

TRANSPORTATION RESEARCH BOARD
The National Academies

Executive Committee Meeting

June 15-16, 2012

J. Erik Jonsson Woods Hole Center

Woods Hole, Massachusetts

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
June 15-16, 2012
J. Erik Jonsson Woods Hole Center
Woods Hole, Massachusetts

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**TRB Executive Committee Meeting Attendance
June 15-16, 2012
Woods Hole, MA
Attendance**

EXECUTIVE COMMITTEE

Sandra Rosenbloom	Chair
Deborah Butler	Vice Chair
Victoria A. Arroyo*	
John Barry Barker	
Rebecca M. Brewster	Ex Officio
William A. V. Clark	
Eugene A. Conti, Jr.	
James M. Crites	
Anne S. Ferro*	Ex Officio
John T. Gray, II*	Ex Officio
Paula J. C. Hammond	
Michael W. Hancock	
Chris T. Hendrickson	
John C. Horsley	Ex Officio
Gary P. LaGrange	
Michael P. Lewis	
Susan Martinovich	
Joan McDonald	
Michael P. Melaniphy	Ex Officio
Michael R. Morris	
Tracy L. Rosser	
Beverly A. Scott	
David Seltzer	
Kumares C. Sinha	
Thomas K. Sorel	
Daniel Sperling	
C. Michael Walton	
Gregory Winfree*	Ex Officio

MARINE BOARD VICE CHAIR

Thomas M. Leschine

TECHNICAL ACTIVITIES COUNCIL

Katherine Turnbull	Chair
Paul Carlson	
Mark Kross	
Joung Lee	
Johanna Zmud	

GUESTS

Stacy Cummings*	Federal Railroad Administration
Deb Elston*	Federal Highway Administration
Kevin Knight*	U.S. Army Corps of Engineers
Greg Nandeanu*	Federal Highway Administration
Jeffrey Paniati	Federal Highway Administration
Harold Paul	Louisiana Transportation Research Center (LTRC)
Todd Ripley	Maritime Administration
Jarrett Stoltzfus*	Federal Transit Administration
Michael Trentacoste*	Federal Highway Administration
John Tunna*	Federal Railroad Administration
Vincent Valdez*	Federal Transit Administration
Andreas Mai	
Frank Lonegro	
Margaret Jenny	
Philip Tarnoff	

TRB STAFF

Cindy Baker
Ann Brach
Richard Cunard*
Kimberly Fisher
Stephen Godwin
Christopher Jenks
Michael LaPlante
Lisa Marflak
Mark Norman
Neil Pedersen
Thomas Palmerlee
Suzanne Schneider
Robert Skinner

* Participated by video conference from Washington, D.C.

TRANSPORTATION RESEARCH BOARD
Executive Committee Meeting and Policy Session Minutes
June 15-16, 2012

Washington, D.C.

Highlighted areas indicate Executive Committee action.

June 15, 2012

Welcome

Transportation Research Board Executive Committee Chair Dr. Sandra Rosenbloom called the meeting to order at approximately 8:30 a.m. Dr. Rosenbloom 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 January 25-26, 2012, meeting of the Executive Committee were approved as submitted.

Executive Director's Report

Mr. 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, Mr. Skinner highlighted the following:

- Federal Travel and Conference Support: An Executive Order has been issued that cuts federal agencies' travel budgets by one-third compared with fiscal year 2010 levels. The impact of these new rules will prevent federal employees from attending several TRB meetings.
 - Mr. Skinner noted that during the summer of 2013, the TRB Executive Committee will meet in Washington, D.C. at the newly restored National Academy of Sciences building.
 - The Committee decided to convene on a Thursday and Friday in Washington, D.C. next summer, as opposed to a Friday and Saturday.
 - The Airport Cooperative Research Program (ACRP) Oversight Committee (AOC) will hold its upcoming meeting in Woods Hole, MA; however, other meetings may take place in Washington, D.C., or at the Beckman Center in Irvine, CA.
 - Mr. Jeff Paniati noted that the U.S. Federal Highway Administration's (FHWA's) ability to finance meetings and conferences may be lower from a monetary standpoint; however, FHWA still wants to advance research. Mr. Paniati stated that FHWA would be interested in virtual conferencing. Mr. Mark Norman offered to work with Mr. Paniati and his staff on virtual conferencing.
- Reauthorizations of Federal Transportation Programs:
 - Aviation: The U.S. Federal Aviation Administration (FAA) Modernization and Reform Act was signed into law on February 14, 2012. The Act reauthorizes the ACRP, but without a specific authorized level of funding. Mr. Skinner noted that federal administration budget requests and annual appropriation bills will determine future ACRP funding.
 - Surface Transportation: The latest short-term extension expires on June 30, 2012. Currently, the Senate and House are conferencing over a Senate two-year reauthorization and a House

