

**TRANSPORTATION RESEARCH BOARD**  
**The National Academies**

Executive Committee Meeting

January 25-26, 2012

Palladian Room, Omni Shoreham Hotel  
Washington, D.C.

MINUTES

**PRIVILEGED INFORMATION**

Minutes of all TRB Executive Committee Meetings shall be regarded as privileged and not for public release, except by special action of the Executive Committee

**TRANSPORTATION RESEARCH BOARD**  
**Executive Committee Meeting and Policy Session Discussion Minutes**  
**January 25-26, 2012**  
**Palladian Room, Omni Shoreham Hotel**  
**Washington, D.C.**

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**TRB Executive Committee Meeting Attendance**  
**January 25-26, 2012**  
**Washington, D.C.**  
**Attendance**

**EXECUTIVE COMMITTEE**

Neil Pedersen	Chair
Sandra Rosenbloom	Vice Chair
Barry Barker	
Deborah Butler	
Rebecca Brewster	Ex Officio
William Clark	
Eugene Conti	
James Crites	
Anne Ferro	Ex Officio
John Gray	Ex Officio
Paula Hammond	
Michael Hancock	
Chris Hendrickson	
John Horsley	Ex Officio
Adib Kanafani	
Gary LaGrange	
Michael Lewis	
Joan McDonald	
Susan Martinovich	
Michael Melaniphy	Ex Officio
Victor Mendez	Ex Officio
Michael Morris	
Tracy Rosser	
Steven Scalzo	
Gerry Schwartz	
Beverly Scott	
David Seltzer	
Lawrence Selzer	
Kumares Sinha	
Thomas Sorel	
Daniel Sperling	
Kirk Steudle	
Douglas Stotlar	
Polly Trottenberg	Ex Officio
Barry Wallerstein	Ex Officio
C. Michael Walton	
Gregory Winfree	

**TECHNICAL ACTIVITIES  
COUNCIL**

Katherine Turnbull	Chair
Ronald Knipling	
Anthony Perl	
Peter Swan	
Steven Silkunas	

**GUESTS**

Richard Calhoun	Cargo Carriers
Anne Cann	USACE
Stacy Cummings	FRA
Gerald Galloway	University of Maryland
Dana Goward	USCG
Jim Jensen	National Academies
Tim Klein	RITA
Kevin Knight	USACE
Kelly Leone	FMCSA
James McCarville	Port of Pittsburgh Commission
Greg Nadeau	FHWA
Jeff Paniati	FHWA
Nan Shellabarger	FAA
Michael Trentacoste	FHWA
Vincent Valdes	FTA
Wesley Wilson	University of Oregon

**TRB STAFF**

Cindy Baker  
Ann Brach  
Stephen Godwin  
Russell Houston  
Christopher Jenks  
Michael LaPlante  
Mark Norman  
Suzanne Schneider  
Thomas Palmerlee  
Robert Skinner

**MARINE BOARD CHAIR**

Michael Bruno

**TRANSPORTATION RESEARCH BOARD**  
**Executive Committee Meeting and Policy Session Minutes**  
**January 25-26, 2012**

**Washington, D.C.**

*Highlighted areas indicate Executive Committee action.*

**January 25, 2012**

## **Welcome**

Transportation Research Board Executive Committee Chair Neil Pedersen called the meeting to order at approximately 8:00 a.m. Chairman Pedersen welcomed everyone in attendance and recognized incoming and outgoing members of the Executive Committee. Self-introductions were made.

## **Bias/Conflict-of-Interest Discussion**

A bias/conflict-of-interest discussion was held, in which members of the Executive Committee were given the opportunity to disclose potential biases or conflicts of interest they could have related to areas that might be discussed at this or future Executive Committee meetings. No members reported any conflicts of interest related to the Executive Committee's duties.

## **Previous Meeting Minutes**

The minutes of the June 10-11, 2011, meeting of the Executive Committee were approved.

