audiences. I love talking to information professionals and people who are interested in the nitty gritty of.

0:4:49.520 --> 0:5:2.760

Jaime Rall

What this kind of research is and how it can serve people in the world. So today I'm going to provide an overview of the new updated resource, what it covers bit about its methodology.

0:5:3.570 --> 0:5:12.460

Jaime Rall

How your patrons might use it in practice, and a few of its key findings that have been of particular interest to state dot audiences.

0:5:13.620 --> 0:5:16.150

Jaime Rall

And let me just pull up my slides.

0:5:31.430 --> 0:5:35.380

Jaime Rall

Can somebody quickly on audio tell me if the slides are looking good on your end?

0:5:35.910 --> 0:5:39.590

Cullen, Bob

They're looking fine to me. Hopefully everybody else feels the same way.

0:5:40.480 --> 0:5:40.990

Smith, Cindy

Perfect.

0:5:40.100 --> 0:5:42.150

Jaime Rall

Beautiful. Thank you so much. Great.

0:5:42.140 --> 0:5:42.420

Cullen, Bob

Alright.

0:5:46.270 --> 0:5:58.660

Jaime Rall

So first, let's just start with a little bit of background about this project, which is not just about state level issues, but is also designed for state audiences and involves a huge amount of input from the states as well.

0:5:59.460 --> 0:6:26.900

Jaime Rall

When we first started this journey with the 1st edition of this report, more than a decade ago, there was number one stop 50 state Compendium. There's that \$0.50 word about all the ways states manage and pay for transportation systems when organizations like ashtone or individual states or other nationwide organizations wanted to know what the states were doing in these areas, they often were stuck trying to figure it out, doing their own ad hoc research.

0:6:27.850 --> 0:6:28.750

Jaime Rall
From scratch.

0:6:29.540 --> 0:6:34.540

Jaime Rall
And so in 2011, Ashtown partnered with the National Conference of State Legislators, where I then was.

0:6:35.610 --> 0:6:52.400

Jaime Rall
To fill that gap, we used in depth survey research to find out what each state was actually doing in transportation, governance and finance, and we integrated all of that data into a single navigable reference tool designed to answer state stakeholders. Most asked questions.

0:6:53.140 --> 0:7:14.10

Jaime Rall
And CHRP supported a second edition in 2016, and now it's become time for another fresh update in light of the many changes since 2016 in both state and federal policy, not to mention disruptors like COVID-19, ongoing vehicle electrification and worsening funding gaps, there's actually been a ton in that time span.

0:7:15.670 --> 0:7:24.660

Jaime Rall
The new addition was again funded by NCHRP Project 2024, which supports studies of particular interest to senior leadership of state dot.

0:7:25.500 --> 0:7:30.70

Jaime Rall
It was guided by an advisory panel of experts from DOT's Ashton and NCSL.

0:7:30.770 --> 0:7:52.330

Jaime Rall
Who have helped to ensure that the report is still addressing the questions that are of most concern in the States today, and it also once again involved extensive survey research. As with the previous edition, we're pleased to have achieved 100% response rate in the sense that at least one response was received for every survey from every state and DC.

0:7:53.60 --> 0:8:0.650

Jaime Rall
And that adds up to a total of 142 completed surveys and participation from over 200 known state stakeholders.

0:8:1.440 --> 0:8:3.970

Jaime Rall
This is something we're always really proud of.

0:8:6.590 --> 0:8:11.740

Jaime Rall

And here's what that feels like a hundreds of folks across the States and me in a corner, typing.

0:8:13.200 --> 0:8:28.710

Jaime Rall

One reason I love talking to you guys in this group is because you're interested in the methodology behind the report and for me as a researcher, that's a real treat to get to talk about. So I'm going to touch on the research approach briefly and I'd be happy to address any related questions at the end.

0:8:30.420 --> 0:9:0.890

Jaime Rall

This project involved in iterative research process to give state experts multiple opportunities to improve the accuracy and presentation of their state's information. In the final report. First, the material from the previous edition in 2016 was thoroughly updated to reflect current law and practice, and then sent out in state specific surveys to dot and legislative staff in every state in DC for them to confirm or correct. So they'd be given in each.

0:9:0.960 --> 0:9:8.20

Jaime Rall

Of those kinds of questions, a bit of data and say, is this still correct? Yes or no? If no, what's going on now?

0:9:9.650 --> 0:9:14.860

Jaime Rall

Each survey also had some open-ended questions on new topics of interest and lessons learned.

0:9:15.830 --> 0:9:47.0

Jaime Rall

The resulting survey data was integrated into draft state profiles, which were then sent back out to those same survey respondents for further review, and they often brought in other people other colleagues to take a look at it and get a little bit more input. So at that point, comments were received from 64 folks in 38 of the 51 jurisdictions, and this graphic to me really gets across the collaboration and iteration involved in this project. There's so many people who took part in it on top of their normal jobs.

0:9:47.220 --> 0:10:11.850

Jaime Rall

So I always take a moment to express my gratitude to everyone who contributed as a panel member, a survey respondent, or in any other way this project could not exist without them. And you know, those survey respondents through on years of dot research and expertise from their colleagues, so it is not unlikely that some of you information professionals in this very meeting had some kind of hand in it too. Somewhere along the line.

0:10:12.730 --> 0:10:20.560

Jaime Rall

In any case, you certainly helped me with your feedback on the 1st and 2nd editions, which were fine. The approach for this last one, so thank you as well.

0:10:23.720 --> 0:10:25.350

Jaime Rall

OK, so what's in this report?

0:10:26.610 --> 0:10:36.30

Jaime Rall

It's in three big chunks. Firstly, it identifies the many participants in state, transportation, governance and finance at all levels of government and beyond.

0:10:37.180 --> 0:10:50.30

Jaime Rall

Next, under transportation governance, it describes the institutional context for state level decision making and how state legislatures and DOT's interact when making policy and overseeing programs.

0:10:51.400 --> 0:10:58.500

Jaime Rall

The 3rd and largest topic area is transportation funding and finance for all states for all modes.

0:10:59.430 --> 0:11:6.120

Jaime Rall

So not just highways, but also public transit, aviation, rail, pedestrian, bicycle, it's all covered.

0:11:7.360 --> 0:11:32.690

Jaime Rall

And I'll just clarify that although the word finance is in the report's title to refer broadly to the necessary monetary resources for transportation investments as a whole. The report discerns between funding. So those revenues that pay for infrastructure over the long term and finance those mechanisms that borrow against or leverage future revenues and must be paid back. And both funding and finance are addressed.

0:11:34.770 --> 0:11:54.950

Jaime Rall

Respondents real life lessons learned and recommendations are presented for both governance and finance issues. So we ask them what's working, what's working less well? Where are your challenges and all that information? That combined wisdom, which this is such a great opportunity to gather, is summarized in the report as well. But that information is confidential.

