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**Advancing  
Transportation  
Equity**

*Conference Summary  
and Action Brief*

September 9, 10, 13, and 14, 2021

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TRANSPORTATION RESEARCH CIRCULAR E-C281

# **Advancing Transportation Equity**

## *Conference Summary and Action Brief*

September 9, 10, 13, and 14, 2021

Transportation Research Board  
500 Fifth Street, NW  
Washington, DC  
[www.trb.org](http://www.trb.org)

The **Transportation Research Board** is one of seven major programs of the National Academies of Sciences, Engineering, and Medicine. The mission of the Transportation Research Board is to provide leadership in transportation improvements and innovation through trusted, timely, impartial, and evidence-based information exchange, research, and advice regarding all modes of transportation

The **Transportation Research Board** is distributing this E-Circular to make the information contained herein available for use by individual practitioners in state and local transportation agencies, researchers in academic institutions, and other members of the transportation research community. The information in this E-Circular was taken directly from the submission of the authors. This document is not a report of the National Academies of Sciences, Engineering, and Medicine.

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Readers can access recordings of sessions and other conference content via the Conference on Advancing Transportation Equity: Bridging the Gap between People, Research, and Practice post-conference website at <https://trb.secure-platform.com/a/page/transportationequity>.



## Conference History and Development

The Conference on Advancing Transportation Equity (CATE) began as a conversation among Transportation Research Board (TRB) committee leaders in 2017 about how to better address and incorporate issues of transportation equity into traditional TRB activities. Gloria Jeff and Tracee Strum-Gillum, co-chairs of the Standing Committee on Transportation and Environmental Justice, envisioned a conference on environmental justice and equity as part of their committee's priorities. Early discussions acknowledged the need to establish a conference planning group as a subcommittee of the TRB Standing Committee on Environmental Justice (ADD50). Subsequently, a joint subcommittee on transportation equity was established under ADD50, with several other committees cosponsoring it. A principal task of the joint subcommittee was the development and execution of the CATE 2021 conference. ADD50 and the Standing Committee on Executive Management (ABE10) co-sponsored the joint subcommittee. The identification and appointment of Beverly Ward (representing ADD50) and Elizabeth Williams (representing AMS50, TRB Standing Committee on Economic Development and Land Use) as the conference co-chairs was the next step in making the "Equity Conference" a reality.

The entire CATE 2021 conference was held virtually and recorded. Recordings can be accessed by visiting the post-conference website at <https://trb.secure-platform.com/a/page/transportationequity>. Since the majority of content is accessible, this report does not summarize every session and conversation. This report highlights the essentials of the conference and information not captured within the recordings or on the post-conference website.

During the planning of the CATE 2021 conference, TRB's standing committees restructured scopes and alignments for the first time in 50 years. ADD50 became the Standing Committee on Equity in Transportation (AME10) within the new Section on Transportation and Society (AME00). ABE10 moved to the Section on Executive Management Issues (AJE00) and was recoded as AJE10. A full list of CATE Planning Committee members and co-sponsor committees is provided at the end of this eCircular.

Organizing the CATE 2021 conference officially began in 2019 under the guidance of Gloria Jeff, Tracee Strum-Gillum, and Andrea D'Amato, along with a collection of individuals from the academic, public, nonprofit, and private sectors who eventually formed the conference planning committee. Early discussions formalized five key desired outcomes for conference participants:

1. Gain an understanding of the fundamental concepts of equity and their interplay with the state of transportation practice as well as policies, guidance, and regulations.
2. Exchange ideas with peers about emerging frameworks and mechanisms, such as public-private partnerships, that advance equity.

3. Identify the best methods and tools for measuring progress toward equity, particularly for transportation agency performance within their implementation strategies.
4. Learn effective outreach and engagement strategies to coordinate with affected populations and work partners on equity-focused projects.
5. Frame the future of equity research to address lingering questions and pervasive gaps in practice.

Held virtually in mid-September, CATE 2021 broke TRB mid-year conference records by hosting more than 900 registered participants. The conference featured 20 technical sessions, 11 roundtables, and 15 lightning talks or poster sessions. Although we were disappointed to forgo several “nontraditional” conference events due to the need to be all-digital, participants were overwhelmingly active in other outcomes-supportive ways, such as through engaging in dynamic conversations in panel chat rooms, contributing notes for the development of this conference summary, and submitting 16 Research Needs Statements in total.

