

The National Academies of
SCIENCES • ENGINEERING • MEDICINE



TRANSPORTATION RESEARCH BOARD

TRB Executive Committee Meeting

-Draft Minutes-

Wednesday, January 13, 2016, 8:30 a.m. – 11:45 p.m.; 2:30 p.m.-5:30 p.m.

Thursday, January 14, 2016, 8:30 a.m. – 11:45 a.m.

Marriott Marquis Hotel, Liberty L&M, Washington, DC

- I. Welcome, Introduction, and Overview of Agenda** **Sperling**
- Meeting attendee list is attached to the document on page 13.
- II. Bias/Conflict of Interest Discussion** **Sperling/Pedersen**
- III. Approval of June 11 & 12, 2016 Minutes** **Sperling**
- **Approved**
- IV. Approval of Consent Agenda** **Sperling**
- Technical Activities Council Report
 - Conference Approvals (listed on page 30 of the agenda)
 - Cooperative Research Program Report
 - Subcommittee on Planning and Policy Review Report
- **Approved**
- V. Executive Director's Report** **Pedersen**
- Implementation of the strategic plan is number one priority.
 - Expressed appreciation for the work of the task forces on resilience, health, and transformational technology.
 - Noted that his personal priority is to further diversify TRB. Both more women and minorities to better reflect the diversity of the stakeholder community being served and to serve more young professionals and different sectors and international programs.
 - Reported that TRB is conducting strategic reviews to improve several of its legacy systems.
 - New reauthorization bill has several implications for TRB, which will be discussed throughout the meeting.
 - TRB is speeding release of CRP reports by releasing prepublications.
 - There will be additional focus by TRB on implementation of TRB products. There is a project in NCHRP to set aside money to prepare products for implementation, marketing and communications, and better understanding of what are the impacts of TRB reports. This effort is critical to help justify sponsors' investments in TRB.
 - The New Revenues Taskforce is looking at a number of possible ways to enhance existing and identify potential new funding streams for TRB.

- Consultants have delivered a draft marketing and communications plan. The next step is to get staff buy-in on the plan because communications is expected to be everyone's job.
- Continue to enhance TRB's IT systems. This meeting supported by new software. Will use 2016 to make improvements.
- Developing leadership training for staff and looking to expand that type of training for volunteers.
- The Academies has been reorganized to the National Academies of Sciences, Engineering, and Medicine. National Academy of Medicine is now the honorific society. Subsequent to the meeting it was announced that the Institute of Medicine would become the Health and Medicine Division.

VI. NTSB's Top 10 Safety Priorities Hart

- (In no particular priority order) 1) Reduce fatigue-related accidents; 2) improve rail transit safety oversight; 3) promote availability of collision avoidance technologies in highway vehicles; 4) strengthen occupant protection; 5) disconnect from deadly distractions; 6) prevent loss of control in flight in general aviation; 7) promote completion of rail safety initiatives; 8) end substance impairment in transportation; 9) require medical fitness for duty; 10) expand use of recorders to enhance transportation safety.
- NTSB appreciates the ability to use the TRB Annual Meeting as a venue for release of the list.
- Discussion – There have been lots of policy recommendations that would improve safety. Would it be useful to have a review of safety policies that have been recommended, but not implemented? What do we need to translate these into actions? According to Hart that would be helpful.

VII. Subcommittee on NRC Oversight (SNO) Report Hanson/Febey

- The role of the SNO is to ensure that all TRB reports meet NRC standards for objectivity and quality; and to promote overall participation of minorities and women in all TRB committees.
- Growth in minority participation in TRB's committees and panels has not been as much as we would like to see. That issue will be discussed later in the meeting.
- Provided an update on the project approvals and recent minority participation TRB volunteer committees. (Details included in page 165 of the agenda book.)

VIII. Strategic, critical, and emerging issues

A. Resilience Task Force Card

- Task Force Mission – Advise the TRB leadership and staff on TRB programs and activities addressing resilience in a proactive and strategic manner to help achieve TRB's goals as contained in the TRB Strategic Plan.
- Approved mission, primary activities, and overview paper.
- Reaching out to stakeholders, and developing a communications plan.
- Next steps include: catalogue TRB activities in this area, identify gaps and opportunities to partner with other parts of the Academies, identify communications

priorities, and develop recommendations on implementing the TRB strategic communications and marketing plan.