0:11:57.330 --> 0:12:2.30

Jaime Rall

OK, so the report explores each topic listed here in two different ways.

0:12:3.830 --> 0:12:8.300

Jaime Rall

The first part of the report is a nationwide synthesis. This is where you'll find.

0:12:9.10 --> 0:12:18.220

Jaime Rall

Explanatory overviews of each topic area as well as cross state comparisons that summarize trends and identify notable exceptions.

0:12:21.210 --> 0:12:30.650

Jaime Rall

The synthesis also contains more than 2050 state tables that illustrate the diverse approaches in these areas of governance and finance across the states.

0:12:33.940 --> 0:12:46.780

Jaime Rall

So here are a couple examples of tables. I don't know what device you're looking at. This might be a little small, but on the left is a table that lists how appointments are made to state transportation boards, councils and commissions.

0:12:47.500 --> 0:12:51.460

Jaime Rall

Always an area of interest for the reports users and on the right.

0:12:52.660 --> 0:13:0.930

Jaime Rall

Is probably the most popular table out of the entire report. This is a this is now the second iteration of it laid out this way.

0:13:1.650 --> 0:13:9.340

Jaime Rall

And this is from the funding and finance chapter. It shows the revenue sources that each state currently uses to pay for roads and bridges.

0:13:10.60 --> 0:13:12.610

Jaime Rall

And I'll get into that data a little bit more shortly.

0:13:17.40 --> 0:13:25.990

Jaime Rall

Each topic that's in the synthesis is also covered in greater detail in the state by state profiles, which make up the second part, and lion share of the report.

0:13:27.120 --> 0:13:36.420

Jaime Rall

Well, look at one of those profiles in a moment. But first I just want to share a few of this new additions, major changes compared with earlier visions.

0:13:37.440 --> 0:13:42.590

Jaime Rall

Earlier versions, sorry especially for those of you who were already familiar and working with those.

0:13:46.60 --> 0:13:58.490

Jaime Rall

Since the 1st edition in 2011, certain things have remained constant. There's a synthesis and profiles, there's factual details and more subjective lessons learned, and the methodology is survey based.

0:14:0.110 --> 0:14:3.40

Jaime Rall

In response to feedback from users of the first report.

0:14:3.930 --> 0:14:5.10

Jaime Rall

The second edition.

0:14:6.930 --> 0:14:9.840

Jaime Rall

Thoroughly clarified the funding and finance charts.

0:14:10.700 --> 0:14:16.110

Jaime Rall

Put in legal citations everywhere to support users further research.

0:14:17.420 --> 0:14:41.280

Jaime Rall

And also added new topics of interest and this is where we started to bring in state involvement in local transportation issues. The focus of this report is very much on state issues. It doesn't get into intergovernmental issues much, but inasmuch as states authorize local transportation funding and can take action in that area, we added it for the 2nd edition. The 3rd edition is, I hope and pray.

0:14:42.60 --> 0:14:45.90

Jaime Rall

Even newer, certainly, and I hope more improved.

0:14:46.380 --> 0:14:58.870

Jaime Rall

We've kept an updated everything we had before, plus we've added more details and current rates for state taxes and fees and we've included more new topics such as state actions to increase local flexibility.

0:14:59.620 --> 0:15:4.440

Jaime Rall

And the impacts of COVID-19 on state transportation, governance and finance.

0:15:8.440 --> 0:15:13.270

Jaime Rall

So let's walk through a state profile. I'm going to close my slides and pull up.

0:15:13.790 --> 0:15:29.760

Jaime Rall

Umm, the final report as a PDF so we can dig into an individual state profile. This I hope I'm not gonna go into too much depth about the nitty gritty of the data. This is really to give you a taste of what you and your patrons might find there and what might be useful for you.

0:15:32.470 --> 0:15:34.160

Jaime Rall

So let me just.

0:15:35.300 --> 0:15:37.960

Jaime Rall

See if I can get out of this share.

0:15:51.240 --> 0:15:51.560

Jaime Rall

Hmm.

0:15:54.20 --> 0:15:54.500

Jaime Rall

There we go.

0:15:56.290 --> 0:15:59.600

Jaime Rall

And can somebody, again, Bob, are you just seeing the report now?

0:16:0.750 --> 0:16:3.190

Cullen, Bob

I'm just saying a part. It's a slide about Colorado.

0:16:3.470 --> 0:16:7.660

Jaime Rall

Perfect. OK. So we are in a state profile in it deep.

0:16:9.140 --> 0:16:27.210

Jaime Rall

So the first thing to note as we start here at the top of Colorado State profile is that the organization of every profile basically reflects the order in which topics are addressed in the synthesis. So here we start with a general overview and then we'll move into governance issues and then into funding and finance.

0:16:28.280 --> 0:16:43.430

Jaime Rall

However, each state profile also contains some extras that don't appear in the synthesis at all, because although these items offer valuable state specific context, they don't necessarily lend themselves easily to 50 state comparisons.

0:16:44.570 --> 0:17:1.650

Jaime Rall

And each profile, like Colorado's here, starts with some of those extras. So first we have a section that's new to this edition, with responding agencies major changes since the last edition. You need state transportation facts. That was just for fun and some helpful links to state resources.

0:17:5.740 --> 0:17:19.10

Jaime Rall

Then to give a sense of each states overall transportation system, here's one of those extras we drew a

number of statistics from federal or other sources and predict presented them to survey respondents for review.

0:17:19.820 --> 0:17:24.40

Jaime Rall

Note that the section as well as the entire profile is as multimodal as possible.

0:17:25.410 --> 0:17:39.190

Jaime Rall

And I'll mention that you know, we draw this data often from federal sources. We send it to the states, and often they send back corrections. So what we get is actually a little bit more accurate and up-to-date than what was previously reported to those federal sources. And so that's.

0:17:39.830 --> 0:17:45.0

Jaime Rall

That's a nice benefit of of doing it this way with the survey research as well.

0:17:46.20 --> 0:17:50.530

Jaime Rall

So again, we're looking, it's multimodal. This is the end of that statistics table.

0:17:53.470 --> 0:18:8.120

Jaime Rall

The profile then moves into organizational facts for the legislature, the dot and other state level entities. Here you see the information for the legislature, including which legislative committees have jurisdiction over transportation issues.

0:18:10.90 --> 0:18:12.270

Jaime Rall

And I will try to do a minimum of scrolling to.

0:18:13.560 --> 0:18:16.700

Jaime Rall

To reduce motion sickness. So we'll we'll take pauses.

0:18:18.60 --> 0:18:24.30

Jaime Rall

Here you see information for the dot, including any relevant transportation boards, councils or commissions.

0:18:27.400 --> 0:18:28.610

Jaime Rall

And scrolling down.

0:18:29.740 --> 0:18:35.30

Jaime Rall

We also see whether the dot includes DMV or Highway Patrol functions.