Many of our outcomes were realized based on what we saw and heard. Robust conversations flowed from presentations that drew on lived experiences and analytic investigation, and many of our participants were able to connect with both panelists and each other for post-conference follow-up. In the spirit of the fifth outcome above, what follows here is a synthesis of key takeaways from the first CATE, presented in the form of four “cardinal directions” to facilitate rapid adoption of the conference lessons. These cardinal directions represent the key takeaways we heard throughout conference activities and beyond, and the sponsoring and cosponsoring committees consider these calls to action for transportation practitioners and researchers.

### The Four Cardinal Directions of Transportation Equity

- **Be intentional** about facilitating context-specific, people-first practices, policies, and outcomes in the transportation industry.
- **Acknowledge, prioritize, and respect** the perspective and participation of our public, especially Black and Indigenous communities and people of color, who have founded and advanced social justice in transportation while being simultaneously underserved and overburdened.
- **Implement** authentic and intentional practices for research, process improvement, and performance evaluation regarding transportation equity.
- **Recognize** that transportation equity is not a static goal, but rather a dynamic and ever-evolving practice, and must be addressed as part of standard operating procedures.

## The Four Cardinal Directions of Transportation Equity

### BE INTENTIONAL ABOUT FACILITATING CONTEXT-SPECIFIC, PEOPLE-FIRST PRACTICES, POLICIES, AND OUTCOMES IN THE TRANSPORTATION INDUSTRY

The common theme that wove through most of the sessions, panels, and workshops was a simple one: *people come first*. While traditional transportation planning conferences emphasize capital planning, infrastructure and modernization, or the logistics of service delivery, our conference participants overwhelmingly recognized the significance of our work as helping people and communities to realize their full potential. We heard the need to challenge our colleagues, leaders, and ourselves to center *people* in all that we do. In his opening keynote address to the conference, Carlos Monje Jr., Under Secretary of Transportation for Policy in the U.S. Department of Transportation, noted that for the first time, equity will be a part of the U.S. Department of Transportation’s Strategic Plan. This is an important acknowledgment across all federal agencies and an action that other organizations and agencies should work to emulate as a starting point.

Sarah McCullough from the Institute of Transportation Studies at the University of California, Davis, noted that an important concept of mobility justice is to prioritize people over profit, property, or placemaking. Jim Brogan and Michael Cano, from Los Angeles County Metropolitan Transportation Authority (LA Metro), implored our participants to “lead with equity.” Many of our panelists, including Regan Patterson of the Congressional Black Caucus Foundation, Tamika Butler from Tamika L. Butler Consulting, and Beth Alden from Hillsborough Metropolitan Planning Organization, recognized and acknowledged the role our industry and our actions have historically played in engendering and perpetuating obstacles—both literal and metaphoric—as well as our role as planners and practitioners in responding to and repairing these challenges. The result is inequitable access to high-quality and safe transportation services and facilities and subsequently inequitable access to destinations and opportunities,

As practitioners and researchers, we must break free from the traditional perspectives, processes, and methods that characterize our work. Simply put, decisions are not always made with *people* as the ultimate priority, and this must change. As Stephanie Pollack, Deputy Administrator of the U.S. Federal Highway Administration said, “We have to realize that we start in a world where people’s ambition and talents are distributed equally. What is not distributed equally is opportunity. The exciting thing about transportation is that it can be a tool for rectifying this spatial mismatch.” Our industry and its leaders must be proactive, intentional, and passionate about defining and prioritizing a people-first paradigm shift for transportation networks and services.