- Next steps: information to be structured around the topics of planning, managing, and recovering from extreme/disruptive events.
- Discussion
 - Try to draw a distinction between chronic events like climate change and acute events, with the understanding that chronic events can lead to or become acute items.
 - There is a need for identifying vulnerabilities and how to recover quickly. This includes anticipating, response, redundancy, recovery, and best practices in these areas.
 - Need to ensure that current information is communicated to those that need it.
 - We need to be able to measure the impact/outcome of increased resiliency.
 - Admiral Card: All of this information would be helpful as the TF continues to develop its strategic plan.

B. Resilience Conference Highlights

Brach

- 1st International Conference on Surface Transportation System Resilience to Climate Change and Extreme Weather
- Objective – Inform on emerging best practices and state of the art research results on how to adapt surface transportation networks.
- Focus – Efforts to mainstream resilience in all aspects of the transportation sector.
- Great depth and breadth of topics modes.
- Messages delivered during the meeting included:
 - Mainstreaming climate change into daily decisions using interdisciplinary teams and stakeholder engagement techniques is moving from frameworks to implementation.
 - Should ground-truth data and models with field staff.
 - Numerous tools, pilot studies, and reports have become available in the past seven years to assist practitioners.
 - Property tax increases and Partnership for Sustainable Communities grants provide good financing opportunities for climate projects.
 - Severe weather event impacts can last for months or even years from the operations and maintenance perspective.

C. Transformational Technologies Task Force

Steudle

- Have recommended general priorities for TRB, approved roadmap of activities, made proposals for the June 2016 policy session, and working to attract participation of transformational technology stakeholders in TRB.
- Priorities include all transformational technologies, the addressing of long-term scenarios, considering the augmentation of “traditional research processes,” and the continued attraction of stakeholders to TRB.
- Paying immediate attention to Connected/Automated Vehicles, shared use services, unmanned aircraft systems, the internet-of-things/smart cities, and cybersecurity. Also closely monitoring NextGen, 3D printing, and big data.

- CAVita has recommended that TRB undertake a series of symposia and/or roundtables addressing various technologies and the issues associated with those technologies.
- Next steps include further analysis of the new member value proposition, consideration of additional sponsorship opportunities, mapping of specific high-value stakeholders to the proposed scenarios, and scenario adjustment as required.

D. Urban Mobility Study Highlights

Kortum

- Self-initiated study because of the rapid rise of smartphone-based innovative mobility services; and the rapid expansion and raising regulatory questions in the process.
- Task was to examine the growth and diversification of technology-enabled mobility services, and the implications these services have for consumers. Also identified policy, regulatory, and other issues and opportunities to plan for and regulate these services (including taxi, limousine, and transit services); and priority areas of research to inform public policy decisions.
- Public policies and regulations should be designed to steer the development of innovative services to improve mobility, safety, and sustainability.
 - Reassessment of regulations for all for-hire vehicle services is likely needed in the areas of market entry, geographic coverage, and span of service.
 - Public safety requirements should be consistent across each type of service (street hail/taxi stand, dispatch) and be gauged to risks.
 - Policy makers and regulators should consider whether TNC and taxi services may be better regulated at the state, regional, or local level, while ensuring consistency and effective enforcement.
 - Systematic evaluations of safety requirements are needed.
 - Accessibility of services to all travelers should be a priority.
- Basic service information for effective planning and regulation should be required of all mobility services.
- Employment classifications need to be carefully assessed.
- TNCs and other innovative services should be integrated with existing transportation systems and planning.
- Discussion
 - Surge pricing was not an issue that was taken on by the report. It was suggested that TRB consider using its convening activities to get those interested in surge pricing together to discuss the issue.
 - This report is an example of TRB's potential service to "non-traditional audiences."
 - New discoveries or practices are often accompanied with ethics questions. Perhaps that is an area where TRB could be involved.
 - Other issues brought up during the discussion included the balance between regulation and innovation, as well as safety and ADA issues.
 - Chairman Steudle thanked everyone for the comments and noted they would take them into consideration as the TF comes up with its recommendations for June.