0:18:41.540 --> 0:18:49.750

Jaime Rall

The uh, then we look at other state agencies and quasi state entities quasi state meaning something like a public benefit corporation or an authority.

0:18:51.20 --> 0:19:6.410

Jaime Rall

With direct jurisdiction over transportation issues, it's a short list for Colorado. For some states, this runs quite long. There are a lot of state agencies or entities with direct jurisdiction, and then right under that right above transportation governance.

0:19:7.180 --> 0:19:38.110

Jaime Rall

Is a section that's new for this edition, which lists entities with less direct roles in transportation governance as new technologies and issues have continued to emerge, the number and diversity of state bodies that are interacting with the OT and legislators around transportation matters has really expanded, and this was something stakeholders wanted to capture this time around. So in Colorado, for example, other entities coordinate with the dot around broadband infrastructure and greenhouse gas emission regulations. You'll see a wide variety.

0:19:38.190 --> 0:19:43.60

Jaime Rall

Of of state and Quasi state entities across the states that are interacting with the dots now.

0:19:47.160 --> 0:19:49.800

Jaime Rall

So now the transportation governance section begins.

0:19:50.620 --> 0:19:58.810

Jaime Rall

At the very top, here's another one of those extras that is only in the profiles. A list of the key areas in state constitution and in state statute.

0:19:59.500 --> 0:20:1.540

Jaime Rall

That address transportation issues.

0:20:2.840 --> 0:20:6.170

Jaime Rall

We continue with other topics related to laws and legislation.

0:20:8.390 --> 0:20:9.700

Jaime Rall

And then scrolling down.

0:20:10.710 --> 0:20:20.140

Jaime Rall

Legislative oversight of the dot, including all known dot reporting requirements to the legislature, again with all statutory citations listed throughout.

0:20:30.190 --> 0:20:34.780

Jaime Rall

We continue under the governance section with leadership appointments and removals.

0:20:35.660 --> 0:20:39.280

Jaime Rall

Communication and collaboration between the dot and the legislature.

0:20:41.200 --> 0:20:42.150

Jaime Rall

And finally.

0:20:43.710 --> 0:20:52.950

Jaime Rall

A section specific to this edition concerning the impacts of the COVID-19 pandemic on transportation governance. There will be a matching section on funding and finance below.

0:20:54.40 --> 0:21:5.150

Jaime Rall

Colorado reported no impacts. Many states did name things right in this section related to things like shifts to hybrid options for public engagement and for meetings.

0:21:6.330 --> 0:21:9.320

Jaime Rall

And this was again one of those sections where it was just.

0:21:9.970 --> 0:21:17.720

Jaime Rall

This was too good an opportunity to pass up to ask states in a timely manner how COVID-19 had affected them in governance and finance.

0:21:23.140 --> 0:21:26.740

Jaime Rall

So now we move into the final and largest section of the state profile.

0:21:27.450 --> 0:21:51.840

Jaime Rall

Transportation funding and finance, starting with a chart of all state revenue sources known to be authorized in state law or in current use for every mode. The way this information is presented, the way it's appearing in front of you was a huge improvement that we made in the 2016 edition. As you can see the chart now down the the left hand side, it lists every state revenue source.

0:21:52.720 --> 0:21:56.150

Jaime Rall

The dot show which mode it can be used for.

0:21:57.680 --> 0:22:3.270

Jaime Rall

And if you look under authorization and use so kind of that second to the left set of columns.

0:22:4.520 --> 0:22:27.30

Jaime Rall

This was something that was really important. We now differentiate between what revenue options are authorized in state law versus what is an actual use. As we all know, this isn't actually the same.

Sometimes there are some very beautiful things that have been written into law that have never been taken advantage of. And so we really wanted to be clear about what could be used as a revenue source and what is being used as a revenue source.

0:22:28.410 --> 0:22:59.760

Jaime Rall

And again, if you look at the very right hand column, you will see additional comments and legal citations. And again, I can't stress this enough. You'll hear me say it a few more times. These citations are included throughout to facilitate additional research. So that if you're interested in a particular approach, you can go directly to the relevant statutory language. And as you saw at the top of each profile, there is a link to that state statutes online. So even if you don't have W law or something like that, you can go straight to that state statutes and look up the language for what you're interested in.

0:23:2.420 --> 0:23:3.980

Jaime Rall

Scroll down to the bottom.

0:23:3.760 --> 0:23:4.180

93e3f354-d2de-4f50-93e2-578eca408cd7

Go down.

0:23:7.920 --> 0:23:26.420

Jaime Rall

And underneath this chart, I'll note here as you may have noticed on some of the previous sections, many tables have these explanatory notes below them, especially the funding and finance tables. These notes provide important information about what the data does and does not contain, plus caveats and nuances for each state.

0:23:27.60 --> 0:24:1.550

Jaime Rall

And if there's one thing I've learned over now many years of doing 50 state research, it's how tricky it is to present information that is consistent and comparable across the states in any kind of apples to apples way. Also staying true to how states understand themselves, states have a great deal in common, but they're also extraordinarily diverse, down to how they define their terms. States use the same word to mean different things, different words to mean the same thing. And this can get quite difficult for somebody who doesn't normally do 50 state research who's trying to figure out what's going on.

0:24:2.530 --> 0:24:2.990

Jaime Rall

Umm.

0:24:4.160 --> 0:24:10.690

Jaime Rall

So these explanatory notes really are critical, and they're put here as a service to help you understand what you're looking at.

0:24:11.350 --> 0:24:15.400

Jaime Rall

And they're especially valuable if you're ever trying to make comparisons across states.

0:24:16.900 --> 0:24:17.290

Jaime Rall

OK.

0:24:18.620 --> 0:24:50.980

Jaime Rall

So carrying on with revenue sources here, we have information about state fuel taxes incurred including the current rate at any restrictions on the use of those revenues for anyone who's a fuel tax geek around here like me, I will say this is the one place that tells you exactly what the what, the fuel tax rate is and what the additional fees, inspection fees, environmental fees, etcetera are separate from that. This is again a thing about apples to apples that sometimes isn't clear in some of the other materials out there as fuel taxes. This will actually tell you.

0:24:51.70 --> 0:24:52.310

Jaime Rall

Which piece is which?

0:24:54.460 --> 0:24:57.250

Jaime Rall

OK. And those fuel tax rates are new for this edition?

0:24:59.20 --> 0:25:13.490

Jaime Rall

We have registration fees for passenger vehicles, including their rates and any special fees on electric or hybrid vehicles. Another new section for this report that is a topic of enormous interest and that will also talk about more when I get into the findings.

0:25:15.890 --> 0:25:24.170

Jaime Rall

Another new section, state fees and taxes on heavy trucks as states are looking at how heavier vehicles cause.