## **Executive Director's Report**

Robert Skinner provided a report on a number of items concerning TRB as detailed in the Executive Director's Report (Tab 2 of the agenda book). During his presentation, Skinner highlighted the following:

- Later today, the Executive Committee will be breaking in order to attend the 10:00 a.m. session that will include Secretary Ray LaHood and six former secretaries of the U.S. Department of Transportation.
- The long-term prospect for reauthorization of federal surface transportation programs remains unknown. TRB's Core Program relies on support derived from the research budgets of U.S. Department of Transportation's (DOT's) modal and research administrations and from the state DOTs via the state planning and research provision that sets aside a portion of their federal aid for planning and research. Cooperative research programs for public transportation, freight, and hazardous materials must be reauthorized in the pending legislation.
- The Airport Cooperative Research Program received \$15 million for FY 2012. The Transit Cooperative Research Program (TCRP) was part of a surprise package of cuts to the transit research budget. Appropriated TCRP funding for FY 2012 dropped to \$6.5 million from \$9.98 in FY 2011, a 35 percent cut. The National Cooperative Rail Research Program received no appropriated funds for FY 2012.
- Neil Hawks retired at the end of December, and Ann Brach took over as the SHRP 2 Director on January 1, 2012. Recruiting difficulties for the naturalistic driving study appear to have been largely overcome. The U.S. Federal Highway Administration and the American Association of State Highway and Transportation Officials with assistance from SHRP 2 staff are organizing to mount a very significant initiative to implement the results of the SHRP 2 research.
- Since the Executive Committee last met, TRB has released two high-profile policy studies—*The Macondo Well-Deepwater Horizon Blowout: Lessons for Offshore Drilling Safety*, and *The Safety Challenge and Promise of Automotive Electronics: Insights from Unintended Acceleration*.

- With consultant assistance, TRB is undertaking a strategic review of its specialty IT software to help determine priorities and approaches for maintaining, renewing, and replacing mission-critical systems.
- News from the National Academies
  - The restoration of the historic National Academy of Sciences building on Constitution Avenue continues on schedule for completion in April. (*Subsequent to the meeting the project was slightly delayed.*)
  - James Hinchman, the National Academies' Chief Operating Officer, has been serving as the acting Executive Officer of the National Academy of Sciences and National Research Council since Bill Colglazier's retirement.
  - The 2012 budget for the National Academies anticipates a slight decline compared with 2011.

## **Finance Committee Report**

Kirk Steudle, chair of the TRB Finance Committee, reported that the committee had decided to defer making any final recommendations on the upcoming triennium budget (for the period of 7/1/12 – 6/30/15) until its meeting in June 2012 at Woods Hole. At that time, depending on the status of reauthorization of federal surface transportation programs, the committee will recommend either a three-year budget or simply a budget for the first year of the next triennium.

Steudle noted that staff had prepared a set of contingency options that might be necessary if TRB experiences a reduction in state and federal funding. Steudle also reported that while the collective state contribution level to the TRB Core Programs is remaining level at \$7.4M, the individual state contributions were recalculated using 2011 SP&R figures; previous state-by-state allocations used 2006 SP&R figures. This reallocation resulted in very minor adjustments for most states.

## **Subcommittee on Planning and Policy Review (SPPR)**

Neil Pedersen described the role of the SPPR as the group essentially charged with providing guidance and input to TRB between meetings of the Executive Committee. Adib Kanafani gave the report of the SPPR (Tab 3B of the agenda book). Highlights from Dr. Kanafani's presentation include the following:

- SPPR members discussed barriers to expanded international participation and next steps to begin developing a strategic approach on international activities.
- Earlier this week, Sandra Rosenbloom presented the results of an inventory of TRB's international activities to the International Activities Committee and solicited their views about establishing regular collaborative international symposia on topics of mutual interest. Dr. Rosenbloom will report on the results of her conversations later during this meeting.
- SPPR members discussed follow-up to the June 2012 policy session on infrastructure funding. Interest was expressed in conducting a policy study that would define the technical, political, and institutional (federal, state, and local) challenges of moving toward various road pricing strategies and the benefits as well as limitations of some of the funding ideas in circulation. As a precursor to developing a statement of task for the project, the committee agreed that the next step would be to convene some national experts to discuss the issues and advise TRB on how it could contribute toward resolving them.
- The SPPR approved 11 conferences and workshops for TRB sponsorship or cosponsorship.

