

TRANSPORTATION RESEARCH BOARD
The National Academies

Executive Committee Meeting

June 12-13, 2009

J. Erik Jonsson Woods Hole Center

Woods Hole, Massachusetts

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TRANSPORTATION RESEARCH BOARD
Executive Committee Meeting and Policy Session Discussion Minutes
June 12-13, 2009
J. Erik Jonsson Woods Hole Center
Woods Hole, Massachusetts

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TRB Executive Committee Meeting Attendance
June 12-13, 2009
Woods Hole, Massachusetts
Attendance

EXECUTIVE COMMITTEE

Adib Kanafani	Chair
Peter Appel	Ex Officio
Barry Barker	
Allen Biehler	
John Bowe	
Rebecca Brewster	Ex Officio
Larry Brown	
Paul Brubaker	Ex Officio
Deborah Butler	
William Clark	
David Ekern	
John Horsley	Ex Officio
Susan Martinovich	
Rose McMurray	Ex Officio
Debra Miller	
Michael Morris	
Jeffrey Paniati	Ex Officio
Neil Pedersen	
Pete Rahn	
Sandra Rosenbloom	
Tracy Rosser	
Gerry Schwartz	
C. Michael Walton	
Linda Watson	

TRB STAFF

Cindy Baker
Ann Brach
Joedy Cambridge
Stephen Godwin
Neil Hawks
Russell Houston
Christopher Jenks
Michael LaPlante
Mark Norman
Suzanne Schneider
Robert Skinner

GUESTS

Debra Elston	FHWA
John Gray	AAR
Rajiv Khandpur	USACE
Gene Pentimonti	Consultant
Craig Philip	Ingram Barge
Jim Pugh	U.S. Maritime Administration
Nan Shellabarger	FAA
Wayne Talley	ODU Maritime Institute
Michael Trentacoste	FHWA
Adm. James Watson	U.S. Coast Guard

MARINE BOARD CHAIR

Mal MacKinnon

**TECHNICAL ACTIVITIES COUNCIL
CHAIRS**

Robert Johns
Cynthia Burbank
Mary Lou Ralls
Katherine Turnbull
Daniel Turner

TRANSPORTATION RESEARCH BOARD
Executive Committee Meeting and Policy Session Minutes
June 12-13, 2009

Woods Hole, Massachusetts

Highlighted areas indicate Executive Committee action.

June 12, 2009

Welcome

Transportation Research Board Executive Committee Chair Adib Kanafani called the meeting to order at approximately 8:30 a.m. Chairman Kanafani welcomed everyone in attendance. Self-introductions were made. Kanafani announced that a nominating committee is being established to identify candidates to fill the seats of Executive Committee members whose terms will expire at the end of the year.

Bias/Conflict-of-Interest Discussion

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

Previous Meeting Minutes

The minutes of the January 14-15, 2009, meeting of the Executive Committee were approved with the modification that Neil Pedersen had attended that meeting.

Executive Director's Report

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

- TRB's programs continue to be strong.
- TRB's biennial report was presented to the National Research Council Governing Board in May. The report was well received and engendered a longer, livelier discussion about TRB than has occurred in prior years.
- Nominations for the Sharon Banks Award are due by August 1.
- The emergency plan for the Annual Meeting has been updated; during the 2010 meeting the Hilton will be going through a major renovation, which will take rooms out of our normal inventory; and we have reached agreement with the American Planning Association to be a provider of the American Institute of Certified Planners Continuing Maintenance credits.
- Congress has increased funding for the Airport Cooperative Research Program by \$5 million to a total of \$15 million annually.
- The Passenger Rail Investment and Improvement Act of 2008, which was enacted last October, authorizes a rail cooperative research program at \$5 million annually for 2010-2013. At present, it is unclear whether 2010 funds will be appropriated for this research program and, if so, whether the U.S. Department of Transportation will utilize TRB in its administration.
- A congressionally mandated report on SHRP 2 implementation was released in February as required by statute.
- The National Academies' Office of Contracts and Grants and Office of General Counsel have been very helpful in organizing and establishing appropriate contractual arrangements for SHRP 2's naturalistic driving field study.