0:25:24.890 --> 0:25:34.440

Jaime Rall

Uh, a greater amount of wear and tear on roadways. They're also looking at fees and taxes on these vehicles specifically. So this time around, under the panel's guidance, we pulled that out.

0:25:37.900 --> 0:26:3.170

Jaime Rall

And at the very bottom of the page, here is another new section describing the use of any transportation transportation related revenues for non transportation purposes. Colorado didn't have anything to report here because of their constitutional prohibition, but many states described what they called the diversion of transportation related revenues to other areas of the state budget. And this is where you would find that.

0:26:6.550 --> 0:26:7.560

Jaime Rall

Carrying on.

0:26:9.100 --> 0:26:17.910

Jaime Rall

Here is that matching chart. It looks like the one about state revenue sources. This one is about finance mechanisms like bonds, credit assistance and so on.

0:26:19.20 --> 0:26:29.260

Jaime Rall

This is arranged just like the revenue sources we the revenue sources chart. We already saw that same breakdown authorized versus in use by mode with citations and additional details.

0:26:32.390 --> 0:26:33.840

Jaime Rall

And more explanatory notes.

0:26:40.980 --> 0:26:52.850

Jaime Rall

Then we have information about budgeting and appropriations, including how federal and state revenues are allocated to each state dot. This is not consistent across the states. There are a few approaches that are taken.

0:26:55.270 --> 0:26:56.730

Jaime Rall

And then here's an extra.

0:26:57.650 --> 0:27:19.330

Jaime Rall

That's only in the profiles every state's most recently enacted transportation budget. Back in 2012. I don't know if any of you besides Bob, remember the presentation I gave, but we tried to come up with our own consistent way of providing a budget format that would work for every state dot and could be compared. And it would be apples to apples. And it would be amazing. And it was impossible.

0:27:20.60 --> 0:27:21.930

Jaime Rall

UM. States just.

0:27:22.810 --> 0:27:34.880

Jaime Rall

Organize their budgets very differently in terms of what programs and agencies are included, whether they enact capital and operating budget separately or how bond proceeds are addressed, whether that's included as revenue or not.

0:27:35.660 --> 0:27:57.510

Jaime Rall

Uh. And so For these reasons, this data just does not lend itself to the kinds of comparisons that are in the 50 state synthesis, but by allowing states to provide their budget in the way that they organize it, and in the framework that they use with the terminology that they employ, this offers an intriguing insight into state transportation budgets nationwide.

0:28:3.460 --> 0:28:11.110

Jaime Rall

We then move into a description of each state's transportation planning and capital project selection process, including the legislative role in that process.

0:28:13.360 --> 0:28:16.700

Jaime Rall

Kind of a grab bag of other state funding and finance issues.

0:28:20.930 --> 0:28:26.90

Jaime Rall

State involvement in local transportation funding. So how state revenues are allocated to locals?

0:28:27.160 --> 0:28:35.290

Jaime Rall

How local revenue sources are authorized in state law and as I mentioned before, this new section other state actions to increase local flexibility.

0:28:36.520 --> 0:28:37.70

Jaime Rall

Given.

0:28:38.120 --> 0:28:44.500

Jaime Rall

The funding gaps at all levels of government nationwide, local flexibility has also been an A topic of great interest.

0:28:45.390 --> 0:28:52.410

Jaime Rall

And then we close with that second COVID-19 section, the impacts of COVID-19 on transportation, funding and finance.

0:29:5.140 --> 0:29:9.740

Jaime Rall

All right, so we should be back on the slide. Can I have a verbal thumbs up on that?

0:29:11.160 --> 0:29:11.420

Jaime Rall

It.

0:29:10.850 --> 0:29:12.700

Cullen, Bob

You you are, you're there.

0:29:12.840 --> 0:29:13.750

Jaime Rall

All right, great.

0:29:13.490 --> 0:29:15.410

Cullen, Bob

Says let's walk through a state profile.

0:29:15.600 --> 0:29:16.180

Jaime Rall

All right.

0:29:17.400 --> 0:29:19.850

Jaime Rall

So we have just done that.

0:29:20.710 --> 0:29:35.90

Jaime Rall

So as you can imagine, with all those pieces combined, everything you just saw in the profile plus the synthesis that gives all of the 50 state comparisons and covering 51 jurisdictions with all of their complexity, this is no small book.

0:29:36.380 --> 0:29:40.500

Jaime Rall

So you might wonder how you and patrons can actually put it to its best use.

0:29:41.260 --> 0:29:43.770

Jaime Rall

Umm to serve you in your daily work?

0:29:47.940 --> 0:29:57.960

Jaime Rall

Because we're now in the 3rd edition, we have the good fortune of having heard from many folks at DOJ's and in other agencies and entities about how they've put this report to practical use.

0:29:58.830 --> 0:30:1.970

Jaime Rall

On the right side of the slide here, you'll see some of their direct quotes.

0:30:3.350 --> 0:30:9.970

Jaime Rall

To begin with, users dip into the report to learn more about specific topics or jurisdictions, so using it kind of like an encyclopedia.

0:30:11.160 --> 0:30:26.320

Jaime Rall

It's also often used for training and education. This is something we hadn't foreseen before the 1st edition, but it's really picked up over time. So for example, it's used to Orient new state officials to train new staff or to help inform the public and other stakeholders.

0:30:27.700 --> 0:30:38.230

Jaime Rall

This report allows you to explore approaches from other states for possible consideration in your own or to help you provide important context about nationwide trends and how your state compares.

0:30:38.870 --> 0:30:40.540

Jaime Rall

When speaking with decision makers.

0:30:41.660 --> 0:30:44.730

Jaime Rall

1-2 identified states that have tried things you're interested in.

0:30:45.450 --> 0:30:51.480

Jaime Rall

You could reach out to your peers there about their real life experiences, what has worked well, what has maybe worked less well.

0:30:52.780 --> 0:31:6.550

Jaime Rall

And because this report includes those legal citations and links, which I promised, I would keep mentioning, patrons can also use it as a starting point for Digger. Deeper digging deeper into issues that are especially important to them and to your state.

0:31:12.210 --> 0:31:13.700

Jaime Rall

Here, just as an example.

0:31:14.930 --> 0:31:35.800

Jaime Rall

Our materials from recent Blue ribbon commissions or task forces on transportation funding in Kansas, Maine, North Carolina, in Utah, all of these leveraged the last report, the last edition in their own ways,

to explain how other states were paying for transportation projects and to help make a case for possible options in their own.

0:31:39.690 --> 0:31:56.170

Jaime Rall

In other words, this report is not just a book that tells you things. This is a book you can ask things. It's an objective use. Those task forces are great examples of how this data can and has been used to answer research questions in service of a states unique context and needs.