## **Studies and Special Programs Division**

Stephen Godwin noted that the Studies and Special Programs Division report (Tab 4B of the agenda book) provides an overview of pending studies, potential studies, policy studies under way, and reports completed in 2011. Highlights of Godwin's presentation include the following:

- An ad hoc committee will organize a public workshop on Arctic navigation safety. The workshop, which is still under development, is expected to feature invited presentations and discussions.

- The Executive Committee approved TRB’s participation in a study along with the Division on Behavioral and Social Sciences and Education to advise the U.S. Federal Motor Carrier Safety Administration about research relating fatigue to safety and driver health. The research results to be identified in the study may be used to help inform a future rulemaking.
- The Executive Committee approved TRB’s participation in a study along with the Board on Environmental Studies and Toxicology (BEST) to review a draft health impact statement for the I-710 corridor study in Southern California. The study was requested by the Los Angeles County Metropolitan Transportation Authority and the Gateway Cities Council of Governments. TRB’s role will be to assist BEST on the study in the areas of regional transportation models, transportation planning, and related topics.
- The Executive Committee provided preliminary approval of TRB’s participation in a project to conduct a study identifying the market barriers slowing the purchase of electric vehicles (EVs, which for this study include pure battery electric vehicles [BEVs] and plug-in hybrid electric vehicles [PHEVs]) and hindering the deployment of supporting infrastructure in the United States. The study will be led by the Board on Energy and Environmental Systems (BEES) and will focus on light-duty vehicles but also draw upon experiences with EVs in the medium- and heavy-duty vehicle market segment. The Executive Committee directed the SPPR to provide final approval for the project after it has reviewed the full project summary in April.
- The unintended acceleration report is expected to be released in February. The report will examine how the National Highway Traffic Safety Administration’s (NHTSA’s) regulatory, research, and defect investigation programs can be strengthened to meet the safety assurance and oversight challenges arising from the expanding functionality and use of automotive electronics. The committee that is producing the report found that the increasingly capable and complex electronics systems being added to automobiles present many opportunities for making driving safer but also present new demands for ensuring their safe performance. (*Subsequent to the meeting, the report was released as TRB Special Report 308: The Safety Challenge and Promise of Automotive Electronics: Insights from Unintended Acceleration.*)

## Technical Activities Division (TAD)

### Technical Activities Division and Council Report

Katherine Turnbull and Mark Norman reported on activities of the Technical Activities Council (TAC) and Technical Activities Division (TAD) as detailed in their report (Tab 4A of the agenda book). Their presentations highlighted the following:

- Attendance at this year’s Annual Meeting hit 11,000, which is a new record. In addition, exhibits sold out, advertising and patron revenue equaled last year’s, TRB unveiled the Annual Meeting Daily e-newsletter, and a PDF version of the final program was released.
- TAC has created a Young Members Council to provide recommendations to the TRB leadership on issues and activities of importance to young transportation professionals. The Chair of this new Council serves as a representative on the TAC.
- As part of a strategic review of TRB standing committees, the TAC made several decisions, including allowing chairs whose committee meets certain criteria to request up to five additional regular committee members over and above the usual 25-member limit.
- As part of TAC’s continuing “Back to Basics” initiative, a Committee Research Coordinators (CRC) group was established. CRC members are expected to facilitate development of ideas for research within their committees, idea sharing among committees, and submitting research proposals with the goal of getting the research needed conducted.
- The TAC has established a new blue ribbon award program to identify and recognize outstanding communications, community building, and mentoring activities that are taking place within committees. The goal of the effort is to help share “best practices” among all the committees.
- The Task Force on Roundabouts was elevated to a standing committee.