bill that are primarily an extension of the last authorization, SAFETEA-LU. FHWA's annual research and technology deployment funding (excluding the second Strategic Highway Research Program [SHRP 2]) would drop from the current level of about \$216 million to \$180 million, split evenly between research and deployment. (*Note: subsequent to the meeting Congress passed the Moving Ahead for Progress in the 21st Century Act, funding surface transportation programs at more than \$105 billion for fiscal years 2013 and 2014.*)

- NCHRP Turns 50: On June 19, 1962, the National Cooperative Highway Research Program (NCHRP) was established. A special brochure and anniversary video are among the items planned to celebrate this milestone.
- National Cooperative Rail Research Program (NCRPP): The oversight committee for NCRPP, which was appointed by the Secretary of Transportation, held its first meeting on May 24-25, 2012. The committee fully programmed the available research funds.
- SHRP 2 Implementation: Attention is turning to the piloting and other development activities that will be needed to move promising SHRP 2 research products into standard practice. As SHRP 2 transitions from research to development and implementation, TRB will shift to a supporting role as FHWA and the American Association of State Highway and Transportation Officials (AASHTO) take the lead.
- Self-Initiated Policy Studies: Mr. Skinner stated that two potential policy studies were developed in response to discussion and comments concerning the January policy session on inland waterway transportation. Mr. Skinner also emphasized his interest in being more deliberate on planning dissemination activities for self-initiated studies.
- Software Review: Mr. Skinner mentioned that TRB's strategic review of its specialty software systems has been completed. The most urgent item is the replacement of the system that TRB uses to store and manage committee membership records. Mr. Skinner expects to select a replacement system by September 2012, and transition to the new system by June 2013.
- Turner Medal for Lifetime Achievement in Transportation: Mr. Skinner is seeking suggestions for the 2013 Frank Turner Medal recipient. There is no formal nomination process; any suggestions are welcome.
- The January 2013 Executive Committee meeting will be John Horsley's last one as an ex-officio member representing AASHTO. He will retire at the end of February 2013.
- TRB Minority Student Fellows Program: This program supports TRB Annual Meeting participation of students from historically black and other minority-serving institutions.
 - Dr. Suzanne Schneider stated that FHWA recently became the newest sponsor and first federal agency to provide funding for this program.
 - The program covers the cost of travel for the selected senior undergraduate and graduate students, who write a paper that they then present at a poster session. Each student is accompanied by a faculty mentor, whose travel and related costs are also supported.
 - The program's goal is to encourage the participation of underrepresented minorities in transportation and TRB. Judging by post-participation survey results, the program is making a positive impact on fellows.
 - Dr. Schneider noted that the schools select the fellows.
 - Dr. Schneider reported that 14 schools are eligible to send a fellow this year and 10 have already nominated students and faculty to participate in the 2013 Annual Meeting. (*Note: The final number for Fellows participating in the 2012-2013 program is 12.*)
- News from the National Academies:
 - The NAS Building restoration is nearly complete. The building has three rooms that are large enough to accommodate groups the size of the TRB Executive Committee.
 - Mr. Bruce Darling, currently vice president for laboratory management at the University of California, will join the National Academy of Sciences and National Research Council as Executive Officer on July 1, 2012.
 - Mr. Jim Hinchman will remain as Chief Operating Officer.

- NAE President Dr. Charles Vest's term ends in the summer of 2013, and he has indicated that he will not accept a second term. The NAE President serves as the Vice Chair of the National Research Council and its Governing Board.