0:31:59.770 --> 0:32:17.260

Jaime Rall

OK, so for the rest of our time today, I'll just share a few key findings from the research from A50 state perspective, focusing on those items that are most asked about by folks in the States and just so we're all clear, all of the data I'll be talking about is as of January 2022.

0:32:18.570 --> 0:32:30.760

Jaime Rall

The topic of most concern for state dot and other stakeholders remains how to pay for transportation infrastructure and services as investment needs continue to outpace available revenues across the country.

0:32:32.760 --> 0:32:39.640

Jaime Rall

Yet for me, the number one big picture finding is that although states face a widely agreed upon problem.

0:32:40.590 --> 0:32:42.40

Jaime Rall

They have a rich diversity.

0:32:42.730 --> 0:32:44.640

Jaime Rall

In their practical responses to it.

0:32:45.630 --> 0:32:54.420

Jaime Rall

In fact, this time around we found about 100 revenue sources that states are now using for roads and bridges alone, let alone ways to pay for other modes.

0:32:58.510 --> 0:33:8.480

Jaime Rall

This lovely old fashioned word cloud shows the most common state revenue sources in use for roads and bridges, including various transportation related taxes, fees and tolls.

0:33:9.320 --> 0:33:20.350

Jaime Rall

Every state levies taxes of some kind on gasoline and diesel, which provide over 1/4 of state revenues

for highways nationwide, and are also used by many states to pay for other kinds of transportation projects.

0:33:24.100 --> 0:33:39.440

Jaime Rall

Fuel tax rates vary across the states. For this edition, we look closely at these rates and found that they range from Alaska at a flat \$0.09 per gallon to California, which has much higher cents per gallon taxes plus applicable sales taxes.

0:33:40.530 --> 0:33:47.760

Jaime Rall

Alaska and several other states at that low end all have fixed rate taxes, so it consistent sense per gallon tax.

0:33:48.460 --> 0:33:52.50

Jaime Rall

And Alaska hasn't raised its rates in over 50 years.

0:33:57.120 --> 0:34:6.860

Jaime Rall

The widespread dependence on fuel tax revenues has contributed to the current transportation funding crisis described here in the words of some of this project survey respondents.

0:34:8.580 --> 0:34:28.430

Jaime Rall

Fuel taxes are on the decline as vehicles become more fuel efficient and electric vehicles gain in popularity. And as the federal fuel tax in many state taxes remain at static. Since per gallon rates that have lost purchasing power over time due to inflation, rising construction costs and changing travel patterns further strain these revenues.

0:34:31.900 --> 0:34:39.170

Jaime Rall

In light of these challenges, an emerging theme has been state efforts to make current revenue sources more sustainable.

0:34:40.560 --> 0:34:52.880

Jaime Rall

One trend has been the growing number of states that have structured their fuel taxes to change over time based on an index of inflation as a percentage of fuel prices or in some other way so as to keep pace with the economy.

0:34:53.900 --> 0:35:9.970

Jaime Rall

As of last January, these 24 States and DC had or were soon to have variable rate fuel taxes and according to the institution on taxation and economic policy, more than half the US population now lives in a state where the fuel tax rate automatically varies over time.

0:35:12.310 --> 0:35:22.780

Jaime Rall

Similarly, a number of states have also structured their vehicle registration or title fees or other revenue sources to change over time by indexing them to a consumer price index.

0:35:23.520 --> 0:35:40.890

Jaime Rall

And in more than half the states, sales taxes, particularly on vehicle sales, leases or rentals also support transportation investments. When you think about sales taxes, those are percentage based taxes. And so as such those revenues have variable rates already built right in.

0:35:49.660 --> 0:35:58.430

Jaime Rall

A second theme I'd like to draw out is meeting the needs of the future. States are not just looking to improve the sustainability of existing revenue sources.

0:35:59.180 --> 0:36:14.360

Jaime Rall

But they're also considering other strategies to account for how the transportation sector is changing. As I mentioned, many respondents expressed concerns about the effect of electric, high efficiency and hybrid vehicles on a funding system that relies heavily on fuel taxes.

0:36:15.170 --> 0:36:28.930

Jaime Rall

So to capture revenues from vehicles that might otherwise sidestep the gas tax system by using little or no gas, 30 states have enacted special fees on electric vehicles, and twenty of those have fees that apply to some or all hybrids.

0:36:29.630 --> 0:36:37.360

Jaime Rall

Several of these fees are also indexed or otherwise structured to grow over time, and this, by the way, is a huge change since the last edition.

0:36:39.20 --> 0:36:44.390

Jaime Rall

So now we're looking at 30 states in 2016, only 10 states reported such fees.

0:36:46.470 --> 0:36:47.640

Jaime Rall

This is a trend to watch.

0:36:52.350 --> 0:37:5.660

Jaime Rall

As fuel taxes have fallen short, interest has also grown in the potential of charging people based on how many miles they drive, rather than how much fuel they consume, which could unlink transportation revenues from fuel consumption altogether.

0:37:6.750 --> 0:37:13.520

Jaime Rall

Three states either have or are about to have opt in programs for certain passenger vehicles that charge by the mile.

0:37:14.840 --> 0:37:20.460

Jaime Rall

And five states either have or are about to have mandatory weight distance taxes for commercial trucks.

0:37:21.580 --> 0:37:38.170

Jaime Rall

Many other states are studying Rd usage charges as a possible supplement to, or eventual replacement for fuel taxes, and the most recent federal infrastructure bill continue to grant program for these kinds of demonstration projects and took a step further by establishing the first national per mile user fee pilot program.

0:37:41.390 --> 0:38:3.920

Jaime Rall

Back to the word cloud states also use other revenue sources such as tolls, interest income, and general funds to pay for transportation investments. But you know what always stands out to me here is how big that word other is right there in the middle of the word cloud, as in other state revenue sources, to numerous and unusual 2 by identified by name in illegible word. Cloud.

0:38:4.560 --> 0:38:10.390

Jaime Rall

Almost every state uses other, less common revenue streams to help pay its transportation bills.

0:38:12.420 --> 0:38:21.790

Jaime Rall

And this is the third theme I'd like to draw out today in the findings, flexibility and diversification in revenue sources where every state is using what's at their disposal.

0:38:22.590 --> 0:38:40.940

Jaime Rall

Less common revenue states are using include taxes on casinos, cigarettes, documents, marijuana and oil and gas production, hotel fees, rest area sponsorship and fees on transportation network companies like Uber and Lyft. Many of these revenue sources are new since 2016.

0:38:42.170 --> 0:39:6.640

Jaime Rall

A handful of survey respondents stressed the importance of diversifying revenue sources for transportation if at all possible to reduce the reliance on declining fuel tax revenues. Diversification can also help stabilize funding over time. For example, one respondent noted that in their state, having several revenue streams had been the key to weathering economic downturns, like those experienced during the pandemic, when certain state revenue sources dropped.

0:39:7.500 --> 0:39:9.90

Jaime Rall

But others remained consistent.