**ACKNOWLEDGE, PRIORITIZE, AND RESPECT THE PERSPECTIVE AND PARTICIPATION OF OUR PUBLIC, ESPECIALLY BLACK AND INDIGENOUS COMMUNITIES AND PEOPLE OF COLOR, WHO HAVE FOUNDED AND ADVANCED SOCIAL JUSTICE IN TRANSPORTATION WHILE BEING SIMULTANEOUSLY UNDERSERVED AND OVERBURDENED**

Long before CATE 2021, calls to action were sounded by the many activists, community organizers, and researchers upon whose shoulders we now stand. The fight for civil rights and the fight for transportation justice are closely aligned. Consider the March on Washington, the Montgomery Bus Boycott, the Freedom Riders, the marches from Selma to Montgomery, and Bloody Sunday. In all of these events and actions, transportation is perpetually a central character. To be an ally and accomplice, those of us in the transportation industry must reorient our perspective from our privilege and towards the subjective lived experiences that inform the context for our work. To be allies, those of us in the transportation industry must reorient our perspective and acknowledge the experiences of all communities that inform the context of our work. When we put people first, we recognize that objective “big data” and modeled outcomes can only take us so far in achieving our transportation equity goals. Rather, we must trust people when they tell us how they experience the world and actively seek out the input of those who will be and historically have been the most negatively impacted by our work.

One notion recognized continuously throughout conference events was our industry’s role in introducing and perpetuating inequality and harm. As Charles T. Brown from Rutgers University said, “When we talk about mobility and safety, we must acknowledge and confront the historical and political context that has led to disproportionately adverse impacts on BIPOC [Black and Indigenous communities, and people of color] communities. There are stories of gross injustices committed against Black Americans utilizing almost every mode of transportation.” Injustices can be seen even in so-called “progressive” initiatives launched recently or centered on multimodal and newly introduced technologies. For example, Gordon Douglas, San Jose State University, pointed out how recent Safe Street movements ignore participatory planning feedback and endanger Black lives through promoting the aesthetics and preferences of White privileged populations over those of Black ones. In discussing the rise of e-bikes, Do Lee, Queens College, discussed how the narrative around their utility changes depending on the context of who is being served and who benefits.

To incorporate these conversations and this qualitative research into our work more effectively, we should start by going to the subject matter experts: the public themselves. Baruch Campos, Together for Brothers, noted that as planners, we must engage the local community in identifying problems and solutions instead of prescribing them ourselves. This means going into communities—sometimes physically meeting people on the street, literally where they are, and designing open engagement strategies that do not require preparation or “homework.” Shayda Haghgoo, San Francisco Municipal Transportation Agency, pointed out that most people are eager to talk about transportation issues and do so coherently. Similarly, Jeanne Aamodt, Minnesota

Department of Transportation, reminded us that many community members have extensive knowledge of local needs and do not need to be “educated” about the places where they live and work. We must respect and prioritize the input from our public and believe people when they tell us things.

### **IMPLEMENT AUTHENTIC AND INTENTIONAL PRACTICES FOR RESEARCH, PROCESS IMPROVEMENT, AND PERFORMANCE EVALUATION REGARDING TRANSPORTATION EQUITY**

Within every type of transportation organization—whether that be a state agency, a regional planning authority, a transit service provider, a community-based organization focusing on the needs of people, or an academic or private-sector research institution—the work of transportation equity requires thoughtful, people-first action and a dedicated set of tools and strategies to see it through. These include high-quality and collaborative research, process improvement initiatives, and performance evaluation strategies.

Many panelists noted how the traditional data, analytic strategies, and even language of our industry can limit the work of advancing transportation equity. For example, Joann Lynch, RSG, noted that traditional travel survey data often underrepresent vulnerable groups and emphasized the role that research and advanced analysis must play in filling these gaps while using lessons from other industries. Sarah Brown, Kittelson & Associates, pointed out that how planners and planning documents talk about mobility and safety matters. We must go beyond saying that we are “centering equity” and acknowledge that phrases like “safety for all” are ignorant of the varying conceptions of safety among different people. Likewise, C. Sequoia Erasmus, California Transportation Commission, pointed out that we need to move from extractive research and performative equity toward more authentic forms of prioritizing people in our work, such as through strategies promoting collective support, dignity, and long-term engagement.