Technical Activities Division (TAD)

Technical Activities Division and Council Report

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

- The 2012 TRB Annual Meeting, conducted January 22-26 in Washington, DC, attracted a record 11,000 registrants.
- The spotlight theme for the 2013 Annual Meeting is **“Deploying Transportation Research - Doing Things Smarter, Better, Faster.”**
- Mr. Lee highlighted activities of the newly established Young Members Council (YMC).
 - The YMC consists of a representative from each of the 11 TAC Groups and the YMC Chair.
 - The YMC organized three lectern sessions at the 2012 Annual Meeting, and a Young Professionals Reception, which was co-sponsored by the organization called Young Professionals in Transportation.
 - Future YMC initiatives include recognition for young professional paper authors who are 35 years or younger through the Fred Burggraf paper award, a mentorship program, and website and social media development.
- **Dr. Turnbull moved that the Executive Committee add the Chair of the YMC as an Ex Officio member of the Executive Committee. All voted in favor of this motion.**
- The TAC and the Executive Committee’s Subcommittee on Planning and Policy Review (SPPR) approved a new paper award during their April 2012 conference call. The first William Millar Public Transportation Paper Award will be presented at the 2013 TRB Annual Meeting.
- The TAC Blue Ribbon Committee Program will recognize one TRB Standing Committee in each of the four categories every year: communications, community building and mentoring, advancing research, and contributing to TRB and the transportation community.
- Dr. Turnbull announced that the Thomas B. Deen Distinguished Lecture will be presented by Dr. John Broomfield, from the United Kingdom.
- The TAC Red Meat Session theme was how to reach out to TRB non-traditional stakeholders, such as private sector and public health professionals.
- Mr. Norman noted that, in response to travel restrictions faced by federal and state transportation agency employees, TRB is equipped to do virtual conferences. One virtual conference, held in September 2011, accommodated 400 participants. The post-conference survey demonstrated that the conference was received favorably.
- Mr. Norman mentioned that non-traditional funding sources are available for conferences and workshops, such as pooled fund arrangements to allow state departments of transportations to collectively sponsor TRB conferences.

Conference, Workshop, and Project Approvals

The Executive Committee approved TRB sponsorship of the following conferences:

- **Adapting Freight Models and Traditional Freight Data Programs for Performance Measurement (sponsor)**
 - Ms. Joan McDonald made the suggestion to include the U.S. Federal Railroad Administration when planning this conference.
- **7th International Symposium on Visualization in Transportation (sponsor)**

- Adoption, Development, Maintenance, and Enhancement of TransXML Schemas Workshop (sponsor)

Future TRB Annual Meeting Venue

- In May 2012, the SPPR and the TAC authorized TRB staff to pursue the possibility of moving the TRB Annual Meeting venue in 2015 to the Washington, D.C., Convention Center and the adjacent, new Washington Marriott Marquis Hotel.
- Mr. Norman stated that most of the available dates in the next 10 years would accommodate January meeting dates; however, there may be one year that the Annual Meeting would have to be extended into February.
- Mr. Norman stated that it is possible that TRB could use the Marriott Wardman Park and Omni Shoreham hotels for guest rooms in 2015, given their agreement to honor federal per diem rates.
- Mr. Norman stated that approximately 3,000-4,000 attendees stay in hotels, and that 1,300 attendees could stay in hotels near the Convention Center.

Subcommittee for NRC Oversight (SNO)

Dr. 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). Dr. Walton stated that this is his last year as Chair of the SNO, and that Dr. Susan Hanson, a member of the National Academy of Sciences and former member of the TRB Executive Committee, has agreed to chair this subcommittee. *(Note: Dr. Hanson's nomination was subsequently approved by the NRC Chairman and the NRC Governing Board.)*

Subcommittee on Planning and Policy Review (SPPR)

Dr. Walton presented the SPPR report in the absence of SPPR Chairman Dr. Adib Kanafani. Dr. Walton described the role of the subcommittee (tab 3B of the agenda book) as the group charged with providing guidance and input to TRB between meetings of the Executive Committee. He noted that the SPPR met on April 18, 2012, and he highlighted the following:

- Several proposed TRB-sponsored and -cosponsored conferences were reviewed and approved.
- The SPPR discussed updating the list of critical transportation issues.
- The SPPR suggested the topic of international activities for the January 2013 policy session. Public health and transportation and passenger freight and aviation were discussed as alternates.
- The SPPR unanimously endorsed moving forward with negotiations to move the TRB Annual Meeting to the Washington, D.C., Convention Center, beginning in 2015.