- Peter Appel is the new RITA administrator and is very familiar with TRB. We expect to invite Secretary LaHood to speak at the Annual Meeting Chairman’s Luncheon.
- The economic decline of the Academies’ endowment has reduced the borrowing capacity for the institution, which seems likely to further delay the start of the restoration project for the NAS building.
- The overall level of policy work is holding steady.
- TRB continues to keep a close eye on progress of reauthorization of the surface transportation bill. When requested, TRB staff members have met with congressional staff to discuss the research programs and potential advisory roles for TRB committees.

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

- Planning for the 2010 TRB Annual Meeting is being predicated on the expectation that travel budgets will continue to be tight, especially for public agency employees. TAC and TRB staff are exploring ways to push information on the meeting out to the state DOTs.
- While the TRB Annual Meeting may seem to be relatively unchanged from year to year, we must continually evolve and also adapt to special circumstances. For the 2010 meeting, staff has developed a plan to accommodate the reconstruction of the Hilton Washington hotel, which will result in a significant reduction in available meeting and session rooms.
- The spotlight theme for the 2010 Annual Meeting is “Investing in Our Transportation Future—Bold Ideas to Meet Big Challenges.”
- After many months of negotiations, TRB has reached agreement with the American Planning Association (APA) to be a provider of American Institute of Certified Planners (AICP) Continuing Maintenance (CM) units.
- In April, the TRB Technical Activities Council (TAC) adopted and is now implementing a new strategic plan. The plan draws heavily from the TRB Strategic Plan, the TRB Critical Issues in Transportation, and a survey of TRB standing committee members.
- TAC is implementing and enhancing several communication and information activities. These include the appointment of a communications coordinator for most committees; and providing guidance, ideas, and training on communications technology tools.
- TAC has approved a set of revisions to the Emeritus Members program. The revisions cap the number of active Emeritus Members per committee, provide examples of the types of activities that are anticipated of Emeritus Members, strengthen the review of nominations, require periodic assessments of whether individual Emeritus Members are still active, and create an Emeritus At-Large category for those who are not active. In addition, all current and future Emeritus Members will be given a gold-filled TRB Emeritus pin.
- Martin Wachs was selected as the presenter of the Thomas Deen Distinguished Lecture for the 2010 Annual Meeting.

Conference, Workshop, and Project Approvals

The Executive Committee approved TRB sponsorship or co-sponsorship of the following conferences:

- Innovations in Travel Demand Forecasting – 2010 (sponsor)
- Geospatial Information Technologies for Asset Management Peer Exchange (sponsor)
- Toward Better Freight Transportation Data: A Research Road Map (sponsor)
- 6th International Conference on Visualization in Transportation (sponsor)
- Using National Household Travel Survey (NHTS) Data for Transportation Policy Decisions (sponsor)
- 4th U.S. and International Performance Measurement for Transportation Systems Conference (sponsor)
- Workshop on Innovations in Traffic Congestion Monitoring (co-sponsor)

- High-Speed and Intercity Passenger Rail Systems and Strategies Joint Rail Conference (co-sponsor)
- GeoHunan International Conference II: Emerging Technologies for Design, Construction, Rehabilitation, and Inspections of Transportation Infrastructure (co-sponsor)

The Executive Committee recommended that appropriate American Association of State Highway and Transportation Officials (AASHTO) committees be invited to cosponsor the Geospatial meeting and that the title of the GeoHunan meeting be more descriptive of the topic of the meeting when it is posted on TRB's website.

During the discussion of technical activities, it was noted that the TAC is considering initiation of a young members' council to help attract younger participants to TRB activities and to strengthen the voice of younger people within the technical activities arena.