0:39:19.170 --> 0:39:29.600

Jaime Rall

This slide isn't meant to be read the teeny tiny font is really the point. These are the roughly 100 revenue sources in current use for roads and bridges, all of which are identified in the full report.

0:39:33.470 --> 0:39:39.140

Jaime Rall

So those are just a few of the things that states have been concerned about and what they've been doing about it in the past few years.

0:39:40.200 --> 0:39:47.70

Jaime Rall

But there have also been many other actions that states have taken in transportation, governance and finance since the last edition of this report.

0:39:47.940 --> 0:40:13.500

Jaime Rall

There have been changes to transportation governance processes and structures, expansion of dot roles and activities, especially in response to emerging technologies, other increased and new revenue sources that I didn't mention today. Authorizations of finance tools and alternative procurement methods like design, build and public private partnerships, increased restrictions and protections on transportation revenues through trust funds and lock boxes.

0:40:14.670 --> 0:40:19.550

Jaime Rall

A number of studies and commissions looking at how to solve transportation funding problems.

0:40:20.470 --> 0:40:24.780

Jaime Rall

The impacts of COVID-19, of course, and the new federal legislation.

0:40:28.250 --> 0:40:40.900

Jaime Rall

I have been intentionally broad here today given the limited time, but I would be happy to skinny it up in the Q&A or afterwards if anyone would like to reach out. I'd always be happy to hear from you and help anyway I can. Thank you so much.

0:40:44.450 --> 0:40:55.210

Cullen, Bob

Excellent presentation, Jamie. Thank you so much. And I also appreciate your contact information and final slide and also highlighting my Astro colleague, Susan Howard as well.

0:40:56.380 --> 0:41:6.290

Cullen, Bob

So of course was the first one to contact me late last year about having you STLR speaker. So thank you. Very informative. As as always there.

0:41:7.350 --> 0:41:38.160

Cullen, Bob

We we do have time for questions and comments. Again, just do do the electric show of hands if you want. And if I don't seem to be acknowledging you, don't be shy about unmuting and calling out my name or something to get my attention. But we looks like we have some time for, for for whatever comments in the OR questions in the if you may have, there are a couple of things, Jamie. First of all, I forgot to mention during the introduction, one of the distinguishing features of your presentation today is this. The first time that you've.

0:41:38.260 --> 0:41:53.980

Cullen, Bob

Given a TLR presentation with our Microsoft Teams platform, which we adopted, it gets about two or three years ago. So among out the other benefits benefits of getting to see you in person along with that wonderful collection of books behind you, it's I know that in looked already run as well. There we are.

0:42:6.190 --> 0:42:6.590

Jaime Rall

Well it.

0:42:8.50 --> 0:42:8.810

Jaime Rall

All, sadly.

0:41:54.990 --> 0:42:9.660

Cullen, Bob

Wonderful. And also for the record, Jamie, I think you are the first TLR speaker who who was ever identified herself as a fuel tax geek. So I think I think that's great. Now I know why you and my colleague John Lee of going along.

0:42:12.930 --> 0:42:14.870

Cullen, Bob

So I I did. I did have to mention that.

0:42:16.660 --> 0:42:20.630

Cullen, Bob

Again, any any questions or comments, please feel free to.

0:42:20.720 --> 0:42:24.910

Cullen, Bob

I'm bring those to our attention and and and we'll we'll call on you.

0:42:25.780 --> 0:42:30.760

Cullen, Bob

Well, while we're waiting, I just wanted to, I just wanted to make mention.

0:42:31.520 --> 0:42:55.210

Cullen, Bob

A Jamie you know wonderful presentation, particularly your. I particularly appreciate your bringing out what what what some of the changes or updates and new features have been the impacts of COVID-19 was one of the things that really did get my my attention. I really appreciate you highlighting that and it was all the more appropriate because it and.

0:42:56.270 --> 0:43:1.800

Cullen, Bob

Promoting uh today's uh TLR presentation. Umm, that's one of the things that that I had in fact.

0:43:2.810 --> 0:43:19.420

Cullen, Bob

One of the things I framed it around, just the COVID-19 and you know, uh COVID-19 in a way, is not as as furious as it was a couple of years ago. But we are still very much in the shadow. It occurred to me during the conversation just last night with somebody that my gosh, it was even even this time of year ago.

0:43:20.100 --> 0:43:29.380

Cullen, Bob

The last two employees were still working from home full time. It wasn't till March of last year that we finally started making the back to the office on a regular basis. So COVID isn't that far.

0:43:30.190 --> 0:44:2.300

Cullen, Bob

It isn't necessary, really. A thing of the past it's still something that we're dealing with in terms of the consequences and its legacy and just you know the the, the, the recent time frame but the but but it's very interesting that you did include the impacts of COVID-19. I think it's very important too. It's almost I would almost say it's like a pioneering kind of thing because you know the first really the hugest pandemic worldwide pandemic, we certainly hadn't over a century and and and and following up on what I referenced as the pioneering theme.

0:44:2.860 --> 0:44:5.690

Cullen, Bob

What was it like in, in, in terms of?

0:44:6.780 --> 0:44:25.610

Cullen, Bob

I guess as the storm point, what was it like in terms of what the figuring out how you were gonna pose those questions or what kind of information do you hope to glean from the various states as far as the impacts of COVID-19, if any? And of course you, you, you brought up pretty much right away after you introduce that topic during your presentation to Colorado for instance?

0:44:26.560 --> 0:44:41.150

Cullen, Bob

Evidently professed heaven heaven 0 impacts to report them, but what? What? What, what, what?

What was it like? I would expect it would have been pretty daunting just because of the very let's understand that the the very unique nature of COVID-19.

0:44:41.860 --> 0:45:0.30

Jaime Rall

Yeah, you know, that's a great question. And by the way, but I did wanna start by saying yes on the final slide, there was a shout out to Susan Howard who has championed this project with Ashton and who has been my partner in crime all the way through. So although she's not presenting with me today, she's here with us in spirit. Thank you, Susan.

0:45:0.590 --> 0:45:7.250

Jaime Rall

Umm to the COVID-19 question because this has been this is now the 3rd edition of the report.

0:45:7.890 --> 0:45:20.330

Jaime Rall

It feels like each time we introduce a new topic the first time, we're just trying to get our head around what's out there and then the next time after that, perhaps it gets a bit more refined or we start to see what the categories are that are emerging, right.

0:45:20.710 --> 0:45:50.460

Jaime Rall

Umm, in in terms of whether we want to get more precise. So in in this case the questions were really very, very broad just in terms of what have the impacts of COVID-19 been on transportation governance in your state on the budget on the most recently enacted budget and on funding and finance, so very broad open-ended questions. Colorado reported no impacts in the area of governance generally in governance, people were mostly talking about shifts to online or hybrid.