We heard some notable examples of different regional planning agencies, transit service providers, and other organizations that are building up their capacity to address transportation equity and are actively looking for places to integrate people into their work. LA Metro’s Office of Equity and Race is “leading with equity rather than responding to equity.” This is a strategy that others can mirror. It has so far created two tools to assess its work in real-time: the Metro Budget Equity Assessment Tool and the Rapid Equity Assessment. It has staffed all departments with equity liaisons to increase agency knowledge and leadership on equity as well as to pilot new tools and training. Kim Rudd, Rudd Resources, shared ideas about strategies to design and fund inclusive community engagement and leadership development practices, including the use of artists and muralists. Representatives from the City of Austin talked about initiatives aimed at rectifying the consequences of systemic racism and described leveraging opportunities with the Ford Motor Company to address affordability and racial inequity challenges as part of that larger effort.

**RECOGNIZE THAT TRANSPORTATION EQUITY IS NOT A STATIC GOAL, BUT RATHER A DYNAMIC AND EVER-EVOLVING PRACTICE, AND MUST BE ADDRESSED AS PART OF STANDARD OPERATING PROCEDURES**

Carlos Monje, Jr. opened our conference by acknowledging, “Every transportation decision is an equity decision.” As Tamika Butler masterfully put it, “Equity is more than a buzzword or a community engagement line item. It is the process and the outcome.” It is safe to say that everyone who attended and supported CATE 2021 recognizes that realizing our transportation equity goals is not easy or straightforward, but we must be clear that the work of transportation equity is a movement unto itself that will persist through all the work that our industry touches at-large.

Butler further explained the continued need for emphasis on transportation equity when she said, “Realizing transportation equity is not a stand-alone or static goal, nor is there a discrete set of targets to hit that signal “all is well” with respect to people’s ability to move around safely, conveniently, and with dignity. This work requires a flexible perspective, one that recognizes no shared definition of equity, but that we should, first and foremost, all agree to do no harm to vulnerable communities from transportation projects.” There will always be more work to do with respect to enabling equitable access and movement, and the nature and details of what it means to advance transportation equity in any given scenario will change depending on specific situations, communities, needs, and other factors.

Accordingly, equity work in the transportation industry requires flexible and context-specific approaches that echo the action items described here, approaches that

- Elevate people and the myriad of lived experiences;
- Acknowledge the industry’s role in perpetuating inequities and prioritizing voices of those that have been sidelined in decision-making processes; and
- Cultivate tools, resources, and evaluation mechanisms for pursuing equity as both a journey and a destination.

## Express Submissions of Research Needs Statements

One objective of the CATE 2021 conference was to identify gaps in transportation practice where future research and study may be carried out. In keeping with the mission of the National Academies of Sciences, Engineering, and Medicine to provide trusted, timely, impartial, and evidenced-based information exchange and research, we asked CATE 2021 participants to share their research ideas and needs via a call for Research Needs Statements specific to equity in transportation—a web-based portal called Research Needs Statement Express.

Contributors accessing the portal were asked to share in all areas of transportation practice and research, including those that address links between transportation and housing, telecommunications, health, policing, or economic development. The request also specified an interest in receiving submissions from those working on the front lines of transportation equity and justice within community-based and nonprofit organizations.

Participation provided an opportunity for attendees to share research ideas and innovations rapidly and easily. The portal inputs were limited to the name, affiliation, and email address of the submitter; title of the research idea; description of the research idea; and general objective for the research. Sixteen submissions were received. Those submissions are listed below in order of the time they were received. The statements were vetted by TRB staff, and are being made publicly available here for researchers, institutions, and funding agencies to view, build upon, and consider as part of future projects.

### LIST OF SUBMISSIONS

#### **Returning Citizens and the Transit Driver Shortage—A Solution for Success?**

Research is needed on public acceptance and risks in rural and small urban areas regarding the hiring of rehabilitated prisoners to address current driver shortage in transit systems. The study would consider frameworks and career development to reduce driver shortages and maintain passenger safety and security.

#### **Mining for NGO (nongovernmental organization) Data on Hard-to-Reach Populations**

The transportation industry needs to find a way to actively recruit their collaboration in helping to build transportation understanding by contributing data to a compiled and growing database for research and to support planning. The project would provide a large open source, cloud-based database, identify demographics for equity populations, include their own words on transportation challenges, and be geolocated.

