

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

Executive Committee Meeting  
January 16-17, 2013  
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 16-17, 2013**  
**Palladian Room, Omni Shoreham Hotel**  
**Washington, D.C.**

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**TRB Executive Committee Meeting Attendance  
January 16-17, 2013**

**EXECUTIVE COMMITTEE**

Sandra Rosenbloom      Chair  
Deborah Butler          Vice Chair

Victoria A. Arroyo

John Barry Barker

Scott Bennett

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

John Halikowski

Paula J. C. Hammond

Michael W. Hancock

Susan Hanson

Steve Heminger

Chris T. Hendrickson

Jeffrey Holt

John C. Horsley          Ex Officio

Joung Lee                 Ex Officio

Susan Martinovich

Joan McDonald

Michael P. Melaniphy      Ex Officio

Victor Mendez             Ex Officio

Michael R. Morris

Donald Osterberg

Steven Palmer

Henry G. Schwartz

David Seltzer

Kumares C. Sinha

Daniel Sperling

Kirk Steudle

Joseph Szabo              Ex Officio

Gary Thomas

Polly Trottenberg         Ex Officio

Barry Wallerstein         Ex Officio

C. Michael Walton

Phillip Washington

**MARINE BOARD CHAIR**

Thomas M. Leschine

**TECHNICAL ACTIVITIES COUNCIL**

Katherine Turnbull      Chair

Paul Carlson

Thomas Kazmierski

Mark Kross

Johanna Zmud

**GUESTS**

Stacy Cummings

Dana Goward

Jim Jensen

Kevin Knight

Walt Kulyk

Kelly Leone

Jeffrey Paniati

Todd Ripley

Lou Sanders

Nan Shellabarger

Michael Trentacoste

Kevin Womack

Federal Railroad Administration

U.S. Coast Guard

National Research Council

U.S. Army Corps of Engineers

Federal Transit Administration

Federal Motor Carrier Safety  
Administration

Federal Highway Administration

Maritime Administration

American Public Transportation  
Association

Federal Aviation Administration

Federal Highway Administration

Research and Innovative  
Technology Administration

**TRB STAFF**

Cindy Baker

Ann Brach

Stephen Godwin

Russell Houston

Christopher Jenks

Lisa Marflak

Mark Norman

Suzanne Schneider

Robert Skinner

Gary Walker

**TRANSPORTATION RESEARCH BOARD**  
**Executive Committee Meeting and Policy Session Minutes**  
**January 16-17, 2013**

**Washington, D.C.**

*Highlighted areas indicate Executive Committee action.*

**January 16, 2013**

## **Welcome**

Transportation Research Board Executive Committee Chair Sandra Rosenbloom called the meeting to order at approximately 8:30 a.m. 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 June 15-16, 2012, meeting of the Executive Committee were approved as submitted.

## **Executive Director's Report**

Bob 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:

- 2013 Annual Meeting: Registration for the Annual Meeting was on track with the 2012 meeting. New this year, TRB provided an "app" for Android and Apple smartphones. The app includes a searchable program, hotel maps, and an exhibit map.
- Funding:
  - Federal Transportation Programs: The Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) was signed into law July 6, 2012, and authorizes surface transportation program funding for two years. Funding for transportation research in MAP-21 has declined; however, the research programs are now virtually earmark-free.
  - TRB's second Strategic Highway Research Program (SHRP 2) funding: MAP-21 did not authorize any new funding for further development and implementation of research products coming out of SHRP 2. Instead, it allows state DOTs to pool a portion of their State Planning and Research (SP&R) funds for this purpose.
  - Cooperative Research Programs:
    - Federal Aviation Administration (FAA) Modernization and Reform Act of 2012 reauthorized the Airport Cooperative Research Program (ACRP). For the first half of the fiscal year, ACRP is covered by the 6-month continuing resolution, which is expected to provide the program with \$7.5 million.