TRB Strategic Plan Milestone Report

Suzanne Schneider highlighted several activities taking place associated with implementation of the TRB Strategic Plan as detailed in her report (Tab 5A of the agenda book). During her presentation she highlighted the following item:

- TRB has initiated a Minority Student Fellows Pilot Program. Six institutions (three black and three Hispanic) will be participating in the program that will support expenses for one minority student and one faculty mentor to attend the TRB Annual Meeting in 2010. Each student will prepare and present a research paper at a poster session at the meeting. TRB is funding the program at this time on a trial basis. If the program is to continue, a sustainable funding source will need to be identified.

Marine Board Report

RADM Malcom MacKinnon (ret), Chair of TRB's Marine Board, briefed the Executive Committee on recent Marine Board activities and initiatives (Tab 3D of the agenda book). Highlights of his presentation include the following:

- The Marine Board's mission is to serve the national interest by providing evaluations and advice concerning the ability of the nation's marine transportation system and marine industries to operate safely and efficiently, and in an environmentally sensitive manner.
- The Board's three most recent reports addressed marine salvage assets and capabilities, the design of a comprehensive risk assessment of vessel accidents and spills in the Aleutian islands of Alaska, and marine debris.
- The Board sponsored a number of meetings in May that addressed issues such as harbor safety and international trade.
- Current projects of the Marine Board are exploring naval engineering and the offshore oil and gas platform inspection program of the Minerals Management Services.
- The Board has more than eight additional projects and activities under development that will address environmental, piracy, and operational issues within the maritime community.
- The Marine Board remains busy by proactively identifying potential new projects, working with new and potential sponsors, supporting joint NRC projects, and conducting the normal duties of a free-standing board.

Cooperative Research Programs Division

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), and Hazardous Materials Cooperative Research

Program (HMCRP), as detailed in the Cooperative Research Programs report (Tab 4D of the agenda book). In addition, he highlighted the following items:

- Fiscal year 2009 authorized funding for TRB's five cooperative research program totaled \$67 million. The hallmark of all the programs is that they focus on applied research and are governed by the users of the research.
- NCHRP – In March, the AASHTO Standing Committee on Research (SCOR) recommended an FY 2010 program comprised of 19 continuation projects, 35 new projects, and 1 project contingent on the available of additional funds. In total, \$28 million in projects was programmed. SCOR provided \$1 million each for long-range strategic studies on the socio-demographic effects on travel demand, and sustainability as an organizing principle. The last volume of the NCHRP 500 series, Guidelines for Implementation of the AASHTO Strategic Highway Safety Plan, Vol. 23, has been published.
- TCRP – The second panel meetings were held in June to select FY 2009 project contractors. One of the FY 2009 projects will develop a transportation and emergency management toolkit that is designed to help enhance communication with vulnerable populations.
- ACRP – Funding for the program has been increased from \$10 million to \$15 million, with the additional funding designed to address environmental issues associated with airports. The program has produced a total of 42 publications since funding began for the program in FY 2005.
- NCFRP – Fiscal year 2009 funding for the program is estimated to be approximately \$3.4 million, half a million more than the FY 2008 funding level.
- HMCRP – Fiscal year 2009 funding for the program is estimated at approximately \$1.1 million, almost level with FY 2008 funding.

Second Strategic Highway Research Program (SHRP 2)

Neil Hawks directed members of the Executive Committee to the Strategic Highway Research Program 2 (SHRP 2) report (Tab 4E of the agenda book). He highlighted the following items:

- Procurement of the 2,500 data acquisition systems to be used in the in-vehicle naturalistic driving study will take place shortly.
- Three new projects will be carried out under the Renewal program as a result of funding received from the federal technical corrections bill. Those new projects address worker, inspector, and manager fatigue in rapid renewal environments; explore effective project management strategies for large, complex renewal projects; and examine strategic approaches at the corridor and network level that minimize disruption from the renewal process.
- Researchers and contractors from the Capacity and Reliability focus areas met jointly to build a common understanding of the intersections between the two areas in order to identify opportunities for additional interaction. The meeting has already paid benefits as contractors are sharing data, early findings, and most importantly, ideas.