## **Have Implemented Equity Initiatives and Equity-Focused Criteria Resulted in Observable and Appreciative Changes to Equity Priority Communities?**

An idea for a study is to explore how equity has been or is being implemented to share lessons, findings, and challenges. The products of this research should be several case studies on organizations that completed equity “after” studies, and the development of best practices and lessons learned from real applications.

### **Equity in Emergency Preparedness**

Emergency preparedness still lacks the focus on the transportation disadvantaged. This includes those unable to drive or without a vehicle, those whose vehicles are held together with duct tape and a prayer, and those who do not have \$5 for fuel or food or lodging if they were forced to evacuate. The objective would be to focus on best practices and guidelines for transportation agencies to expand their resilience research and investments to include the demand for that transportation in times of emergency, before the emergency happens.

### **What is the Future of Automated Vehicles in Rural Communities?**

How will the Connected and Automated Vehicle infrastructure rollout happen so that it offers equitable solutions in rural communities? The objective would guide the possibility for, and usefulness of, setting accessibility standards among transportation professionals, decision-makers, transportation companies, as well as disadvantaged groups.

### **Setting a Standard for Accessibility to Destinations**

Conduct a study to explore the type of transit standards or guidelines (level-of-service, lane width, parking standards) that could enhance the ability of disadvantaged persons and communities to gain efficient access to jobs, education, health care, and even family and friends. The objective of the study would be to express the possibility for, and usefulness of, setting accessibility standards, among transit professionals, decision-makers, transit companies, as well as disadvantaged groups.

### **Making Equity Changes: The How, Not the What**

There are many points of view on what equity in transportation means and how it is implemented. A study should be conducted to begin building a common acceptance of how it is implemented, the changes it requires, the challenges and risks it presents, and the ways it is sustained. The product of this research would give practitioners tools for assessing methods for making equity changes in their practice or institution.

### **Current Practices of Collecting, Documenting, and Storing Race and Ethnicity Data as Part of Application Forms for ADA (Americans with Disabilities Act) Paratransit Riders**

Without awareness of race and ethnicity demographics, transportation programs cannot evaluate whether all demographic groups in their community are able to access and use the services in an equitable manner. The topic to be studied is the standardization of paratransit applications when collecting data on a rider's race and ethnicity. The objective of this study is to document industry practice around the collection, storage and practical application of paratransit rider's race and ethnicity while addressing privacy concerns.

### **Toward Equity in Auto Ownership and Operation**

Equity in transportation focuses mostly on transit services and active transportation. There is a need for research looking at inequities in access to auto ownership and the ongoing possession and operation of a reliable vehicle, and at how those inequities could be overcome. Beyond income disparities, factors range from credit discrimination, inequitable insurance costs, and immigrant credentialing barriers to overzealous enforcement of parking tickets. The objectives would include a refined range of issues that affect equity in access to auto transportation as a basis for developing strategic solutions.

### **Cost-Benefit Analysis of Direct Payments to Individuals Versus Service Providers**

What if we upended the traditional forms of transportation funding and provided assistance directly to individuals rather than through federal funding to states and service providers? What flexibility and power would that give individuals in their transportation choices and mobility? The objective of this study would be to evaluate the costs and benefits of providing assistance directly to individuals to determine whether the idea has enough merit to conduct a pilot study to test changing how we currently fund transportation in order to create more equitable outcomes.

### **Crashes, Race, and Policing: An Alternative Approach**

Collecting race data in crash reports might offer an opportunity to move away from the policing model, which relies on armed police officers and frequently has a bias toward vehicles and vehicle occupants. The objective of the study would analyze how race data in crash reports might inform the creation of a new model of crash responders who are civilians trained in trauma-informed response and data collection.

### **Transportation Investments and Displacement: What We Should Know but Don't**

More research is needed to more fully understand the issues that people are experiencing on the ground through community gentrification of legacy residential areas and whether a more equitable transportation investment approach could create more equitable outcomes. Through in-depth structured interviews with current and displaced residents near recent transportation investments, the study would identify benefits and negative impacts in the residents' own words, explore interviewees' preferences on alternative equitable approaches, and clarify what we as researchers should know, but do not.