- The Transit Cooperative Research Program (TCRP) was reauthorized by MAP-21 with authorized annual funding of \$7 million, down from \$10 million authorized previously, but above the current appropriated level of \$6.5 million.
    - The National Cooperative Highway Research Program (NCHRP) is funded on a voluntary basis by state DOTs using SP&R funds, so it was not directly referenced in MAP-21. However, it's expected that NCHRP funding will match the FY 2012 level of \$39.4 million annually.
  - Policy Studies: MAP-21 funded a review of DOT's department-wide strategic plan for research and technology, and a review of a study conducted by the Intelligent Transportation Systems Joint Program Office addressing issues associated with vehicle-to-vehicle and vehicle-to- infrastructure communication.
- Milestones:
  - NCHRP celebrated its fiftieth year in 2012, and TCRP celebrated 20 years.
  - The bibliographic database TRID now has information on more than one million transportation reports, articles, and other publications.
- New TRB leadership: Gary Walker is TRB's new Director of Finance and Business Operations. Walker succeeds Michael LaPlante, who has taken a new position in the National Academies' Office of the Chief Financial Officer. Walker joins us from the Institute of Medicine where he was Deputy Director, Office of Finance and Administration.
- News from the National Academies:
  - The National Academy of Engineering (NAE) 2013 Nominating Committee unanimously recommended C.D. (Dan) Mote, Jr., past president and Regents Professor of the University of Maryland, to stand as the sole candidate for the NAE presidency for a six-year term beginning July 1, 2013.
  - The new National Academy of Sciences and National Research Council Executive Officer, Bruce Darling, has been on the job on a full-time basis since July 1, 2012.
  - The renovation of the National Academy of Sciences Building has been completed. We are looking forward to hosting the June Executive Committee meeting at this location.
  - The National Research Council budget for 2013 will likely have an 8 percent decline in revenue and expenditures compared with 2012. A reduction in pass-through funds (e.g., SHRP 2 subcontracts) is responsible for the bulk of this decline, but the regular program (non-pass-through) is expected to decline by about 3 percent. There will be no significant implications for TRB for the next year or two, but if there are further declines in future years, they could result in higher indirect rates, reduced indirect support of TRB, or both.
  - As part of the Deepwater Horizon legal settlement between the federal government and BP, and TransOcean, the U.S. Department of Justice has asked the National Academy of Sciences, in conjunction with the NAE, the Institute of Medicine, and the National Research Council, to establish a program focused on human health and environmental protection in the Gulf of Mexico. The Academy will receive a total of \$500 million during the first five years of the program, which must be spent over 30 years. A new unit is being established to manage the program, which will include in-house studies as well as work by other research organizations.

### **Finance Committee Report**

Kirk Steudle, chair of the TRB Finance Committee, reported on the Finance Committee's efforts to develop a budget for TRB's Core Program for the fiscal year 2013-2015 triennium, which began on

July 1, 2012 (see tab 3D and attached handout). Steudle reported the recommended budget to the Executive Committee.

Steudle reported that, with the increased stability based on the passage of the MAP-21 two-year federal transportation reauthorization bill, the Finance Committee approved a recommended budget for the Executive Committee. Referring to a handout not included in the agenda book, Steudle stated that TRB has done well in raising revenues from private sources and revenue-generating activities such as the commercial exhibits at the Annual Meeting. As a result, the balance in the Reserve Fund has grown to more than 110 percent of annual expenditures. The recommended budget incorporates a five percent reduction in state department of transportation contributions beginning in FY 2014, 17 percent reduction in Federal Highway Administration support, and a planned drawdown of the reserved fund to 93 percent of annual Core Program expenditures.

The Executive Committee approved the recommended budget developed by the Finance Committee.

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

C. Michael Walton described the role and background of the SNO and some of its oversight activities (tab 3A of the agenda book).

- Susan Hanson, a member of the National Academy of Sciences and former member of the TRB Executive Committee, was welcomed as incoming chair of the SNO.
- Henry G. (Gerry) Schwartz continues as the SNO Vice Chair, with oversight responsibilities for SHRP 2.