## Conference, Workshop, and Project Approvals

The Executive Committee approved TRB sponsorship and cosponsorship of the following conferences:

- Fifth National Bus Rapid Transit Conference (sponsor)
- 5<sup>th</sup> International Conference on Women's Issues in Transportation (cosponsor)
- Air Quality and Transportation Regional Conference (sponsor)

### **Briefing by National Academies' Director of Congressional and Government Affairs**

James Jensen, the National Academies' Director of Congressional and Government Affairs, briefed the Executive Committee on the federal congressional environment. Highlights of his presentation include the following:

- The current election cycle and the uncertainty of who will be in charge after November has created an incentive within Congress to do nothing of any significance.
- President Obama is going to have to fight not only the Republicans during the elections, but in some cases his own party.
- The politicians are carefully monitoring the price of fuel. If the economy does not improve by Labor Day, it will help the Republican nominee; if it does improve, it will benefit the President.
- TRB and the National Academies need to be careful during any election cycle. We thrive when policy issues are based on information and science. During elections the nominees attempt to distort the perception of other candidates by using select information. The good news is that Governor Romney and President Obama both respect science.
- The three top issues during the election will be health care, the Bush tax cuts, and the deficit.

### **Break for Special Session and Chairman's Luncheon**

The Committee recessed at approximately 10:00 a.m. so that members of the Executive Committee could attend the Dialogue with the U.S. Department of Transportation Secretaries and the Chairman's Luncheon.

### **Afternoon Session**

The Executive Committee reconvened at approximately 2:30 p.m.

### **Policy Session: Inland Waterway Transportation: Issues, Challenges, Opportunities (Part 1 of 2)**

Chairman Pedersen welcomed the policy session panelists and expressed the committee's appreciation for their participation in the session. Members of the panel included Gerald E. Galloway, Jr., Glenn L. Martin Institute Professor of Engineering, University of Maryland; Wesley W. Wilson, Professor of Economics, University of Oregon; James R. McCarville, Executive Director, Port of Pittsburgh Commission; and Richard Calhoun, President, Cargo Carriers, and Senior Vice President, Grain and Oilseed Supply Chain.

Pedersen noted that this session was designed to focus on the United States' inland waterway system in the context of the overall national transportation system.

A summary of the presentations and the ensuing discussion are captured in the rapporteur's presentations included in the Policy Session Rapporteur's Summary section of these minutes.

### **Break for Evening**

Pedersen called a recess to the meeting at 5:30 p.m.

January 26, 2012

Pedersen called the Executive Committee back in session at 8:30 a.m.

## **Policy Session: Inland Waterway Transportation: Issues, Challenges, Opportunities (Part 2 of 2)**

### Policy Session Rapporteur Summary

Summary conclusions drawn by Michael Hancock from the previous day's presentations and discussion included the following:

- **Funding mechanisms for the Inland Waterway System include the following:**
  - **Inland Waterways Trust Fund (Structure)**
    - 27 named waterways
    - Fuel tax, \$0.20/gal
    - 50/50 cost share on New Construction and Major Rehabilitation
    - Revenues about \$80M/yr
    - \$160M annual construction program
    - End of FY11 balance: \$32M
  - **Inland Waterways Trust Fund (Potential Enhancements)**
    - Fuel tax lacked a cost index clause
    - With this clause the \$0.20/gal would be \$0.30 in 2011
    - This would increase revenues from \$80M to \$120M per year
    - 50/50 cost share would result in \$240M construction program rather than the present \$160M program.
    - Capital Projects Business Model provides additional information on proposed projects, prioritization and Corps process improvements.
  - **Harbor Maintenance Trust Fund (Structure)**
    - Ad valorem tax, 0.125% of cargo value
    - 100% reimbursement of HMTF eligible expenditures
    - Operations and Maintenance of navigation channels
    - Revenues about \$1.5B/yr
    - Expenditures ~ \$750M/yr
    - End of FY11 balance: \$6.1B
  - **Harbor Maintenance Trust Fund (Potential Enhancements)**
    - Key issue is reimbursement of HMTF eligible expenses
    - Corps has a budget ceiling and must balance needs across 7 Civil Works mission areas.
    - Corps civil works budget is about \$4.6B, which limits what can be budgeted for coastal navigation O&M.
    - Congress appropriates and Corps expends the funds, then Treasury reimburses the HMTF eligible expenses.
    - Users are pursuing Realize America's Maritime Promise to align the funding process with Highway and Aviation Trust Funds.
- **Overview of the Inland Waterway System (Gerald E. Galloway, Jr.)**
  - The silent transport"
  - Corps - 12,000 miles of inland waterways, 191 locks
  - 50% of those locks are over 50 years old
  - "challenge of change"
  - Lack of national vision – water, rail, and highways working in concert
- **The Economics of Inland Waterways (Wesley W. Wilson)**
  - Link between the price of transport and the modal choice
  - Shippers believe that an inland navigation system is essential to keep rail prices down
  - Growing congestion on the system and, ultimately, higher costs for the consumer
- **A Case Study: The Port of Pittsburgh (James R. McCarville)**



- Not all inland ports are the same!
- Creates “navigation jobs” and “non-navigation jobs”
- Prone to shut-downs due to lock repairs or lock failure
- Shut-downs result in lost economic opportunity
- Objective is to protect and sustain the wealth that has been created
- **A Barge Operator’s Perspective (Richard Calhoun)**
  - Items move from “areas of excess supply” to “areas of deficit”
  - Congestion and capacity on the highways will cause the costs for goods and services to increase
  - Barge “return on investment,” yields \$14/tons savings
  - Not a good time for the investment in Corps of Engineers annual appropriations to be declining
  - Industry is willing to raise taxes 30-45%, but can’t get Congress on-board!
  - We need a comprehensive transportation strategy for America.
- **Discussion—Basic Observations: Key Factors Affecting Inland Waterways**
  - Locks and dams are in a serious state of decline
  - Inland waterways system viability affects pricing
  - Prioritization of projects won’t work – funding needed
  - Funding dilemma is similar to the other modes – including user support for increased taxes
  - Congress is not inclined to raise taxes
  - There is no national comprehensive transportation strategy or vision
- **Discussion—Ideas for Research on This Topic**
  - Compare rail (mid-1970s) and aviation (PFCs in Chicago) to waterways and see if there are compatibilities/lessons learned that can be applied to waterways issues.
  - Failing freight infrastructure: What are the national impacts of a severe restriction in modal choice due to inadequate infrastructure?
  - Congressional and Administration champions: Who should lead the charge to invest in inland waterways infrastructure before a catastrophic failure occurs?
  - What is the appropriate long-term “fix” for the inland waterway system and how do user groups effectively support/promote this vision?
  - Understanding the inland waterways taxation structure – where does the funding come from, where does it go, and is it even close to meeting the system needs?
  - Taking a more comprehensive look at inland waterways cargo to assess not only the tonnage of goods moved, but also the value of the goods moved.
  - Is the current planning process sufficient for the inland waterway system? Does it consider pricing and economic impacts associated with competition from other modes?
  - Performing a comprehensive review of intermodal operations and maintenance costs for waterways, rail, and highway freight options: are there interrelationships that should be better understood?
  - Evaluation of the Corps of Engineer’s benefit/cost ratio for inland waterway projects: are there benefits that aren’t properly credited to the calculation?