0:45:50.820 --> 0:46:3.150

Jaime Rall

Uh, modalities for certain aspects of their work, the impacts in funding and finance were fascinating. There were states that reported little or no impact. There were states that were projecting impact out several years.

0:46:3.530 --> 0:46:29.920

Jaime Rall

Umm and some and an article on the impacts of COVID-19 drawing on the findings from this report is coming out in THR news. The next issue of TR News. If anybody looks at that TRB publication, so that's another place in a slightly more popular format that you'll be able to see some of those findings. But it was just, as I said, too good an opportunity to pass up when you have the combined wisdom of hundreds of people across the states who are already answering questions.

0:46:30.680 --> 0:46:41.810

Jaime Rall

It was just people were wondering how this was actually how COVID-19 was actually affecting the states in these areas and how DOT's and legislators were doing business and also.

0:46:42.490 --> 0:46:53.630

Jaime Rall

In what the impacts of this, we're going to be for funding and finance both immediately and perhaps going forward. So we just asked and they they told us with precision and candor, which is all included in the report.

0:46:55.110 --> 0:47:2.240

Cullen, Bob

OK. Thank you. And you you mentioned that that a TR News magazine is that is that the next issue coming up or do you know?

0:47:6.830 --> 0:47:7.300

Cullen, Bob

Oh.

0:47:2.210 --> 0:47:9.510

Jaime Rall

Yeah, the next issue coming up, we'll have a couple of articles based on this report that we put together, including one on the impacts of COVID-19.

0:47:10.370 --> 0:47:22.370

Cullen, Bob

OK, great. Thank you for letting us know that. Look forward to reading it. I believe we do have somebody with their hand raised and I will call on that person who happens to be Carol Marcus. The floor is all yours. Kara.

0:47:24.960 --> 0:47:30.610

Cara Marcus

Show me great presentation and we will certainly.

0:47:32.170 --> 0:47:38.320

Cara Marcus

Promote your update and an upcoming newsletter to let our readers know.

0:47:40.200 --> 0:47:52.80

Cara Marcus

I saw from your presentation that there is a lot about transit and wanted to ask is there anything specifically about rural areas in the report?

0:47:54.0 --> 0:47:55.100

Jaime Rall

That's a great question.

0:47:55.940 --> 0:48:15.710

Jaime Rall

I would say that we don't ask about rural versus urban specifically, but often it is a part of what states reported, especially when they're talking about different programs that they have for distributing state revenues to local governments, right. It tends to come up there.

0:48:16.330 --> 0:48:16.940

Jaime Rall
UM.

0:48:18.320 --> 0:48:27.440

Jaime Rall

So I would say I would say that's the main area where you might see something about rural issues in terms of public transit. Just last week I also gave a webinar to APTA.

0:48:28.220 --> 0:48:56.750

Jaime Rall

Umm, the American Public Transportation Association. And they're actually is it has to do with how you manipulate the data. If you look at this report, you would say this is not a report about public transit. But then when you start looking into it, you can make it into a report about public transit. If that's the question you're asking in terms of rural urban, though, I just think because we're looking at state level issues, it just didn't come up as much. I'm trying to think if there's another place where it tends to emerge more strongly.

0:48:58.80 --> 0:49:28.570

Jaime Rall

Umm. Possibly to do with the transportation planning and project selection process, because a number of states do wait things that that have to do with rural urban balance of of projects that they choose for investment. So I would say those two areas would probably be your best bet. But of course there's always the happy find function. You could just look for rural and you would start to find all kinds of things that I'm probably not thinking of right now that are scattered throughout all the data that would be intriguing hints of what you might be interested in looking at more into.

0:49:31.110 --> 0:49:32.100

Jaime Rall

Thank you. And you?

0:49:30.810 --> 0:49:39.600

Cara Marcus

Thank you, Jamie. We're always being asked about, you know, sources of funding. So I think this would be another great way to bring that to the table.

0:49:40.150 --> 0:49:41.850

Jaime Rall

Thank you, Karen. Thank you for your kind words.

0:49:44.130 --> 0:49:45.760

Cullen, Bob

Thank you, Cara. Much appreciate it.

0:49:47.120 --> 0:50:5.750

Cullen, Bob

Any any other questions or comments that looks like cording to my clock? At least it looks like we've got easily about another 6 or 7 minutes. Not that we actually have to fill in the time, but just to let you know

that's the the time frame we're working with. So again, please raise, raise your hands if you have any other questions or comments.

0:50:6.310 --> 0:50:11.930

Cullen, Bob

Uh, for for Jamie. I I guess I I I did want to.

0:50:13.370 --> 0:50:15.980

Cullen, Bob

Also, also ask about the.

0:50:17.840 --> 0:50:34.680

Cullen, Bob

I I was kind of maybe you already answered my question because I didn't make a point of bringing up the impacts of COVID-19, but just comparing the current edition with what you would help what you wrote and and and developed back in 2000, 2016.

0:50:34.800 --> 0:50:42.790

Cullen, Bob

Umm, were there any particular hurdles that that that you found you had to encounter in terms of perhaps refining or adding?

0:50:44.260 --> 0:50:59.70

Cullen, Bob

Thing from the the the previous edition for this one that you found maybe maybe a little bit more more challenging than you may have originally assumed, cause sometimes it's easy when somebody when you get these recommendations on something to keep in mind for the next version of our work, it's like oh.

0:51:5.360 --> 0:51:5.980

Jaime Rall

Yeah.

0:51:0.90 --> 0:51:9.270

Cullen, Bob

A piece of cake and then that turns out to be maybe not such a piece of cake where there any in particular, and hopefully it's not impacts of COVID-19. I'm hoping it might be something else new.

0:51:9.740 --> 0:51:41.830

Jaime Rall

Uh, well, I'll start with, maybe I'll start with the good news and then move into the challenges. So something that was much easier this time around was because in 2016, we had added all of the citations which were not in the original report that I originally talked about here in 2012. That original report was just what states had reported, what states stakeholders had reported and people are expert in many things, but they can't be expert in everything. And they were also reporting things as they understood it in their own states with their terminology, right. So.

0:51:42.70 --> 0:52:1.0

Jaime Rall

We were just taking what they said as read and we learned after that edition that we really needed to put in the legwork to check every single one of those things to be fact checkers for every fact we received and compare it against the law and make sure that we were presenting it in an apples to apples way. And because we did that and enormous lift.

0:52:1.670 --> 0:52:21.320

Jaime Rall

For 2016, this time around it was much easier to check everything that had a legal citation, because we could just go see if the law had changed, or if an additional law had been enacted that affected that. So that was an easier piece in terms of more challenging pieces this time around to keep in mind for next time, I have to admit that COVID-19 was a challenge.

0:52:21.990 --> 0:52:35.310

Jaime Rall

And it was a challenge because people were still working from home, and this project often requires a great amount of collaboration within a state as people are reaching out to their colleagues to fill in the parts of the survey that they may not know.