Walton stated that in the spring of 2013, TRB will undergo a triennial review. The review is different than in years past. The review will take place triennially instead of biannually, and it is now structured to include visiting committees similar to reviews conducted in academia. TRB's review will involve members of one or more of the three honorific societies of the National Academies.

The SNO met on January 15, 2013, and passed a motion to approve the Transportation Research Board Triennial Program Report, which was written to help facilitate this review, with the caveat that there will be modifications and updates made as the triennial review process proceeds (tab 5A of the agenda book).

The Executive Committee approved the SNO's motion to accept the Triennial Review Report with modifications as necessary during the triennial review process.

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

Stephen Godwin presented the report of the SPPR in the absence of SPPR Chairman Adib Kanafani. Godwin described the role of the subcommittee (tab 3B of the agenda book), which is charged with providing guidance and input to TRB between meetings of the Executive Committee. He noted that the SPPR met on November 6, 2012, and took the following actions:

- Proposed revisions to the *Critical Issues in Transportation*, which was last updated in 2009.
- Approved a study on inland waterways, pending receiving \$200,000 funding from the U.S. Army Corps of Engineers.

- Approved Phase 2 of the Travel Forecasting Resource project, which is developing an online resource of technical material to support regional transportation travel modeling. (This project idea came out of a policy study conducted by TRB.)
- Reviewed and approved four TRB-sponsored and six TRB-cosponsored conferences.
- Developed a series of recommendation for future policy (i.e., “red meat”) sessions.

### **Critical Issues in Transportation: Rough Draft**

Stephen Godwin briefed the Executive Committee about a list of topics developed by the SPPR updating *Critical Issues in Transportation* (tab 5B). During its June 2012 meeting, the Executive Committee directed the SPPR to develop a revised list of critical issues.

Godwin stated that the SPPR has proposed merging and abbreviating previous issues:

- Combine aging infrastructure, funding, equity;
- Combine congestion, emergency operations;
- Abbreviate and update energy, climate, environmental impacts;
- Abbreviate and update safety; and
- Combine institutional reform and human and intellectual capital.

SPPR members proposed the following headings for identifying critical issues:

- Inadequate funding for public infrastructure;
- System performance being neither reliable nor resilient;
- Large-scale energy, climate, and environmental impacts;
- Improved safety, but still huge avoidable losses; and
- Lack of innovation, research and development investment is low and declining.

Suggestions made by Executive Committee members, to incorporate in the next draft, included:

- Emerging technology, including implementation, role of social media, and overcoming impediments to innovation.
- Climate change, including mitigating impacts of extreme weather events on infrastructure; quantifying impacts on the transportation system; adaptation to climate change; and facilitating wide-scale adoption of new fuels.
- Resilience and vulnerability, also associated with terrorism, could be associated with climate change issues impacting infrastructure.
- Human capital issues: attracting a younger and more diverse workforce.
- How funding transportation infrastructure can impact the economy.
- Focus on mobility rather than a silo of modes; focus on more cross-cutting issues.

Sandra Rosenbloom suggested that committee members send comments to Godwin, and encouraged members to take an active role in developing this publication.

### **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:

- No predictions for this Congress: the current budget process is a series of temporary solutions.
- There is no indication that a grand bargain is coming.
- We may not avoid sequestration on March 1, 2013.

- Because there may be a sequestration, we want to start managing for the worst-case scenario.

### **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 2012. Highlights of Godwin's presentation include the following:

- Godwin requested, and the Executive Committee approved, a policy study to evaluate the Federal Railroad Administration research and development (R&D) program.
- Godwin reported on a planning meeting held to follow up on a previous policy session on future funding and financing of the transportation system. The group involved in the meeting proposed a list of actions TRB might undertake to facilitate the long-term shift in revenue sources for transportation:
  - Amend the TRB strategic plan to facilitate research and development transition;
  - Make the topic of long-term shift in revenue sources for transportation a theme of a future Annual Meeting;
  - Provide public education and ongoing opinion polling to inform the public's understanding about funding transportation;
  - Through the Cooperative Research Programs, convene state and regional leaders to identify possible pathways and inform the federal research and development agenda;
  - Develop a strategic plan to move from concepts to demonstrations and recommendations;
  - Fund analysis of problems and options for public and policy makers; and
  - Document state and regional efforts.