### Policy Session Rapporteur’s Summary Discussion

General themes and key issues addressed during the discussion included the following:

- The challenges surrounding the Inland Waterway System can probably not be solved in isolation. There may be a need to develop a national freight policy or plan that would help ensure that the nation get the greatest bang for the buck from each of the systems and aid in better managing the multimodal interfaces between the nation’s freight transport systems. Development of any such plan would likely explore the value of the inland waterway system to the nation’s freight network in order to help determine the appropriate level of investment that should be made to inland waterways.
- There may be innovative construction techniques developed in other sectors of transportation that could be identified and applied to the reconstruction of locks and other navigation facilities.

At the conclusion of the discussion, the Executive Committee charged the SPPR with exploring two possible, related self-initiated studies focusing on (a) freight policy in the context of inland waterway transportation and (b) capital reinvestment needs for inland waterway transportation.

### **Future Policy Session Topics**

Russell Houston provided an overview of the SPPR's suggested topics for the June 2012 policy session (Tab 6B of the agenda book).

The Executive Committee decided that the June 2012 policy session in Woods Hole, Massachusetts, would focus on the promises presented by new technologies, major barriers to their introduction, successes, and prospects for moving beyond the present. In addition, we hope to touch on what technology progress has meant for travelers and consumers.

### **International Activities**

Sandra Rosenbloom provided a report to the Executive Committee as the Committee's International Secretary (Tab 3C of the agenda book). Highlights from Dr. Rosenbloom's presentation are as follows:

- An international stakeholders meeting was held on November 10, 2011, at TRB's headquarters. The meeting was designed to seek input on the future direction of TRB's international activities and to consider strategies to strengthen TRB's collaboration with international partners. Proposed actions, activities, and initiatives that resulted from the meeting include the following:
  - A series of internal actions including designating a group to follow up on the meeting, identify ways to get committee input, clarify the role of the International Activities Committee, review the vision and goal for TRB's international activities, and monitor international activities.
  - Under the area of convening activities, the group suggested regular international symposia organized around a topic or theme and enhanced support for young researchers from the U.S. and elsewhere.
  - Create links between TRB committees and World Road Congress committees, and encourage international participation in TRB committees.
  - Develop topic or theme area research frameworks or roadmaps, support information exchange, and develop more in-depth collaborations between international and U.S. research teams.
  - Explore funding sources and potential for an international cooperative research program and strategic international research program.
  - Develop value-proposition for international activities and collaborations, and seek support from non-traditional TRB sponsors.
  - Consider outreach and capacity-building activities for developing countries and inventory sister organizations outside the United States.
- TRB is already conducting a number of international activities. An inventory of those activities was presented that covered convening activities, international involvement in TRB committees and panels, international scan and research programs, complementary research activities, collaborative studies, Memoranda of Understanding, and the international bibliographic database.

### **Subcommittee for NRC Oversight (SNO)**

Michael Walton described the role and background of the SNO and some of its oversight activities, including its efforts to support the broadening of the representation of minorities and women on TRB committees and panels as detailed in the SNO report (Tab 3A of the agenda book). During his presentation, Walton noted that:

- Henry G. (Gerry) Schwartz is the Vice Chair of the SNO and he has responsibility for oversight duties for the second Strategic Highway Research Program.

- TRB is the largest and oldest division within the National Research Council and the SNO acts as the link between TRB and the parent organization.
- TRB has been making steady, incremental improvements in women's and minorities' participation in TRB.
- This past year, 29 individuals with TRB credentials were honored as National Associates of the National Academies.

### **TRB Minority Student Fellows Pilot Program**

Suzanne Schneider provided an update on the TRB Minority Student Fellows Pilot Program as detailed in her report (Tab 5B of the agenda book). Her presentation highlighted the following:

- The objective of the program is to help support the travel, lodging, and subsistence expenses for minority students from a selected group of historically black colleges and universities and Hispanic-serving institutions to attend the Annual Meeting and to present a student-authored research paper at a session at the meeting.
- Nine schools are participating in the 2011-2012 pilot program, as compared to four last year.
- Each school selected one minority student from among the graduate students or advanced undergraduates in a transportation-related curriculum and designated a faculty member to oversee the work of the student and to accompany the student to the TRB 91<sup>st</sup> Annual Meeting.
- Stipends have been provided to the nine students and the nine faculty mentors in the amount of \$2,000 or \$2,500, depending on their schools' distance from Washington, D.C.
- In addition to TRB, four organizations sponsored a student and faculty pair: the North Central Texas Council of Governments; Parsons Brinckerhoff; the South Coast Air Quality Management District, California; and Stantec, Inc.