Several committee members expressed interest in ramping up communication efforts to better demonstrate the importance and need for transportation research, including comments from Dr. Daniel Sperling, Mr. Horsley, Dr. Turnbull, and Dr. Rosenbloom. It was mentioned that the SPPR may want to consider a communications review.

Strategic Review: International Presence and Activities, and the Transportation Research Record

At its April 11, 2011 meeting, the SPPR identified two areas for strategic review: TRB's international presence and activities, and a review of the structure, content, and business plan of the Transportation Research Record (TRR).

Strategic Review of the Transportation Research Record (TRR)

Mr. Norman provided a report on the status of the strategic review of the TRR. Highlights from his report can be found on tab 5A, attachment 4.

- A survey was conducted of 8,500 people, and 2,000 responses were received.
- TRB staff and the TRR publication board reviewed these responses and has used them as the basis for initial findings and recommendations, as well as next steps, which are detailed in the attachment.
- A software to enable paper re-reviews is currently being tested.

TRB's International Presence and Activities

Dr. Rosenbloom provided a report to the Executive Committee as International Secretary. Highlights from her report include the following:

- Tab 5A, attachment 1, details a series of symposia funded with the U.S. Department of Transportation's Research and Innovative Technology Administration (RITA) and the European Union. The first two symposia will focus respectively on multimodal freight transportation hubs and on research implementation.
- A recent TR News article featured the International Activities program. The article highlights the increasing number of international annual meeting attendees, papers presented by international participants, and conferences sponsored internationally.
- Dr. Rosenbloom and Mr. Skinner were in Athens for the Transport Research Arena (TRA) 2012 meeting. This meeting, the third of its kind, is held on a bi-annual basis, and included more than 1,000 people in attendance.
- All Executive Committee members were encouraged to attend the International Participants Reception, which is held on Sunday night at the Annual Meeting.
- The International Activities Committees, staffed by Ms. Martine Micozzi, is involved in TRID, which provides research and papers in five languages.
- Mr. Michael Trentacoste noted that the FHWA is interested in coordinating with European counterparts to complement research that is currently being conducted.

Cooperative Research Programs (CRP)

Mr. 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 (HMCPR), and the new National Cooperative Rail Research Program (NCRRP), as detailed in the Cooperative Research Programs report (tab 4D of the agenda book). He highlighted the following items:

- NCRRP—The governing board for the NCRRP met for the first time in May 2012. When the governing board met, it selected nine projects, seven of which are full-scale and two of which are quick-response. Panels will be formed for the new projects during the summer of 2012. TRB is unsure of the program's funding outlook because no FY 2011 or FY 2012 funds have been allocated. Moving forward, the projects have been selected with the assumption that there will not be more funding.
- NCHRP—The 50-year milestone of NCHRP is being highlighted through a brochure and a ten-minute video. The video will be shown at the AASHTO and TRB Annual Meetings, and will be available online. The Standing Committee on Research selected its FY 2013 projects in March 2012. A report prompted by the I-35 bridge collapse in Minnesota is in its final review. The Impact on Practice series continues to highlight how states use NCHRP products. Forty of the 80 CRP publications published to date in calendar year 2012 were produced by NCHRP.

- TCRP—The TCRP Governing Board has completed its deprogramming process to adjust to the 35 percent budget reduction from \$10 million to \$6.5 million. TCRP has published 18 publications to date in calendar year 2012.
- ACRP—The ACRP Governing Board will be meeting in July 2012 to select FY 2013 projects. The program is assuming that it will be funded at the \$15 million level. ACRP produced 18 publications to date in calendar year 2012.
- NCFRP—NCFRP has published 16 reports. Uncertainty remains about future funding. The program continues to move forward, and has obligated 75 percent of its FY 2012 money. Fiscal year 2013 funding remains a function of reauthorization.
- HMCPRP—Six reports have been published in HMCPRP. The program continues to move forward with funding two to three projects a year, but fiscal uncertainty remains.