0:52:36.10 --> 0:52:41.600

Jaime Rall

Umm. Or to Fact Check the information we gave them to confirm or correct and I found that the turn around time.

0:52:42.470 --> 0:52:55.720

Jaime Rall

Had just ballooned because people couldn't just step across the hallway and say, hey, do you know the answer to this question about aviation? Right. It had become a whole other thing. The other thing that was a challenge is, you know, if I was going to do this again.

0:52:56.340 --> 0:53:3.510

Jaime Rall

Not that I had any control over it, but I probably wouldn't send out the surveys right before the enactment of a major new federal legislation package.

0:53:4.940 --> 0:53:5.180

Cullen, Bob

Yeah.

0:53:4.120 --> 0:53:15.920

Jaime Rall

Umm, which immediately everybody in the states, who are all of my much loved survey respondents who I talked to every one of them on the phone after the survey goes out and they banished because they were all processing what this meant for their states.

0:53:17.500 --> 0:53:26.130

Jaime Rall

So that's just one of those things you can't control that created a challenge, but in terms of reaching out in terms of how we framed the questions in the data.

0:53:26.920 --> 0:53:27.580

Jaime Rall

I feel like.

0:53:28.680 --> 0:53:32.130

Jaime Rall

None of the new topics presented particular challenges.

0:53:34.460 --> 0:53:35.270

Jaime Rall

In the end.

0:53:36.880 --> 0:53:46.470

Jaime Rall

Probably the trickiest. The trickiest piece of data. That was a new topic was the rates for registration fees, fuel taxes.

0:53:47.90 --> 0:53:59.260

Jaime Rall

Umm yeah, those two rate sections, this is where we learned ohh some states consider inspection fees to be part of the gas tax rates. Other states definitely do not consider that to be part of the gas tax rate and would would.

0:54:0.230 --> 0:54:24.770

Jaime Rall

Would be hugely upset if we called it part of the gas tax rate. The other state is confused why we're not calling it part of the gas tax rate. And so just being able to separate out an apples to apples way of presenting that as well as with registration fees cause a lot of states glom on some other kind of fee for something totally unrelated that you just happen to pay at the time of registration. And this was another one of those things where it just had to be pulled out and named separately in the same way for every state.

0:54:26.860 --> 0:54:27.590

Cullen, Bob

Thank you.

0:54:28.690 --> 0:54:57.110

Cullen, Bob

Very interesting. I appreciate your your your your sharing all of that. We got about another minute or two and again if if anybody has a a comment or a question please please let us know. In the meantime let me pose this question to to you. First of all the status of that NCHRP project is that is that like wrapping up soon or has it wrapped up and and in addition to that question the second part is what what what's next on the horizon for you?

0:55:3.920 --> 0:55:4.100

Cullen, Bob

No.

0:54:57.420 --> 0:55:8.170

Jaime Rall

Oh, what a nice question. So we are just getting off the ground with NCHRP 1920, which is on intergovernmental issues. So that's on interdependence of federal, state and local funding.

0:55:9.270 --> 0:55:24.590

Jaime Rall

And how different stakeholders navigate that world of interdependence, the challenges and the solutions. Gosh, your audience would be, if anyone wants to send me materials you have on local funding and finance, which is.

0:55:25.300 --> 0:55:41.90

Jaime Rall

An enormously complex topic area with all you know, 10s of thousands of stakeholders involved. Now, when you're looking at all the local governments and entities that are involved in this, that's what we're working on. So anybody has any thoughts? Shoot me an e-mail and I will thank you forever.

0:55:41.590 --> 0:55:44.830

Jaime Rall

Umm, but that's really, you know for the last.

0:55:46.310 --> 0:56:16.420

Jaime Rall

In fact, since the first iteration of this report, every time around stakeholders have said yes. But what about locals? Yes, but what about all of these other things that happen? And you know the scope must be defined. It has to be doable. It's already 800. Some pages just looking at state level issues. Right. And it already takes quite a lot of time and a lot of effort to put that together. So we've always said local falls outside of that, but it has always been my dream that someday somebody would pick up the mantle and do the intergovernmental report properly.

0:56:16.720 --> 0:56:24.410

Jaime Rall

And now I didn't plan it this way, but now I'm blessed to be on the team doing just that. So that's what's next for me over the next, quite a bit of time.

0:56:48.800 --> 0:56:49.370

Jaime Rall

Huh.

0:56:25.510 --> 0:56:50.580

Cullen, Bob

OK, well wish you continued success and and much luck with all of that. And we are unfortunately all good things must come to an end. We are bumping up against the time here. I will ask a very quick question though though Jamie. No, no pressure after having done all those state level research for quite a few years now, including with this most recent addition, what is your favorite state and is it is it Maryland?

0:56:53.620 --> 0:57:0.710

Jaime Rall

I don't have a favorite state, just like I don't have a favorite child, but there is something about every state that is my favorite thing.

0:57:1.690 --> 0:57:2.290

Cullen, Bob

OK.

0:57:1.550 --> 0:57:15.860

Jaime Rall

If you ask me, what's amazing about Alaska, I could tell you and I could say it for any state, and I love them all. And that unique state transportation fact section of the profiles gets at some of those fun and amazing things about all of these United States.

0:57:16.680 --> 0:57:23.660

Cullen, Bob

OK, good. Good answer. And you, you, you do it have a diplomatic player and I see you did earn a round of applause there, so.

0:57:23.570 --> 0:57:24.960

Jaime Rall

Ohh thanks guys.

0:57:25.670 --> 0:57:53.980

Cullen, Bob

Well, thank you again, Jamie. Umm, we we really appreciate your taking the time to be here today and and and share your your information and your insights with us. I I think we're all all the better all the smarter than we are. We're at the start of the hour so so so thank you so much. And on behalf of David Gantz and and myself I wanna thank all of you for taking the time to join us here today. Hope you found this past hour to be worthwhile one and.

0:57:54.580 --> 0:58:24.570

Cullen, Bob

Again, I can't thank you enough for for taking the time away from your busy schedules to join us today. The the next TLR we are at the top of the hour and hour at the end of the hour. I should say the next LR is gonna be on Thursday. I'll be Thursday, March 9th. Please keep on the lookout for more details about that TLR in the meantime, as always, please don't hesitate to contact David or me if you have any questions or comments about the TLR or if you even have any.

0:58:24.710 --> 0:58:36.520

Cullen, Bob

TLDR topics that you'd like to see examined as presentations in the future. This is very much a A-Team effort and you're you are all valued members of that team.

0:58:37.300 --> 0:58:41.490

Cullen, Bob

Thank you again to everyone. Hope everyone has a good rest of the day and good rest of the week.

0:58:43.470 --> 0:58:43.960

Cullen, Bob

Bye bye.