IX. Federal Affairs

- A. Overall Federal Outlook Jenson
- This year is going to be shaped by presidential and congressional reelection schedule.
 - Little is going to get done. As a result of summer breaks and the convention schedule, there are only 18 legislative weeks left on the schedule. As a result, the focus will be on the appropriations process, which likely will not be completed, thus resulting in a continuing resolution in September.
- B. Transportation Authorization Highlights Wright/Melaniphy
- Mr. Wright provided overview of the Fixing America's Surface Transportation Act that provides five years of funding for surface transportation and the continuation of MAP-21 program reforms. He highlighted that 93 percent of highway dollars go to states by formula and that the Act is a continuation of the trend to transfer General Fund revenues to the Highway Trust Fund. He estimated that at end of the five-year authorization, there will be a \$20 billion gap between what comes into the Trust Fund and what must flow out.
 - Mr. Melaniphy highlighted the extension that railroads received to implement positive train control, several transit related portions of the FAST Act, and APTA's priorities of promoting efforts to support public transportation as a multi-modal component of an energy-efficient and environmentally-sustainable transportation system.
- C. Authorization Impact on TRB Norman
- The FAST Act is estimated to increase SPR funding for highway programs by about 7.5% the first year, and about 2% each following year. States generally use SPR funds to pay their contribution to NCHRP and TRB core program. Note: subsequent to the meeting it was determined that SPR funding increased by 5 percent in the first year.
 - Funds TCRP at \$5 million per year. This is up from recent years.
 - Authorizes the National Cooperative Rail Research Program and the Hazardous Materials Cooperative Research Program, but provides no authorized funding level.
 - There is no mention in the legislation of the National Freight Cooperative Research Program.
 - Authorizes policy studies on the future of the interstate system, performance of bridges, behavior analysis and safety improvement categories, evidentiary protection for public transportation safety program information, and testing of electronically controlled pneumatic breaks on trains.

X. Revenues and Finance

- A. Financial Update Walker
- TRB program expenditures for CY 2015 are expected to be \$93 million.
 - In the next fiscal year, the states collectively will finance about 43 percent of TRB's core programs. The FHWA will contribute 12 percent and other sponsors about 9 percent. TRB's self-generated income will cover the remaining 36 percent.

- The TRB reserve fund, which supports extraordinary expenditures peaked in FY 2013 at 117% of annual core operating costs with the estimated balance at the end of FY 2016 representing 105% of annual expenditures. The Executive Committee adopted a goal of maintaining a reserve fund that equals at least 75 percent of annual expenditures in the Core Program.

B. **New Revenues Task Force/Bequest Program** Halikowski

- To date the task force has reviewed TRB's budget, revenues, and future risk scenarios; approved criteria for evaluating potential revenue streams; developed suggested priorities and timeframes for pursuing options; and initiated development of a philanthropic giving program.
- New revenue streams will be evaluated based on their consistency with the mission and principles of TRB, the TRB Strategic Plan, and the Academies; potential to increase net revenue; level of effort (staff and financial) to implement and maintain; timeliness to implementation; and sustainability.
- High priority revenue options include pursuing new sponsors and affiliates, roundtables, review of existing fees and prices, E-Newsletter advertising, and philanthropic donations. Philanthropic, with an initial focus on bequest programs, has a website and flyer.

XI. Break for Chairman's Luncheon

XII. Public Health and Transportation Task Force Report Crites

- Accomplishments of the TF include approval of scope and membership; preparation of a catalog of related TRB/NAM programs, activities, and initiatives; and the setting of priorities for focusing efforts.
- Scope of the TF is to promote ways to reduce transportation-related injuries and fatalities; promote healthy and safe transportation options; reduce the health impacts of transportation's environmental footprint; facilitate access for all to health care as well as services and destinations that contribute to health; enhance mobility/access for those with health-related mobility challenges; and decrease the threat from the spread of disease through the transportation system.
- Priority focus areas for the TF are to strengthen partnerships between TRB and NAM; facilitate overarching executive level synergies to supplement existing collaboration at lower levels; catalogue work already being done in various areas of public health and transportation – TRB, NAM, and outside organizations; and identify gaps and how to fill those gaps.
- Next steps for the TF include familiarizing stakeholders with the missions and programs of TRB and NAM; prioritizing and identifying areas for focusing; highlighting those activities where TRB and NAM could add value/impact through a collaborative effort; identifying activities that would have the most significant impact, with consideration given to addressing the unfulfilled research needs previously identified by others; and recommending policy studies or other activities that TRB and/or NAM could conduct that would provide near-term impact.