Second Strategic Highway Research Program (SHRP 2)

Dr. Ann Brach directed members of the Executive Committee to the second Strategic Highway Research Program (SHRP 2) report (tab 4E of the agenda book). Her report highlighted the following items:

- SHRP 2 has executed and awarded 105 contracts, 48 of which are complete and 57 of which are active. Total current funding for SHRP 2 (at TRB) is \$218 million. There is a potential for TRB to receive additional funds to perform development and implementation support activities.
- Committees: Since January 1, 2012, each of the four Technical Coordinating Committees (TCCs) met once. SHRP 2 also had 68 Expert Task Groups (ETG) and Technical Expert Task Groups (TETG) convening, including 44 conducted by conference call or web conferencing. During the reporting period, one new ETG and four new TETGs were formed to assist TCCs in the long-term monitoring of projects under contract.
- RFPs: SHRP 2 has 97 requests for proposals and has reviewed 419 proposals.
- SHRP 2 focus area news:
 - Safety: The SHRP 2 Naturalistic Driving Study has instrumented 2,101 vehicles. Currently, the study is awaiting approval to request the cell phone records of 1,800-1,900 people on the roads right now. The cell phone records will help researchers know who is placing calls or texting while driving.
 - Renewal: Iowa, New York, and Vermont are using rapid bridge construction tools.
 - Reliability: Institutional architecture work has been integrated into AASHTO's System Operations and Management Guidance.
 - Capacity: The Capacity program is currently working on a synthesis of lessons from pilot projects. The program is also hosting a freight planning webinar in conjunction with AASHTO and FHWA.
- Mr. Neil Pedersen discussed SHRP 2's research development and implementation activities:
 - Most SHRP 2 research activities are scheduled to finish in 2013, with some final projects wrapping up in 2014.
 - AASHTO and FHWA, with TRB's support, have developed a three-year plan for implementation, beginning in 2012, which will include six to seven projects a year. The plan's goal is that 10-15 percent of states start using a given SHRP 2 product; from these "lead states" implementation would spread to other states. Implementation is fiscally constrained to \$81 million.
 - Next steps:
 - The TRB Committee on Implementing the Research Products of SHRP 2 will be making recommendations to FHWA and AASHTO.
 - Specific strategic implementation plans have been developed for bundles of products including Transportation for Communities—Advancing Projects through Partnerships (TCAPP), reliability technical tools, and long-life pavements.
 - Implementation plan workshops and strategy sessions are being organized to develop product-level implementation plans and to deploy products.

- FHWA is developing contracts and identifying the roles of headquarters program offices, resource centers, and divisions.
- AASHTO is identifying resources for implementation and roles of AASHTO committees, the Technology Implementation Group, and AASHTO staff.
- TRB will develop a plan for the remaining development and support activities.
- FHWA, AASHTO, and TRB will jointly develop an information technology plan and a marketing and communications plan.

Critical Issues in Transportation

The TAC has suggested updating the *Critical Issues in Transportation* document, which is widely read and referenced by media and academicians. The latest version, updated under the guidance of the SPPR in 2009, includes the following critical issues:

- Congestion: increasingly congested facilities across all modes;
- Energy, environment, and climate change: extraordinary challenges;
- Infrastructure: enormous, aging capital stock to maintain;
- Finance: inadequate revenues;
- Equity: burdens on the disadvantaged;
- Emergency preparedness, response, and mitigation: vulnerability to natural disasters and terrorist strikes;
- Safety: insufficient improvement;
- Institutions: 20th century institutions mismatched to 21st century missions; and
- Human and intellectual capital: inadequate investment in innovation.

The committee expressed interest in revising the critical issues document and updating the issues on a more frequent basis. Members noted that the document would have a broad audience, including transportation agency executives at all levels of government and policy stakeholders.

Dr. Turnbull stated that the Standing Committees are very interested in assisting in this effort, and she will pass along ideas that are generated by the committees.

Mr. Stephen Godwin suggested having a preliminary presentation on critical issues during the 2013 Annual Meeting, receiving TAC input, and then developing a product for the Executive Committee by mid-2013. Mr. Skinner stated that the document may not be published quickly, due to the review process.

Lunch Break

The Executive Committee recessed at noon for lunch.

Afternoon Session

The Executive Committee reconvened at approximately 1:15 p.m.