Piracy and Maersk Alabama

Gene Pentimonti, a consultant and former senior vice president for Maersk Sealand, Inc., made an informal presentation on piracy at sea and the events surrounding the taking of the Maersk Alabama. Mr. Pentimonti had high praise for the U.S. Navy and its handling of the event. Seamen on the Alabama reacted the way they are instructed to do in the event of a piracy, which was to not resist and to barricade themselves in the ship until help arrives. The events spurred a discussion on how or what can be done to stop piracy. Mr. Pentimonti noted that merchant ships do not have sovereign rights and most carriers do not want their crews to carry guns. It is cheaper to take the risk of a piracy than to pay for separate armed services on every ship. Piracy is an issue that needs to be dealt with internationally, but it will take some time to resolve.

Issues and Perspectives on Water Transportation (Part 1 of 2)

Panel Presentations and Discussion

The policy session began with presentations by the following resource speakers:

Gene Pentimonti, Consultant and former Senior Vice President, Maersk Sealand, Inc.; Craig Philip, President, Ingram Barge Company; Wayne Talley, Executive Director, Maritime Institute, Old Dominion University; Admiral James A. Watson, Director of Prevention Policy, U.S. Coast Guard; and Michael Enschede, Chief of Operations, Directorate of Civil Works, U.S. Army Corps of Engineers. Key points from the presentations:

Pentimonti

- The marine transportation sector of the nation's transportation system plays a critical role in the following:
 - National economics
 - A gateway to global access
 - Inland access via rivers, bays, and lakes
 - Interaction with other transportation sectors in the movement of freight and passengers
- There is a national role in marine transportation in the areas of organization and funding
 - Challenges to establishing national policy on marine transportation include issues related to energy, environment, and funding
- Issues related to ocean transportation include the following:
 - The challenges of intermodalism; U.S. flagged ship operations; and environmental issues such as CO₂, NO_x, SO_x, PM; clean water/ballast; and security
- Issues related to coastal shipping include the following:
 - Harbor maintenance funding sources, Title 11 enhancement, U.S. longshore issues, and Jones Act issues

Philip

- Profile of the U.S. Inland Marine System
 - There are three distinct segments, all served by the Jones Act carriers – Coastal, Lakes, and Inland Waterways
 - Our “inland marine highways” move commerce throughout the nation's heartland and Pacific Northwest
 - 12,000 miles of commercially navigable channels
 - 240 lock sites
 - More than 20,000 barges and 2,000 towboats (the vast majority of the industry fleet)
 - Barges are assembled into flotillas called “tows” and on non-locking waterways can become mind-numbingly large
 - Up to 52 barges, 10,500 horsepower towboats, and in excess of 80,000 tons
 - Barges are ideal for hauling bulk commodities and oversized or overweight equipment, such as coal, grain, petroleum, aggregates, intermodal containers, and more
 - Inland waterways move more than 60% of the nation's grain exports, about 22% of domestic petroleum products, and 20% of the coal used in electricity generation
- Major maritime issues and challenges include the following:
 - Infrastructure renewal – Who will pay and can government continue to deliver?
 - Project costs and construction timelines have increased dramatically during the past ten years
 - Balkanized state initiatives jeopardize the needs of an interstate system
- Opportunities to leverage the Inland Maritime System include the following:
 - Continued use of technology to improve safety, productivity, and capacity

- Infrastructure funding that fully reflects a consensus/comprehensive solution
- Incentive for shippers
- Pre-emption of state efforts that impede interstate commerce