XIII. Policy Session on Transportation and Public Health

A. Policy Session Presentations

- Dr. Victor Dzau, President, National Academy of Medicine – General overview of actions taken related to the recent Ebola outbreak.
- Dr. Mark Rosenberg, President and Chief Executive Officer, The Task Force for Global Health, Inc. – Linkage between traffic safety, transportation-related air pollution, and public health.
- Leslie Meehan, Assistant Director of Primary Prevention, Tennessee Department of Health – The promotion of physical activity through transportation.
- Therese McMillan, Acting Administrator, Federal Transit Administration – Social and ethnic disparity in access to transportation: consequences and policy options. (Note that Ms. McMillan stepped in for Tyler Norris, Vice President, Total Health Partnerships, Kaiser, who was not able to attend at the last moment because of illness.)

Presentations available at <http://www.trb.org/Main/TRBExecutiveCommitteeMinutes.aspx>.

B. Policy Breakouts

- Contagious Diseases -- James Crites (facilitator), Michael Melaniphy (Rapporteur)
- Traffic Safety, Air Pollution, and Public Health -- Mark Rosenberg (facilitator), Chris Hendrickson (Rapporteur)
- Active Transportation -- Susan Hanson (facilitator), Malcolm Dougherty (Rapporteur)
- Access/Quality of Life -- John Halikowski (facilitator), Therese McMillan (Rapporteur)

XIV. Break for the evening

January 14, 2016

XV. Policy Session Breakout Discussion

A. Policy Session Breakout Summaries

- Contagious Diseases -- Michael Melaniphy
- Traffic Safety, Air Pollution, and Public Health -- Chris Hendrickson
- Active Transportation -- Malcolm Dougherty
- Access/Quality of Life -- Therese McMillan

Presentations available at <http://www.trb.org/Main/TRBExecutiveCommitteeMinutes.aspx>.

B. Policy Session Group Discussion

- It was reported that TRB's standing subcommittee on public health, which is chaired by Ed Christopher, is very active. Formed about five years ago, it has 14 members and a list of more than 380 friends.
- TRB Task Force may consider an IOM-type roundtable formatted on access to public health services. On the pandemic side, there could be a workshop on contagious disease that NAM and TRB could work on together.
- Before TRB and NAM collaboration, TRB should consider goal, strategy, structure, management, and appropriate participants. (What's the goal of working together, what's the strategy, what's the structure—how do we collaborate, who are the right people to have at the table, and finally, how would this be managed?)
- Need to look at the larger picture first. Roundtable to look at the larger picture of the intersection between transportation and health.
- Need a champion to lead this effort.
- A goal of the Health and Transportation Task Force is to take the information generated by this session and use it to help develop a sustainable, productive relationship between TRB and NAM.

➤ Action: It was requested that the Technical Activities Council consider elevating the subcommittee on public health to the full committee status.

➤ Action: The TF should develop a strategy for a sustainable and productive TRB and NAM/HMD relationship. The strategy should incorporate TRB's volunteer base into process.

XVI. Future Policy Session

➤ Action: Cybersecurity was approved as the topic for the June Executive Committee Policy Session with the understanding that the speaker on connected and automated vehicles should focus on more than just automobiles.

XVII. Expanding Participation

A. International Task Force Update

Rosenbloom

- This represents a progress report of the task force, which still is in the middle of its work.

- TRB international activities should be proactive--traditionally, TRB's activities have been reactionary. They also need to be strategic, entrepreneurial, and participatory, and should include guidance from the Executive Committee.
- All activities have to include the standing committees.
- TRB should begin measuring and evaluating its international activities.
- As an organization, we should tie international marketing and outreach to the new marketing and communications strategic plan.
- Committees should create information on hot topics or critical issues that have an international interest to be considered in the development of TRB hot topics or critical issues.
- There needs to be stricter rules for international conferences that TRB co-sponsors.
- MOUs with an international organization should include specific activities.
- The Executive Committee should abolish the position of the international secretariat and replace with a standing task force on international activities.
- The task force will be completing its work in the next six months.