Policy Session: New Information and Telecommunication Technology Applications to Transportation: Opportunities and Challenges (Part 1 of 2)

Dr. Rosenbloom welcomed the policy session panelists and expressed the Executive Committee's appreciation for their participation. Members of the panel included:

- Margaret Jenny, President, RTCA (federal advisory committee)
 - Building the Next Generation Air Transportation System
- Frank Lonegro, President, CSX Technology

- Freight Rail Perspective on Challenges and Barriers to Technology Implementation
- Andreas Mai, Director of Product Management, Smart Connected Vehicles, Cisco
 - The Internet of Cars
- Philip Tarnoff, consultant and author
 - Driving 21st-Century Cars on 20th-Century Roads with 19th Century Thinking

A summary of the panel's presentations and policy session discussion are included in Dr. Daniel Sperling's Rapporteur Summary.

Break for Evening

Dr. Rosenbloom called a recess to the meeting at 6:00 p.m.

June 16, 2012

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

Policy Session: New Information and Telecommunication Technology Applications to Transportation: Opportunities and Challenges (Part 2 of 2)

Policy Session Rapporteur Summary

Summary observations were drawn by Dr. Daniel Sperling from the previous day's presentations. Dr. Sperling is Professor of Civil Engineering and Environmental Science and Policy, and founding Director of the Institute of Transportation Studies at the University of California, Davis (ITS-Davis). He is also Acting Director of the UC Davis Energy Efficiency Center. Dr. Sperling stated that the presentations covered two major themes:

1. Transportation has a mix of public and private entities, which may create complexities when trying to deploy new technology:
 - Public agencies operate with multiple missions and goals. The public agencies are more inclined to make incremental technology changes to improve their systems and are cognizant of risk and liability. They are not tasked to implement visionary technology or changes.
 - The private sector has a very different mission: to make a profit. Companies can be more specialized, which can make them more adaptable to trying new technology. Also, the incentives to develop technology are larger than for public agencies due to the profit motive. However, the private sector is oftentimes unable to align their products with the larger scheme of the transportation sector.
2. Technology development is not the real challenge; instead, organizational factors may hinder and block new innovation from occurring.

Mr. Tarnoff provided a retrospective view of how difficult it has been for public agencies to adapt to new technologies.

- Private companies have a faster adoption process with technology.
- Since public agencies operate with multiple missions and goals, they have the task of making sure the technology aligns with other transportation initiatives.

Contrasting Mr. Tarnoff's presentation is Mr. Mai's presentation, which explores the opportunities to innovate in transportation.

- Mr. Mai argued that highway transportation is on the cusp of a transformational opportunity because of the cost of accidents and congestion, and an underfunded and aging infrastructure.

- The presentation illustrated how the private sector takes on more risk in developing technology, because risk could lead to increased profits. The public sector is disincentivized to take risks, due to its concerns with liability.
- If stakeholders are more creative, then they can reap several benefits.

While there are huge opportunities to improve transportation, Ms. Jenny’s presentation highlighting NextGen illustrated that there are also several barriers to change:

- System innovation for transformational technology is slow, partially due to liability issues. If a failure occurs, it will be massive.
- Government support is critical in the developmental stages of NextGen technology. Aviation is strongly regulated and has a strong culture of safety. However, the safety culture is resistant to change.
- Dr. Sperling also noted that Ms. Jenny is observing NextGen as a sociologist, and highlights the needs of transportation to transcend its engineering-dominated culture and incorporate different skills and problem-solving techniques.

Mr. Lonegro’s presentation highlighted the challenges with implementing technology in the rail industry:

- One major challenge that the rail industry faces is that policy can be reactionary. He suggested that policy makers try mandating outcomes rather than mandating the use of technology. The current approach of mandating the use of technology is met with resistance by employees.
- Another challenge is that the rail workforce oftentimes views technology as a job-killer. Unions may inhibit the use of certain technologies because of the perception that technology advancements may reduce job opportunities.

Challenges and Opportunities for TRB and Research Community

Dr. Sperling stated that this policy session topic is a perfect fit for TRB’s mission of connecting research with action. Questions and themes that emerged from the Executive Committee’s discussion included the following:

- How do you manage and stimulate transportation innovation?
- How do you disseminate this information? Dr. Sperling favors providing more money and resources to provide greater support for outreach and dissemination.
- The topic could lend itself to future TRB policy studies on how to stimulate innovation (doing things smarter, better, and faster). The study could include documenting lessons learned and describing the roles and relationships of government to industry.
- How do we overcome stovepiping in organizations and risk-averse cultures? Research should focus on interdisciplinary aspects, especially in the social sciences.