Talley

- Short sea shipping –commercial waterborne transportation that does not transit an ocean, but rather utilizes inland and coastal waterways (via vessel and barge) to move cargo to and from ports.
- In the United States, short sea shipping is being promoted as an alternative to truck transportation.
- Although the short-sea money transport price (rate) is expected to be lower than that for truck (given the lower short-sea cost per ton-mile), the short-sea time transport price is expected to be higher (given the lower speed of service).
- Terminal costs for short sea shipping are greater than that for truck, especially for containers, due to higher labor rates.
- Short sea shipping pays a harbor maintenance tax.
- As ships increase in size, they are expected to call at fewer ports and stay at sea longer.
- The increasing size of container ships is placing greater burdens on U.S. container ports.
- It is unrealistic to expect that “all” U.S. container ports will experience increases in container port throughput in the future, especially since larger-sized container ships will be calling at fewer ports.
- Increases in port capacity can be obtained from increases in port operating efficiency.
- The U.S. cabotage law for freight is the Jones Act –ships that move cargo from one U.S. port to another must be U.S.-built, -crewed and –flagged.
- •In the EU, all member countries had eliminated cabotage laws by 2004; China is considering eliminating its cabotage law.
- The net benefits (equaling the benefits minus the costs) of reductions in port pollution may be maximized at a port pollution reduction level that is non-zero.

Watson

- Even with the current economic downturn, world shipping plays a vital part in the global economy. Around 90% of world trade is carried by the international shipping industry with around 50,000 merchant ships trading internationally, transporting every kind of cargo at any given time. The world fleet is registered in more than 150 nations, and manned by more than a million seafarers of virtually every nationality.
- The cargo transported by those ships enters the US through our Marine Transportation System (MTS) that consists of a network of coastal and inland ports and waterways. These ports and waterways are not only a vital part of the national economy but play an important role in local communities and support our military and national security interests.
- The US gets about 45% by value and 78% by weight of international trade through the MTS. Major ports are located throughout the country (including inland).
- The stimulus funding has the potential for addressing some infrastructure concerns in the MTS but more will be needed over the long term to revitalize and fully develop the future need of the MTS. This will include items such as dredging, locks and dams, and intermodal connections.
- Until recently, container growth was expected to outpace current capacity at many of our most critical ports.....but with the recent economic downturn this trend has changed.
- Container traffic is not much different from 2004.
- The nation will continue to face critical demands for energy. Even with renewable energy sources a major portion of this will still be supplied by the MTS.
- Water transportation is key to maintaining a functioning world economy. Without a stable and predictable MTS, the transportation of raw and petroleum products and finished goods would cease and the world economy as we know it would collapse.

- The opportunity here is for the maritime administrations of the world to promote, encourage and maintain a high level of competency within their individual seafarer communities and to empower them so that they feel part of a bigger society of nations and do everything in their power to enhance and protect it.
- The MSPP is the Coast Guard’s plan for the Marine Safety program for the next five years. Steps have already been taken to make these goals achievable, such as creating Centers of Expertise (investigation, cruise vessels, LNG), addressing recreational and towing vessel safety with BOAT SAFE and TOW SAFE initiatives, and developing an improved workforce with a greater emphasis on training, especially in the area of vessel inspections, and with industry lead training.
- The Waterways Management plan is a subset of the overall Marine Safety program. This is still in draft form, with feedback on the plan until June 30. Its goals dovetail to the MTS National Strategy goals and include enhancing MTS capacity, improving safety, minimizing disruptions of the MTS, and improving program management.