B. Minority Fellows Update

Febey

- The Minority Student Fellows Program funds students from minority-serving institutions to attend the TRB Annual Meeting and to present their research.
- This year there were 26 students from 14 institutions.
- Addresses goal of diversity in TRB's Strategic Plan.
- Nearly doubled program participation because of substantial FHWA funding, other organizational funders, and contributions from TRB Annual Meeting registrants.
- Fellows are engaged in a variety of planned sessions and activities during the TRB Annual Meeting.
- One goal of program is to involve fellows in TRB's committee structure.

C. Diversity Initiatives

Fitzpatrick

- Diversity initiatives are designed to help improve the products and services of an organization by ensuring a diverse set of backgrounds and perspectives are brought and considered in the development and decision making process.
- Need to help volunteers break into TRB's tight knit community.
- Diversity Work Group formed in November 2015 based on an SPPR action item.
- Recommended the development of a diversity strategic plan.
- The mission of the plan would be to institutionalize practices that foster diversity in all TRB activities, including opportunities to better serve minority transportation communities, and set the precedent for diversity within the transportation field.
- Goals of the plan include:
 - Increase participation of underrepresented groups at all Access Points, with a focus on leadership roles and key volunteer roles.
 - Create communication tools that are user-empowered and relay the value of TRB for each individual and within the context of TRB.
 - Create methods for learning (Diversity Competency).

- D. Young Members Council Conway
- Celebrated its 5th year in existence
 - This year’s focus of the Council has been on communications to make sure folks know what the YMC is and what it does.
 - Sponsored or held more than nine activities and events associated with the TRB Annual Meeting.
 - YMC has continued the TRB Outstanding Young Member Award, with sponsorship from Stantec, Inc., to recognize exceptional young member service to TRB and achievements in transportation research, policy, or practice.
 - YMC continues to use the GroupSite and is exploring options for integrating more and taking advantage of functionalities of the new MyTRB system.
 - In 2015, YMC has had active representation from 9 of the 11 TAC groups.
 - 2015 activities related to the “Young Professional Gap” initiative designed to increase young member participation in TRB included young member data collection; instructions to chairs on how to involve young members in their activities; information to employers on the value of having their young professionals participate in TRB; and an Annual Meeting mentoring program, including one focused on the minority student fellows.
- E. Industry Council Norman
- TRB is considering development of an industry council to provide advice to TRB leadership on programs, services, and activities. The members would be appointed by TRB and represent a cross section of private sector stakeholders.
 - The council would provide members a voice in TRB to ensure our programs better serve the private sector and position TRB to be able to better serve the private sector.
 - The council would first be asked to build on TRB’s existing relationships and then focus on potential stakeholders with whom relationships would need to be built.
 - Next steps include mining data on existing involvement in TRB, conducting interviews with key private stakeholders, evaluating TRB programs and packages as they relate to the private sector; and establishing sector working groups and/or an industry council, if appropriate.
- F. Roundtables Norman
- National Academies of Sciences, Engineering, and Medicine Roundtables are organized around a critical issue, bring together leaders from various sectors, illuminate issues and opportunities to address them, and may not offer advice.
 - The typical roundtable averages about 35 individuals representing sponsoring organizations. They are focused on continuing discussion, as opposed to a meeting or conference that convenes, discusses, and disbands. Agenda is determined by members and they can commission individually-authored papers to inform discussion.
 - Roundtables have value to TRB’s traditional stakeholders, may be attractive to new or non-traditional stakeholders, as well as to TRB’s existing standing committees and panels.
 - Potential issues that roundtables might be organized around include transformational technologies, transportation and public health, railroad research areas, and others.

- During the discussion about roundtables, concerns by some members of the committee were expressed over the “pay to play” aspects of the roundtable structure. Mr. Pedersen recognized the concern and pointed out that the level of private sector contributions to support a roundtable would be dependent on the level of public sector funding that TRB might be able to attract to a roundtable.

➤ Action: It was suggested that TRB consider funding roundtables as part of some kind of overall TRB sponsorship or support package.