This conversation was temporarily adjourned to accommodate the next agenda item, and resumed the morning of January 17. The discussion on January 17 considered the foregoing list of topics, and Skinner and Sandra Rosenbloom concluded that while committee members mentioned several good ideas, none were floating to the top. Mike Walton suggested that TRB is already engaged in several ways to address future funding and financing and that the best approach would be to let these activities continue to play out.

### **Conversation with Deputy Secretary of Transportation, John Porcari**

John Porcari, Deputy Secretary of Transportation, briefed the Executive Committee. Porcari stated that safety and economic development are top priorities for the Obama Administration. Porcari added that the Administration is focused on the environment and has set new fuel economy standards. Regarding freight, the goal of the U.S. Department of Transportation (USDOT) is to move from thinking about freight through modal silos to a more holistic approach about how freight impacts national economics.

Porcari answered several questions from Executive Committee members.

#### Connected Vehicle Technology:

Vehicle manufacturers are selling individual technology systems as a part of their lineups. However, the USDOT is considering how these systems interact with each other and other technologies. He stated that because of V2V technology, USDOT will be working with the Federal Communications Commission (FCC) to open up the spectrum.



### Sustainable Communities:

The U.S. Department of Housing and Urban Development, the Environmental Protection Agency, and USDOT have entered a partnership in two cities to offer a holistic response to local problems.

### Holistic vs. Modal Solutions:

USDOT thinks of transportation as a multimodal system and believes that regions that are successful in transportation planning are pursuing multimodal options. The next generation wants travel choice, and Porcari stated that the Department needs to start providing these options to them as soon as possible. Porcari noted that in 2050 there will be 100 million more Americans living in the United States. He believes that now is the right time to initiate high speed rail, car sharing, and bike sharing. He also suggested making improvements to better manage aviation capacity.

### Performance-Based Finance Approaches:

Polly Trottenberg, USDOT's Under Secretary for Policy, stated that FHWA has established performance measure tiers to rate how well it is doing across areas such as safety and pavement condition. Porcari added that, if the surface transportation system moves to a merit-based selections process based on performance measures, the same should probably happen for the marine system.

### MAP-21 Authorization

Porcari stated that MAP-21 is a two-year authorization, and while work is just beginning, the bill does not provide adequate funding for today's or tomorrow's infrastructure. People need to know that we are not wasting their money. There is little political will to initiate revenue for various projects. The same politics are playing out at the state level. Shortages within states are driving disinvestment in the transportation system.

### Transportation Infrastructure Finance and Innovation Act (TIFIA):

Porcari stated that TIFIA loans have been successful with helping to finance projects of regional and national significance. Porcari stated that TIFIA is not intended to be a permanent finance solution to projects.

### Public-Private Partnerships (PPP)

Porcari stated that PPP is another tool that works for certain types of projects.

### Accelerated Environmental Review Process:

President Obama issued an executive order for widespread adoption of accelerated environmental reviews. For projects like the Tapan Zee Bridge to be successful, concurrent reviews are important to help keep the project moving.

### Insight on Revenue

Porcari stated that revenue is fundamental in improving transportation. For example, with fuels, no one knows who the winners will be in the market place; however, the Department is interested in encouraging as much technology innovation as possible. Porcari stated that President Obama proposes upfront infusion of funding for transportation infrastructure projects that are on the shelf and nearly ready to go to help increase jobs and rebuild the economy.

**Break for Chairman's Luncheon**

The Committee recessed at approximately noon so that members of the Executive Committee could attend the Chairman's Luncheon.

**Afternoon Session**

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

**Policy Session: International Research Activities: Issues, Priorities, and Lessons Learned**

Sandra Rosenbloom welcomed the policy session panelists and expressed the committee's appreciation for their participation in the session.