### **Exploring Tools and Methods to Make Community Engagement a Long-Term Partnership Between DOTs and Communities**

State departments of transportation (DOTs) and metropolitan planning organizations need to connect with communities and include them in planning and design processes. Research is needed to explore best practices in this regard, to develop a framework that can help nurture long-term relationships, to foster a joint understanding of the mobility needs of historically overburdened communities with inequities, and to promote social cohesion. The final product would be best practices and a framework for community engagement to assist DOTs in developing a customized engagement plan based on their unique needs.

### **Rolling Out the Recommendations**

Surveys, public engagement, and outreach indicate that we are reinventing the wheel and that those who implement policy and practice are not well-informed of or creatively implementing recommendations provided from studies. The objective would be to guide those making decisions in how to best use public outreach surveys in ways that do not replicate existing knowledge or rely on professional jargon and paternalistic expertise.

### **Transit Safety, Security, and Enforcement Strategies for Mobility Justice**

The COVID-19 pandemic and recent movements for racial justice have prompted more transit agencies to confront questions about how equitably rider safety and security are ensured by transit staff. A study of existing guidance, best practices, and knowledge-sharing strategies is urgently needed, as reforming the security, safety, and enforcement practices of all transit agencies is a matter of life and death for the country's most vulnerable and underserved populations.

**How Can Federal Transportation and Environmental Law, Regulations, and Guidance Be Strengthened to Advance Equity and Environmental Justice in Transportation Planning and NEPA (National Environmental Policy Act)?**

Projects that propose expansion of existing highways, and may disproportionately impact already overburdened communities, continue to advance through the planning and environmental review processes. The objective of this research would be to examine the federal legislation, regulations, and guidance that attempt to address environmental justice and equity in transportation planning and NEPA. It would offer suggestions for how these could be strengthened to require transportation agencies to plan and implement projects that are initiated with a foundation in equity and environmental justice and with outcomes that benefit overburdened communities. The particular focus would be those communities that have previously been harmed by transportation infrastructure.

## Until Next Time

These key takeaways reflect the insights and conversations we heard during CATE 2021, a conference that organizers hope help to set the tone for future and ongoing work that is oriented to transportation equity. The conference was a great success in no small part due to the contributions and support of the conference planning committee and the lead sponsoring and cosponsoring TRB committees; participants from the U.S. Department of Transportation, including the Federal Highway Administration and Federal Transit Administration; and the many conference sponsors that promoted this event through financial and other supports.

Although CATE 2021 has concluded, TRB volunteer committee leadership are actively looking for ways to continue and extend general conference-related activities and lessons learned. For example, the conference planning committee and TRB sponsoring committees continue to consider research ideas received during CATE 2021 and beyond, including the 16 draft Research Needs Statements received during the conference. Proposals for webinars are being developed and a mid-year meeting to be held at a historically Black college or university is being planned that may include an “unconference” program on equity in transportation. Coordination has begun via Zoom with the American Association of State Highway and Transportation Officials and TRB committees to exchange ideas.

Finally, plans are under consideration for the next CATE to be held in 2023 or 2024. We are looking forward to following up on these takeaways and continuing our work on advancing transportation equity. Please continue to visit the website of the Standing Committee on Equity in Transportation (AME10) for news and announcements, and to become involved in future efforts.

## WHERE DIVERSITY, EQUITY, AND INCLUSION EXPERTS MAY WORK TO ADVANCE EQUITY IN TRANSPORTATION

For a TRB-convened conference to be as successful as CATE, it requires the expertise of several of its technical standing committees. Each of the standing committees listed below either sponsored or cosponsored the conference. In conference planning at TRB, there normally is a difference between the level of volunteer interaction between a sponsoring and cosponsoring committee. The planning of CATE was unique in that all sponsoring and cosponsoring committees provided more volunteer support than usual. In that same spirit, each has committed to carrying forward the objectives of the conference. These committees would make excellent forums for diversity, equity, and inclusion experts to incorporate equity within the scope of their activities. You may sign up to get involved in any of these committees’ activities by visiting MyTRB.org and selecting “Become a Friend.”