XVIII. Technical Activities Update

Turner/Brach

- Committees are embracing the hot topics.
- Registration numbers for annual meeting was more than 12,300.
- Glad to announce that Google is using TRB’s SHRP 2 safety data.
- New brochure on hot topics was distributed at the meeting, which included information on all the sessions related to hot topics – it was very well received.
- Used real-time polling during the welcome session. Was well received.
- Meeting highlights—all firsts for an annual meeting--included the webcasting of five sessions, the flying of unmanned vehicles (drones) at a session, a table top exercise on strategic leadership in the resilience ?, and a “speed dating” session to allow committees to identify areas of potential collaboration.
- Spotlight theme for 2017 Annual Meeting: Transportation innovation, leading the way in an era of rapid change.

XIX. Marine Board Update

Card

- The Marine Board is an internationally recognized source of expertise on maritime transportation, marine engineering, and marine technology. It provides evaluations and advice concerning the ability of the nation's marine and maritime industries to operate safely and efficiently, as well as in an environmentally responsible manner.
- November Board Meeting included a pre-meeting member engagement working dinner, engagement with U.S. Coast Guard and TRB Executive Director, and review of past Marine Board studies.
- The meeting also included two successful focus sessions. The first addressed responding to emergencies in the Arctic 2015, and the second was on human and intellectual capital in Marine Transportation.
- The newest board members are Martha Grabowski, Distinguished McDevitt Chair in Information Systems, and Professor and Director of the Information Systems program in the Madden School of Business at Le Moyne College in Syracuse, New York; and RADM Samuel P. De Bow, Jr., former Director of the National Oceanic and Atmospheric Administration (NOAA) Commissioned Corps and NOAA’s Office of Marine and Aviation Operations.
- December 2015 activities included calls with all eleven priority teams reassessing priority issues, development of an outline for potential new projects, and visits with Marine Board sponsoring agencies.

XX. Policy studies

- A. Recent Significant Releases Godwin
- Funding and Managing U.S. Inland Waterways
 - Evaluation of FRA R&D Program
 - Essential Federal Role in Highway Research & Innovation
 - Modernizing Freight Rail Regulation
 - Technology-Enabled Transportation Services
 - Symposium on ATC Organizational Reform
 - Review of USDOT Truck Size and Weight Study
 - Review of USDOT Connected Vehicle Communications System Deployment Report
 - Special Report 320: Interregional Transportation: Policy Making from a New Perspective (Released January 7, 2016)
 - Lack appropriate tools, data, and institutions for analysis and planning;
 - Auto dominant mode by far;
 - Unanticipated proliferation of intercity bus illustrates difficulty of forecasting demand;
 - Sparse inter-regional trains due to many factors;
 - NEC unique in US but still institutionally complex;
 - Metro areas should plan and analyze intercity pairs in multimodal fashion suited to context.
- B. Potential New Policy Studies Requested in the FAST Act Godwin
- Future of Interstates
 - 3 years, up to \$5 million project.
 - Build on NCHRP 20-24(79) report.
 - Upgrade/restore Interstates to “premium system that meets growing and shifting demands” over next 50 years.
 - “Recommendations regarding the features, standards, capacity needs, application of technologies, and intergovernmental roles, including any revisions to law (including regulations) that TRB determines appropriate.”
 - Includes adding NHS routes to Interstates.
 - Includes estimates of funding required to maintain and improve system.
 - Discussion – Consider ways to maximize the use of existing corridors and data that will be developed by the system in the future.
 - ECP Emergency Braking Testing
 - 18-month project.
 - NAS contract with one or more experts to conduct test.
 - More than 1 scenario of emergency braking test involving uncoupling of 70-car trains of DOT-117 tank cars.
 - Compare ECP brakes with alternatives on braking distance, derailments, punctured tank cars; in-train forces.
 - TRB has informed the Hill staff that the NAS is not the appropriate organization to take on large-scale physical tests of the nature proposed

in the FAST Act and that we could form a committee to advise on appropriate testing, witness the tests, and review test results.