Members of the panel included:

- Roberto Aguerrebere Salido, Director General, Instituto Mexicano del Transporte;
- Jaehak Oh, Vice President and Director of the Research Office for National Transport Strategy Planning, the Korea Transport Institute;
- Wang Xiaojing, Member, Committee of Experts, Chief Engineer, Research Institute of Highway, China Ministry of Transport;
- Alessandro Damiani, Head of Unit, Horizontal Aspects, Directorate H, Research Programs, Research and Innovation, European Commission; and
- Jose Viegas, Secretary-General, International Transport Forum.

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**

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

## January 17, 2013, Thursday

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

### **Policy Session: International Research Activities: Issues, Priorities, and Lessons Learned**

#### Policy Session Rapporteur Summary

Summary observations and conclusions drawn by Kumares Sinha from the previous day's presentations and discussion included the following:

The policy session focused on the role of transportation research in Mexico, China, and South Korea; and two multinational agencies: the European Union (EU) and the Organization for Cooperation and Economic Development (OECD)

- The primary purpose of in-country agencies is to support national objectives.
- For the multinational agencies, their role is to serve the knowledge base for member states. They are similar to think tanks.

Sinha identified three major research areas:

1. Economic development and competitiveness:
  - For China and South Korea, economic aspects of transportation research are the most important of the three major research areas.
  - China is focusing on national market integration and opening new markets in other parts of the world.
  - The government dictates and dominates what happens in research in both China and South Korea. In China, and to some extent South Korea, the state gets funding to do research and complete a project. The success of the project determines the funding. China is doing research, but it is through a very different model than the United States.
  - Intermodal competition, use of public private partnerships, logistics, pricing, regulatory reforms, and technology are a priority in both countries.
  - China spends a lot of time developing new technology for new markets outside of China.
2. Social sustainability: While the economy is top priority for China and South Korea, as growth continues, they are beginning to focus attention to social and environmental aspects.
  - Social sustainability includes mobility, safety, security, public health, poverty alleviation, and overall quality of life is a focus.
  - In Mexico, rural accessibility is a priority.
3. Environmental sustainability:
  - Disaster preparedness, alternative fuels, green growth, air quality, carbon reduction, climate change in Mexico, China, and South Korea.
  - At present time, China is paying special attention to social and environmental aspects.

Examples of major policy decisions where research has been used:

- Public transportation reform;
- Infrastructure renewal;
- Expansion of urban rapid transit and high-speed rail: China is too eager to get things done, and that's how catastrophes may happen, like the high-speed rail accident;
- Information technology; and
- Public-private partnerships.

Information about transportation research funding is difficult to find:

- The European Union funds transportation research at two billion euros per year, one billion of which comes from individual member governments. In addition, national governments spend money on research.

- South Korea has 50 million people and spends the highest amount per capita on transportation research—approximately \$600 million total. South Korea’s GDP per capita is two and a half times the amount spent in China.
- China has no information publicly available, but Sinha conjectures that private enterprises are providing funding.
- OECD uses a fee-based formula for its member countries.
- China and South Korea are increasing the amount of spending on research and development from year to year. Additionally, these countries are spending proportionally more on transportation than the United States.

How is the research agenda identified within these countries/organizations?

- Mexico has a loose research agenda, and does whatever it feels is important.
- South Korea has a more cooperative process, defined agenda, and involvement from its private sector.
- China looks to the market to direct its research agenda.
- The EU member countries use a collaborative process among member states, and the private sector plays an important role.
- OECD operates more like a think tank.

How is research managed?

- All the European countries, China, and South Korea have institutes. These institutes are part of the government, but some of the research is outsourced.
- China has multiple players managing research, including the major players:
  - Ministry of Science and Technology
  - China National Science Foundation
  - Other entities conducting research in China include Ministry of Transportation, Highway Research Institute, Academy of Transportation Sciences, Planning Research Institute, Academy of Civil Aviation, Academy of Railway Sciences, National Development and Reform: Institute of Comprehensive Transportation.