## SPONSORING COMMITTEES

These committees had the foresight to propose the conference for TRB approval and to lead the conference program and content development.

**Standing Committee on Strategic Management (AJE10):** The committee is concerned with the identification of long-range external and internal issues and trends and their implications for transportation organizations; with the processes and structures organizations use to consider these implications and to plan, implement, and measure strategic change; and with the policies, decisions, and institutional structures and relationships that result from this strategic change.

**Standing Committee on Equity in Transportation (AME10):** Focuses on the practices, policies, and research needs to provide access to options of reliable, affordable transportation to all transportation users, including users in rural, low-density, low-income, and disadvantaged communities. It will also consider transportation practices and research affecting health, cultural, social, and economic factors of sustainable mobility through localities and regions.

## COSPONSORING COMMITTEES AND COUNCIL

Cosponsoring committees supported the conference by including a liaison to the planning committee, promoted planning committee and conference activities, helped to shape the conference technical program, and to include presenters and moderators in sessions.

**City Transportation Issues Coordinating Council (A0030C):** Addresses the transportation problems and issues facing the largest cities in the United States. The focus will be on passenger and freight transportation from the perspective of central city transportation agencies, with emphasis on management, planning, design, maintenance, operations and finance, and coordination with regional and state agencies. The committee will identify problems and issues that large cities have in common, assess the state of the art of transportation in these cities, and define needed research, studies, and information-exchange activities to assist in the resolution of large city transportation problems.

**Standing Committee on Public Engagement and Communications (AJE40):** Focuses on the integration of tools, guidance, and best professional practices for engagement and communication with the public, stakeholders, and decision-makers during the planning, development, and delivery of transportation projects and policies, resulting in transportation decisions that reflect an understanding of current and emerging community, regional, statewide, and federal needs, values, and issues.

**Standing Committee on Women and Gender in Transportation (AME20):** Illuminates the importance of gender differences in all aspects of transportation. The committee's work includes identifying emerging gender issues in the field of transportation related to both technical and career matters; defining research needs related to these issues; and stimulating, gathering, and disseminating relevant research findings.

**Standing Committee on Native American Transportation Issues (AME30):** Concerned with research and practice pertaining to transportation issues on or near tribal lands and communities or affecting tribal historical or cultural properties wherever they are located. Tribal transportation issues include all modes of moving people and goods from one place to another; all relevant agencies, including tribal, state, federal, regional, and local providers; and all relationships and interactive processes of various governmental units (tribal, federal, state, and local) with regard to the development, planning, administration, coordination, and implementation of transportation laws, policies, plans, programs, and projects.

**Standing Committee on Accessible Transportation and Mobility (AME50):** To study problems relating to the transportation disadvantaged and the services that various modes of transportation should provide for them and to assess the impact and value of programs directed at improving their mobility.

**Standing Committee on Public Health and Transportation (AME70):** Concerned with the relationship between transportation and public health. Topics of interest include, but are not limited to active transportation; transportation's role in the delivery of health care; effects of transportation-generated air, water, and noise pollution on health; and health impacts and interactions of federal, state, regional, and local transportation policies, procedures and actions.

**Standing Committee on Community Resources and Impacts (AME80):** Concerned with contemporary research regarding practices, methods, data, and tools for assessing and quantifying the relationship of transportation investments with community resilience, equity, and sustainability.

**Standing Committee on Innovative Public Transportation Services and Technologies (AP025):** Considers new, emerging, and innovative concepts, systems, and technologies that facilitate mobility. Emerging and innovative forms of mobility include various types of services such as traditional public and private transport; transportation network companies, also known as ride-hailing; shared modes (e.g., car sharing, bike sharing, ride sharing, carpooling, and vanpooling); mobility on demand; and Mobility as a Service. Further, the concepts and technologies covered include those that facilitate the operation of and customer access to these services, including on-board and customer hardware and software, information systems, applications (e.g., smartphone or mobile applications that provide real-time information or allow

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The **National Academy of Medicine** (formerly the Institute of Medicine) was established in 1970 under the charter of the National Academy of Sciences to advise the nation on medical and health issues. Members are elected by their peers for distinguished contributions to medicine and health. Dr. Victor J. Dzau is president.

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