The Executive Committee approved making the pilot program into a regular, continuing program.

### **Administration and Finance Division**

Michael LaPlante summarized the Administration and Finance Division report (Tab 4C of the agenda book). During his presentation he reported that:

- The total activity level for all TRB program activities is projected to increase from \$99 million in calendar year 2009 to \$113 million for 2010, and a projected \$121 million in 2011. These increases are mainly due to expected growth in SHRP 2 subcontractor activity and billings.
- For the current triennium, the states collectively are financing about 45 percent of TRB's Core Program. At present, the U.S. Federal Highway Administration, TRB's largest and original sponsor, contributes about 14 percent, other agencies finance about nine percent, and TRB self-generated income covers the remaining 32 percent.
- TRB's growing private revenue and steady-state costs will result in an increase to the TRB Reserve Fund to a total of about \$16 million, which represents slightly more than 40 percent of Core triennium operating costs.
- TRB's current reserves total approximately 123 percent of its annual Core operating expenditures, and should rise to slightly more than 138 percent of an operating year by the end of this triennium.
- A benefit of the reserve is that the interest on the reserve is available to support self-initiated policy studies.

### **Second Strategic Highway Research Program (SHRP 2)**

Ann Brach, director of SHRP 2, directed members of the Executive Committee to the SHRP 2 report (Tab 4E of the agenda book). During her presentation, Dr. Brach highlighted the following:

- SHRP 2 has 18 completed, 76 active, and 11 contracts pending execution for a total contract value to date of \$128.3 million.

- SHRP 2 had additional work approved for 2012 that will involve 30 new or modified contracts worth about \$13.3 million.
- The last projects expected to be started under SHRP 2 will begin in 2013.
- Funding of \$218 million has been provided to TRB for SHRP 2 research and development/early implementation-related activities
  - \$170 million: original from the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (2005)
  - \$48 million: continuing resolutions
- Approximately \$70 million additional from continuing resolutions managed by FHWA; plans under development for use of these funds
- Safety Program Highlights
  - 1600 instrumented vehicles on road, 17 crashes, and 1000 miles of roadway data at 3 sites.
    - First analysis projects will study methods to reduce crashes
      - on rural, 2-lane, 55-mph curves
      - on congested freeways
      - by left-turning vehicles at signalized intersections
      - by inattentive and distracted drivers
- Renewal Program Highlights
  - 23 projects scheduled for completion by end of 2012
  - Dozens of new activities in support of implementation
  - Accelerated bridge demos—for use on “ordinary” bridges with local contractors
  - Web-based tool for selecting geotechnical solutions
  - Non-destructive evaluation: technology development and decision tools
- Reliability Program Highlights
  - Institutionally oriented projects are a hit:
    - Interagency incident management training
    - Regional “Operations Academies”
    - Self-assessment tool, strategies, business practices for becoming a more operations-oriented agency
  - Foundational analytical work:
    - Measuring, modeling, monitoring travel time reliability
    - Assessing impact of strategies on reliability
  - Impact of design on reliability; incorporating reliability in the Highway Capacity Manual
- Capacity Program Highlights
  - Framework for collaborative decision making improves decisions and expedites overall project development process
  - Results of pilots coming in: states pleased with tool; additional pilots to begin this year
  - Strategies for expedited delivery
  - Guide for considering greenhouse gas emissions
  - Guide for integrated conservation planning; web tool for ecological assessment
- Implementation
  - Coordination with AASHTO and FHWA
  - Dozens of new projects and contracts
  - Webinars, workshops, presentations
  - Oversight Committee now able to provide advice to FHWA and AASHTO through its status as advisory committee (separate but with the same membership): Kirk Steudle
  - Establishing advisory committee focused on long-term stewardship of safety data
  - AASHTO establishing implementation task force: Susan Martinovich
  - AASHTO and FHWA identified first set of products for implementation