Executive Committee members stated that this topic is a great opportunity for the states and partners to commit to a new strategy to take critical issues, develop paths forward, focus on barriers, and create the change that we need to move forward. The conversation began to transition into the concept of seamless transportation. Mr. Skinner suggested that the topic and concept of seamless transportation could be a potential candidate for its own red meat session.

Future Policy Session Topics

Dr. Schneider provided an overview of the SPPR’s suggested topics for the January 2013 policy session (tab 6B of the agenda book).

The Executive Committee decided to explore “International Activities,” specifically, transportation research in other countries, reasons those countries are focused on that research, and lessons learned. Speakers that could bring perspectives from Europe, China, and South America would be targeted as potential panel participants.

Administration and Finance Division

Mr. 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 increased more than 42 percent between 2008 and 2011, largely from increases in the Cooperative Research programs and SHRP 2.
- The 2010-2012 triennium budget calls for steady-state funding from TRB's major sponsors.
- Currently the Core Program is very sound financially, but because the program is heavily dependent on State Planning & Research (SP&R) funds and federal transportation funding, the future is uncertain.
- The Finance Committee – chaired by Mr. Kirk Steudle – met during the 2012 Annual Meeting and determined that the best course of action for the immediate future was to continue with a steady-state budget one year at a time or until a longer-term federal program emerges.

Mr. Skinner noted that if federal funds are cut, TRB will have to dip into its reserve funds and put together a new game plan.

The Executive Committee voted to approve a budget for one year.

Studies and Special Programs Division

Mr. 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 2012.

Mr. Godwin asked for the Executive Committee's approval of the following two self-initiated studies, as recommended by the SPPR:

National Freight Policy:

Although many technical and policy questions are unresolved and little research is under way about freight policy, a TRB self-initiated study could help frame the debates about freight policy and point to research that might narrow the debate. The scope of this study would include:

- Identifying possible public purposes of a coherent freight policy;
- Identifying obstacles to achieving a such a policy;
- Indicating where the knowledge base is adequate and inadequate to inform policy;
- Framing debate on key issues, such as user-pays and justifications for subsidies;
- Indicating where current modal policies are aligned and not aligned; and
- Identifying pros and cons of strategies for addressing institutional and other barriers to a better alignment of modal policies.

Reinvesting in Inland Waterways:

The SPPR proposed this study to help frame the questions that policy makers would want to have answers to if faced with reinvesting in improvements in the inland waterways system (IWS). The study scope would seek to answer: "What would policy makers need to know to justify reinvestment?" The study would include:

- The role and importance of IWS in the national freight system;
- Full range of costs and benefits of IWS;
- Level of investment required to return IWS to state of good repair; and
- Who should pay?

The Executive Committee approved these two studies with partial funding from TRB's Policy Fund; Mr. Godwin stated that he will seek partial external funding for both activities.

TRB Policy Studies Addressing Sustainability

Mr. Godwin summarized three TRB policy study reports that addressed the topic of sustainability:

1. Toward a Sustainable Future: Addressing the Long-Term Effects of Motor Vehicle Transportation on Climate and Ecology
 - Sustainable development as defined in the report: A societal effort of managing the world's resources intelligently and making trade-offs within a broad notion of transferring wealth, including natural resources, to future generations.
 - Strategies to reduce transportation's environmental impact without compromising its economic benefits are critical.
2. Policy Options for Reducing Energy Use and Greenhouse Gas Emissions from U.S. Transportation
 - Study addressed all modes, but cars, SUVs, and medium and heavy trucks are main sources of concern. (Mr. Godwin's presentation focused on cars and SUVs)
 - Since carbon pricing is not on the table and raising fuel taxes is not politically viable, the report provides guidance and options on a sector-based policy approach to help address greenhouse gas emissions.
3. Driving and the Built Environment: The Effects of Compact Development on Motorized Travel, Energy Use, and CO₂ Emissions.
 - The report explored increasing metropolitan residential density through increasing use of public transportation, intercity rail, and smarter growth initiatives.
 - It concludes that the impacts of increased residential density on total driving over a 30-yr period are fairly modest.

New Business

There was no new business.

Next Meeting and Adjournment

- The next meeting of the Executive Committee will take place January 16-17, 2013 (Wednesday and Thursday), at the Omni Shoreham Hotel, Washington, D.C.
- Dr. Rosenbloom adjourned the meeting at 11:30 a.m.