Conclusions:

- The countries that were highlighted in the policy session have common areas of research, with varying emphases on each of the three main areas depending on the level of industrialization.
- Transportation research is viewed as part of an effort to improve the national economy.
- Research frameworks will develop strategies to enhance national goals and objectives.
- Research processes engage stakeholders to own, contribute, and participate through cooperative partnerships.
- In the EU and OECD, the private sector plays an active role in transportation research by providing funding.
- Funding levels in some countries are higher than the United States.
- Conduct of research through institutes is common in other countries.
- There is no definite process for research implementation and research performance evaluation.
- All agencies have some form of international outreach program.
- The International Transport Forum and other organizations provide partnering opportunities for the global research community.

What can TRB and its partners do?

- Establish a process for nationally coordinated, strategic, multimodal transportation research. The process could be cross-departmental and involve several government agencies. Sinha stated that perhaps this is not feasible, but if we think transportation projects help the national economy, then we should act.

- Some of the major investments, like high-speed rail, should be done in a broad manner and at a higher and cross-departmental level.
- Detailed examination of the functioning of research institutes in other countries can be a model for fostering cooperation.
- Remove barriers to allow the private sector to be an active partner in achieving innovation. In the United States, the private sector hesitates to get involved because of liability.
- Approaches that Executive Committee members mentioned:
  - Organize a peer exchange process to develop a common platform for sharing databases, partnering in common research interests, sharing research results, and benchmarking.
  - In partnership with ITF and other organizations, take leadership and develop strategic research programs about global carbon reduction, climate change adaptation, and disaster preparedness.

Sandra Rosenbloom suggested that Sinha's summary should be developed into a TR News article.

### **Future Policy Session Topics**

Russell Houston provided an overview of the SPPR's suggested topics for the June 2013 policy session (tab 6B of the agenda book).

For the June 2013 policy session in Washington, D.C., the Executive Committee decided to focus on the topic of energy fuels and sources: exploring the emergence of domestic sources, impacts on freight, and impacts on access to energy. Executive Committee members mentioned their interest in having a freight component, and efforts will be made to incorporate freight into the discussion.

### **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 Rosenbloom's presentation are as follows:

- TRB as an organization is becoming more international: more than 750 individuals from outside the United States now serve on TRB standing committees (about 14.3 percent of the total).
- TRB is signing more memoranda of understanding, and cooperation among international institutions continues to grow.
- The interaction with our international partners will continue to grow.

### **Marine Board Report**

Thomas M. Leschine is the incoming chair of the Marine Board. Organized in 1965, the Marine Board provides expertise on marine transportation and technology. The Marine Board was originally part of the National Research Council (NRC), and became a part of TRB in 1999. The Marine Board has an annual budget of \$350,000.

Leschine discussed several Marine Board projects, including:

- *Aleutian Islands Risk Assessment: Preliminary Risk Assessment*, completed in 2011.
- *Naval Engineering in the 21st Century: The Science and Technology Foundation for Future Naval Fleets*, completed in 2011.
- Safe Navigation in the Arctic: A Workshop, October 15-16, 2012 in Seattle, Washington. More than 100 people attended.
- An icebreaker study for the Coast Guard.
- Interim Report on the *Effectiveness of Safety and Environmental Management Systems for Outer Continental Shelf Oil and Gas Operations*.
- A study on inland waterways pending funding from the U.S. Army Corps of Engineers.

Future Ideas:

- Impacts of Panama Canal expansion
- Climate change and ports

- Involvement with the NAS Gulf Coast Oil Spill Program

### **TRB Minority Student Fellows Update**

Suzanne Schneider discussed progress with TRB's Minority Student Fellows Program, (tab 5C of the agenda book.) As of 2012, the Minority Student Fellows Program is a full-fledged program of TRB that supports travel expenses of senior undergraduate or graduate students from underrepresented minority groups conducting research related to transportation at select minority-serving institutions. Fellows write a paper and present it in a poster session at TRB's Annual Meeting.