Ensch

- Corps Navigation Mission -- Provide safe, reliable, efficient, effective and environmentally sustainable waterborne transportation systems for movement of commerce, national security needs, and recreation.
- Our Navigation Mission is vitally important to the nation’s economy. Over 25% of US GDP now depends on foreign trade, and much of this trade moves through our ports.
- The Inland Marine Transportation System includes more than 12,000 miles of waterways with hundreds of locks, dams, and other facilities. More than 60 percent of domestic waterborne tonnage travels on this inland navigation system – over 600 million tons annually.
- The Corps spends about \$2 billion annually on this marine transportation system.
- Our funding stream for navigation projects is fractured – The Harbor Maintenance Trust Fund is supposed to fund the operations and maintenance of our coastal projects with the initial construction being cost-shared with a non-federal sponsor at varying rates depending on the depth the project. The inland system of locks and dams is supposed to be funded 50 percent from the Inland Waterways Trust Fund and 50 percent from general revenue, with O&M funded 100 percent by the federal government.
- Challenges related to deepening U.S. harbors include issues associated with the study process, funding, dredging, and handling facilities and space.
- Congress and the Administration have been supportive of an active harbor improvement program to meet future needs.
- Trust fund revenues have been flat or declining since 2001. Trust fund “purchase power” has been declining since the tax was raised to 20 cents in 1995.
- The Corps does not have a navigation system program – it has a collection of projects according to Rep. David Hobson, Chair, House Energy and Water Appropriations Subcommittee.
- Historically, the Corps pursued authorization of individual projects, with no consideration of the ability to efficiently fund and construct them. The result has been schedule and cost growth.
- Summary
 - Harbor Maintenance Trust Fund – Needs revision to meet growing dredging requirements
 - Inland Waterway Trust Fund – Needs revision to meet the challenges of an aging infrastructure
 - Systems Approach - Needed to make sure investments achieve the most “bang for the Federal Investment buck”
 - Asset Management - Prioritizes investments in infrastructure with the highest risk
- The USACE is proposing to establish a minimum level of acceptable service for channel availability. We would like to achieve and maintain this standard incrementally over a five-year time frame.
- We have made progress. There are many ports on the Atlantic, Gulf, and Pacific Coasts that now have depths of at least 45 feet.

Policy Session Discussion Summary

A summary of the session, including ideas that were developed as part of the discussion, is included in the Rapporteur's session summary that appears later in these minutes.

Break for Evening

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

June 13, 2009

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

Issues and Perspectives on Water Transportation (Part 2 of 2)

Policy Session Summary and Key Themes

Summary observations drawn by Larry L. (Butch) Brown, Sr., Executive Director, Mississippi Department of Transportation, from the previous day's presentations and key themes identified by Executive Committee members in the ensuing follow-up discussion included the following:

- The harbor maintenance tax is a constraint on expanding the system.
- Jones Act issues need to be addressed as does environmental policy at ports/harbor/seaways, etc.
- Port access funding is an issue that needs to be addressed by all modes, not just the ports.
- Security issues and the level of inspection of cargo has the potential to become a major bottleneck. Technology can help speed scanning, but policies that address how much we inspect and from where are also needed.
- The marine system has evolved in a decentralized manner, but to increase efficiencies in the system we are going to need to improve coordination. Regional competitive issues are going to need to be addressed.
- It is difficult to profit in coastal shipping, in part because of the cost of labor.
- In the brownwater community, there is too much local control over systems that have a national importance.
- The Corps of Engineers need a funding mechanism that allows them to invest in the system and not just in individual components within the system. Critical projects should be funded and evaluated regularly.
- Water transportation needs to be viewed as a national system and dealt with accordingly.
- TRB has already taken some action. It produced a report that calls upon the U.S. Department of Transportation (DOT) to take the lead in assessing the performance of and improving the nation's entire marine transportation system.

Key Themes

- The federal government's role in the marine transportation system could include the following:
 - Constructing, operating, and maintaining the navigable channels;
 - Managing the traffic on the waterways;
 - Providing mariners with aids to navigation, charts, and information on water and weather conditions;
 - Regulating the safety and environmental compatibility of vessels;
 - Responding to marine accidents that threaten public safety and the environment;
 - Helping to finance the highways that connect marine ports and terminals to the larger transportation system; and
 - Ensuring the security of the marine transportation system and its many components.

Policy Session Action Item

The Executive Committee asked the SPPR to work with the Marine Board to develop a top-down review of what we have done in the marine transportation area that would include a horizon scan of what's going on. The SPPR should develop a suggested work plan for TRB to address these issues.