- Discussion – The Academies does not have the facility to do this testing, however, the Academy could be a referee on this issue.
- FMCSA Compliance, Safety, Accountability (CSA) Program
 - Budget not specified -- FMCSA in hurry to complete project.
 - Collaboration with NAS Committee on National Statistics to evaluate whether program accurately identifies high-risk carriers.
 - Methods used to identify carriers for enforcement.
 - Quality of inspection and enforcement data.
 - Data gaps, accuracy, consistency of reporting across states.
 - Consider whether program accurately differentiates risk between large and small carriers.
 - Evaluate whether alternative approaches are more accurate.
 - Review recommendations of previous reports.
 - Discussion – No comments.
- Evidentiary Protection of Transit Safety Data
 - 18-month study.
 - Evaluate whether it is in the public interest to withhold from discovery or court evidence any data, plans, or information related to compliance with federal safety planning requirements.
 - Coordinate with other National Academies' units with legal expertise.
 - Solicit input from transit agencies, unions, affected public.
 - Discussion – Needs to be framed in such a way that the Academies are not put in an untenable situation. Highway safety data already has these types of protections.

XXI. Transportation Research Record Comprehensive Review

- A. Transportation Research Records Comprehensive Review Brach
- Conducting a comprehensive review of the TRRs per the strategic plan.
 - Established a TRR Review Advisory Board (formerly TRR Publications Board) to advise on how to carry out a comprehensive review of the TRR.
 - Elements of the review are expected to include the following:
 - Clarification of TRR's purpose.
 - Appropriate standards of quality or performance measures.
 - What changes are necessary and what resources are needed to make those changes.
 - Group met this week and has asked for data. We hope to have preliminary findings in June.

XXII. Other Business

- Dan Sperling was thanked for his service this year as the chair and it was announced that he will be staying on as the Chair of the Subcommittee on Planning and Policy Review.
- FAST Act requires BTS to evaluate ports. Could be a topic of discussion for this group in the future.

TRB Executive Committee Meeting Attendees

Executive Committee Members

1. Dan Sperling (Chair)
2. James Crites (Vice Chair)
3. Scott Bennett
4. James Card (Marine Board)
5. Jennifer Cohan
6. Malcom Dougherty
7. John Halikowski
8. Susan Hanson
9. Steve Heminger
10. Chris Hendrickson
11. Jeff Holt
12. Roger Huff
13. Geraldine Knatz
14. Ysela Llort
15. Donald Osterberg
16. James Redeker
17. Sandra Rosenbloom
18. Mark Rosenberg
19. Kumares Sinha
20. Kirk Steudle
21. Gary Thomas
22. Pat Thomas
23. Paul Trombino
24. Kirk Steudle
25. Katie Turnbull
26. Dean Wise

Ex Officio Members

1. Deborah Butler
2. James Card (Marine Board)
3. Alison Conway (Young Members)
4. Mary Ellen Eagan (TAC)
5. Tony Furst (FHWA)
6. LeRoy Gishi (BIA)
7. John Gray (AAR)
8. Congressman Christopher Hart
9. Jim Jensen (NRC)
10. Peter Briglia (TAC)
11. Hyun-A-Pak (TAC)

12. Gregory Nadeau (FHWA)
13. Therese McMillian (FTA)
14. Michael Melaniphy (APTA)
15. Mike Rodriguez (MARAD)
16. Stephen Popkin (TAC)
17. Todd Ripley (Maritime)
18. Craig Rutland (US Air Force)
19. Reuben Sarkar (DOE)
20. Nan Shellabarger (FAA)
21. Michael Trentacoste (FHWA)
22. John Tunna (FRA)
23. Daniel Turner (TAC)
24. Vincent Valdes (FTA)
25. Barry Wallerstein (SCAQMD)
26. Gregory Winfree (US DOT)
27. Bud Wright (AASHTO)

TRB Staff

1. Cindy Baker
2. Ann Brach
3. Karen Febey
4. Velvet Fitzpatrick
5. Steve Godwin
6. Russell Houston
7. Chris Jenks
8. Katherine Kortum
9. Lisa Marflak
10. Mark Norman
11. Neil Pedersen
12. Gary Walker

National Academies Policy Session Attendees:

1. Dr. Victor J. Dzau President, National Academy of Medicine
2. Leslie Meehan, Assistant Director of Primary Prevention, Tennessee Department of Health
3. Dr. Mark L. Rosenberg, President and Chief Executive Officer, The Task Force for Global Health, Inc.