Schneider stated that the fellowship is growing in both participating schools and donors:

- At TRB's 2013 Annual Meeting, 12 academic institutions participated.
- In addition to TRB, five organizations provided funding for the 2012-2013 program.
- There are also numerous individual donors: TRB added a check box to the Annual Meeting registration form to solicit contributions to this program, which raised about \$2,600. This total does not include on-site registrant donations collected in the past week.

### **Technical Activities Division (TAD) and Council Report**

Katherine Turnbull, Joung Lee, and 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 TAC-related activities:

- TAC selected the first recipient of the William Millar Public Transportation Paper Award.
- TAC selected the first four committees to receive recognition in the Blue Ribbon Committee Award program. The program recognizes one TRB Standing Committee in each of four categories every year: communications, community building and mentoring, advancing research, and contributing to TRB and the transportation community.
- 150 standing committees have designated a Committee Research Coordinator.
- The TAC "red meat" session theme featured a discussion on non-traditional stakeholders.
- The theme for the 2014 Annual Meeting is Transportation Research: Celebrating Our Legacy and Anticipating Our Future.

#### Younger Members Council:

- All 11 TRB groups are represented in the Younger Members Council, and 7 of the 11 Younger Members subcommittees met during the Annual Meeting.
- 21 sessions at the 2013 Annual Meeting have been sponsored by the Younger Members Council, including:
  - The Six-Minute Pitch: Four aspiring transportation entrepreneurs argued their innovative transportation business ideas in just six minutes to a panel of four distinguished guests.
  - The Young Professionals Reception: More than 500 attendees attended the event.
- The Younger Members Council selected the first recipient of the Outstanding Young Members Award.

#### TRB Annual Meeting:

- The 2013 Annual Meeting had a record 11,700 attendees.
- In addition to the printed program, website enhancements and an Annual Meeting App for iPhone and Android smart phones have complemented navigation tools for the meeting. At last count, there have been 7,500 downloads of the app.
- 1,400 events occurred at this meeting, including a special event for minority junior and senior high school students from the National Association of Urban Debate Leagues. The students debated infrastructure investment.
- In 2015, the Annual Meeting will be held at the D.C. Convention Center, which will enable the Annual Meeting to expand.
- The Marriott Marquis and Grand Hyatt hotels have guaranteed per diem rates for 2015-2019.

The Executive Committee approved five TRB-sponsored and two TRB-cosponsored conferences, as listed in tab 4A.

### **Administration and Finance Division**

Gary Walker summarized the Administration and Finance Division report (tab 4C of the agenda book):

- Program spending has grown significantly in recent years as a result of SHRP 2-associated activities and contracts.
- TRB will see steadily decreasing expenditures in the next few years as SHRP 2 winds down from a high of \$41 million in 2011, with the program anticipated to end in the second quarter of 2015.
- Other divisions are stable. TRB remains the largest of the program units in the National Academies.
- On January 15, 2013, the TRB Finance Committee passed the budget for the next two years for TRB's Core Technical Activities, which include the Annual Meeting, field visits, publications, TRIS, and other programs.
- TRB has had recent success generating revenue, and self-generated income currently covers 35 percent of its operational costs. State departments of transportation provide 45 percent, FHWA 13 percent, and 7 percent comes from other sponsors.
- TRB has a healthy reserve. The Finance Committee's approved budget for the remainder of this triennium incorporates a planned drawdown of the Reserve Fund. It is anticipated that by the end of FY 2015 the reserve fund balance will be 93 percent of the Core Program budget, which is within industry standards.

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

Ann Brach directed members of the Executive Committee to the SHRP 2 report (tab 4E of the agenda book).

Her report highlighted the following items:

- SHRP 2 expects to execute 130 contracts, of which 70 are active and 8 are pending awards.
- In total, the program will have received nearly \$224 million.