### **Cooperative Research Programs (CRP)**

Christopher Jenks provided a status report on the National Cooperative Highway Research Program (NCHRP), Transit Cooperative Research Program (TCRP), Airport Cooperative Research Program (ACRP),

National Freight Cooperative Research Program (NFCRP), Hazardous Materials Cooperative Research Program (HMCRP), and the new National Cooperative Rail Research Program (NCRRP), as detailed in the Cooperative Research Programs report (Tab 4D of the agenda book). In addition, he highlighted the following items:

- The Cooperative Research Programs Division administers six programs with an annual expenditure of \$74 million.
- During 2011 the division produced a total of 156 reports, 18 of which included accompanying CD-ROMs.
- Program Updates
  - NCHRP - FY 2012 projects have been selected and approved. Staff is now processing the 115 suggested problem statements for the FY 2013 program. June 19, 2012 marks the 50<sup>th</sup> anniversary of the founding of NCHRP. A 50<sup>th</sup> anniversary brochure was prepared highlighting some of the accomplishments of NCHRP and its impact on state departments of transportation and the transportation industry. Planning for an anniversary video is under way.
  - TCRP – FY 2012 funding was reduced from \$9.98 million in FY 2011 to \$6.5 million in FY 2012. The reduction is not perceived as a reflection on the value of the program. FY 2012 projects had been selected, but due to subsequent FY 2012 funding reduction a de-programming effort is under way. Panel member solicitations for the new projects are due January 26, 2012. FY 2012 synthesis program topic solicitations have been issued and are due March 31, 2012. The FY 2013 problem statement solicitation has been issued with a due date of June 15, 2012.
  - ACRP – FY 2012 projects were selected in July, and panels have been formed and requests for proposals have been issued. The FY 2013 problem statement solicitation was issued in December with a due date of March 3, 2012.
  - NCFRP – The oversight committee will meet in February to select projects for its FY 2012 program and to revisit its strategic plan. The U.S. DOT is not likely to provide an authorization amount for the FY 2012 program until it has a better understanding of its overall funding for FY 2012. As a consequence, TRB is taking a “go slow” approach in initiating new activities on the FY 2012 program until there is more certainty about FY 2012 funding.
  - HMCRP –FY 2012 projects have been selected. There is uncertainty about the future of the program beyond March 31, 2012. FY 2011 funding was received and three of the four projects selected for the FY 2011 program are under way. A principal investigator of *HMCRP Report 6: Feasibility of a Consolidated Security Credential for Persons Who Transport Hazardous Materials* was invited to testify before the U.S. House of Representatives Homeland Security Subcommittee on Transportation Security.
  - NCRRP – The Federal Railroad Administration and National Academy of Sciences Memorandum of Agreement on the program has been executed. The FY 2010 grant has been approved and the U.S. Department of Transportation has appointed the governing board. Solicitation of potential research topics is under way through the Federal Railroad Administration and relevant American Association of State Highway and Transportation Officials, American Public Transportation Association, and TRB committees. The first meeting of the NCRRP governing board is expected to take place in May, 2012, to select initial research projects.

At the conclusion of the presentation it was suggested that the SPPR discuss coordination among the various CRP programs.

### **New Business**

The Executive Committee approved a resolution expressing its appreciation to Neil Hawks for his distinguished service and many contributions to TRB. (*Subsequent to the meeting the resolution was presented to Mr. Hawks.*)

**Next Meeting and Adjournment**

- The next meeting of the Executive Committee will take place June 15-16 (Friday and Saturday), at the Woods Hole Study Center in Woods Hole, Massachusetts.
- Pedersen adjourned the meeting at 11:45 a.m.