Future Policy Session Topics

Russell Houston provided an overview of the SPPR's suggested topics for the January 2010 policy session (Tab 6B of the agenda book).

- The Executive Committee approved a session that would consist of a dialogue with U.S. Department of Transportation senior officials on key policy issues. The session should be designed to "introduce" some of the key DOT leaders to the Executive Committee and provide an opportunity for a back-and-forth discussion of the Administration's policy plans.

Subcommittee on Planning and Policy Review

Debra Miller, chair of the Subcommittee on Planning and Policy Review (SPPR), described the role of the SPPR (Tab 3b of the agenda book) as the group essentially charged with providing guidance and input to TRB between meetings of the Executive Committee. Miller outlined the issues the subcommittee had addressed at its last meeting.

Subcommittee for NRC Oversight

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

Administration and Finance Division

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

- Total expenditures for TRB program activities for calendar year 2008 were \$89.2 million and total expenditures for TRB program activities for calendar year 2009 are estimated at \$99.5 million. The growth is a result of \$12 million in additional funding for SHRP 2 and ACRP. These funding levels will level off in the next 1-2 years before declining as SHRP 2 begins to wind down.
- The 2007-2009 triennium budget will end with a significant increase to TRB Reserve Funds.
- The 2010-2012 triennium budget is expected to leave state DOT and FHWA contribution levels unchanged from the current levels.

The Executive Committee endorsed the 2010-2012 triennium budget.

International Activities

Michael Meyer provided a report to the Executive Committee as the Committee's International Secretary (Tab 3C of the agenda book). Highlights from his presentation included the following:

- SHRP 2 participated in a transportation research meeting in Slovenia, held two joint international workshops, and is getting additional international loaned staff.

- Canada and Europe are considering field studies that would parallel the SHRP 2 In-Vehicle Driving Behavior Field Studies.
- NCHRP held a scan of European and Asian highway research organizations.
- A joint working group of TRB and the European Conference of Transport Research Institutes is close to completing a report exploring future opportunities for international transportation research collaboration and technology transfer.

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 2009. Highlights of Godwin's presentation include the following:

- Godwin outlined two reports that are expected to be released later in the summer. (*Both reports were released subsequent to the production of these minutes.*)
 - TRB's Special Report 297: Funding Options for Freight Transportation Projects explores ways to pay for freight infrastructure projects, some share of which is financed publicly, that expand freight capacity or reduce the costs of freight transportation. The committee that produced the report found that present finance arrangements are inadequate for maintaining and improving freight transportation system performance. The report calls for finance reforms that promote productivity gains by targeting investment to projects with the greatest economic benefit and by encouraging efficient use of facilities.
 - TRB Special Report 298: Driving and the Built Environment: Effects of Compact Development on Motorized Travel, Energy Use, and CO2 Emissions examines the relationship between land development patterns and vehicle miles traveled (VMT) in the United States to assess whether petroleum use, and by extension greenhouse gas (GHG) emissions, could be reduced by changes in development patterns. The report estimates the contributions that changes in residential and mixed-use development patterns and transit investments could make in reducing VMT by 2030 and 2050 and the impact this could have in meeting future transportation-related GHG reduction goals.

The Executive Committee approved three new projects as presented: Potential Application in the United States of International Experience in Multimodal Transportation Research Framework Development and Research Implementation; Review of the Long-Term Bridge Performance Program; and Economic and Employment Benefits of Highway Investments in Response to Economic Downturns-A Scoping Study. The Executive Committee also approved a fourth project to address Improved Passenger and Freight Travel Data pending identification of funding for the project.

New Business

There was no new business.

Next Meeting and Adjournment

The next meeting of the Executive Committee will take place on January 13-14, 2010 (Wednesday and Thursday), at the Omni Shoreham Hotel in Washington, D.C. Kanafani adjourned the meeting at 1:00 p.m.