#### Safety Research Focus Area:

- SHRP 2 Naturalistic Driving Study (NDS) had approximately 1,871 vehicles on the road with 671 completed participants and 242 remaining to be recruited.
- Equipped cars have gathered information on three million trips.
- To date, 200 known crashes have been identified in the database.
- The first of four projects analyzing collected data has started.
- The next challenge will be to determine where to store collected data so researchers can access it. The NRC has set up a committee that will come up with options on how to address data storage issues.

#### Renewal Research Focus Area:

- A site in New York State has been selected as the second pilot to demonstrate Advanced Bridge Construction techniques. Two twin bridges on I-84 will be replaced, each within a 16-hour window of road closure. The work is expected to take place during two weekends.

#### Reliability Research Focus Area:

- Incident responder training: SHRP 2 was able to successfully transition this training to FHWA.
- FHWA will train one to two million people to use an e-learning tool and training assessment tool.

#### Capacity Research Focus Area:

- Creating tools to deliver better highway capacity on topics such as collaborative decision making, economic assessment, and ecological approaches.
- 13 pilot tests using these tools are taking place in states, counties, and metropolitan regions.

## **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). He highlighted the following items:

### 2012 CRP Highlights:

- NCHRP turned 50 in 2012.
- TCRP turned 20 in 2012.
- The six CRP problem-solving research programs spent \$65 million in applied research in 2012.
- In 2012, 155 publications were produced from five programs, not including NCRRP, which is in the early phases of selecting contractors for its initial research projects.
- Of the CRP publications produced in 2012, NCHRP publications accounted for almost 50 percent of the total.

### 2013 Anticipated Funding

- NCHRP:
  - Jenks stated that NCHRP funding is stable but will likely take a modest hit because SHRP 2 implementation funding for FY 2013 and 2014 is coming out of State Planning and Research funds, NCHRP's funding source.
  - NCHRP is in the midst of FY 2014 programming. Potential research topics have been received, and in March 2013, the FY 2014 program will be selected by the AASHTO Standing Committee on Research.
- TCRP:
  - TCRP is taking a 35 percent reduction in funding: TCRP has been funded at \$10 million under the previous transportation authorization, but funding was reduced to \$6.5 million for FY 2012.
  - Jenks stated that TCRP funding through the continuing resolution is \$6.5 million. In MAP-21, TCRP funding is authorized at \$7 million.
  - Several unknowns remain, including the results of the continuing resolution for the remainder of FY 2013, and if sequestration will occur. TCRP will proceed under the assumption of a \$6.5 million program.
- ACRP:
  - ACRP was reauthorized in the FAA Modernization and Reform Act of 2012, which made the program permanent. ACRP was previously authorized at \$15 million, but the latest reauthorization does not mention a specific dollar amount. This means that ACRP is subject to what appropriators decide on an annual basis.
  - ACRP is working with the assumption that it will be funded at \$15 million, but this is uncertain until the continuing resolution for the remainder of FY 2013 is resolved.
- HMCRP and NCFRP:
  - MAP-21 did not reauthorize these programs.
  - TRB is closing these programs down, which should take about a year-and-a-half to two years.
- NCRRP:
  - NCRRP was authorized in the Passenger Rail Investment and Improvement Act of 2008 at \$5 million a year; however, TRB has received only one year's worth of funding.
  - A Governing Board has been appointed and Requests for Proposals (RFPs) have been issued for the initially selected projects.



- The legislation authorizing the rail research program expires at the end of FY 2013. Continuation of NCRRP will be subject to the reauthorization process. The Federal Railroad Administration (FRA) has asked TRB to put out a solicitation for potential additional research topics.
- NCRRP has enough funding to finish up current projects if it turns out that additional funds are not forthcoming.

### **New Business**

There was no new business.

### **Next Meeting and Adjournment**

- The 2012 Annual Report was disseminated to Executive Committee members.
- The next meeting of the Executive Committee will take place June 20-21 (Thursday and Friday), 2013 at the NAS Building in Washington, D.C.
- The Executive Committee welcomed Deborah Butler as the new Chair of the Executive Committee.
- Sandra Rosenbloom adjourned the meeting at 11:45 a.m.