

TRANSPORTATION RESEARCH BOARD
The National Academies

Executive Committee Meeting
January 13-14, 2010
Palladian Room, Omni Shoreham Hotel
Washington, D.C

MINUTES

PRIVILEGED INFORMATION

Minutes of all TRB Executive Committee Meetings shall be regarded as privileged and not for public release, except by special action of the Executive Committee

TRANSPORTATION RESEARCH BOARD
Executive Committee Meeting and Policy Session Discussion Minutes
January 13-14, 2010
Palladian Room, Omni Shoreham Hotel
Washington, D.C.

Table of Contents

ATTENDANCE	3
JANUARY 13, 2010	4
WELCOME	4
BIAS/CONFLICT-OF-INTEREST DISCUSSION	4
PREVIOUS MEETING MINUTES	4
EXECUTIVE DIRECTOR’S REPORT	4
SUBCOMMITTEE FOR NRC OVERSIGHT (SNO).....	5
SUBCOMMITTEE ON PLANNING AND POLICY REVIEW (SPPR)	5
TECHNICAL ACTIVITIES DIVISION (TAD).....	5
<i>Technical Activities Division and Council Report</i>	5
<i>Conference, Workshop, and Project Approvals</i>	6
BRIEFING BY NATIONAL ACADEMIES’ DIRECTOR OF CONGRESSIONAL AND GOVERNMENT AFFAIRS	6
BRIEFING ON TRB SPECIAL REPORT 299: A TRANSPORTATION RESEARCH PROGRAM FOR MITIGATING AND ADAPTING TO CLIMATE CHANGE AND CONSERVING ENERGY	6
BRIEFING ON 15 TH CONFERENCE OF THE PARTIES (COP 15) IN COPENHAGEN	7
CHAIRMAN’S LUNCHEON	7
AFTERNOON SESSION.....	7
TRB MINORITY STUDENT FELLOWS PILOT PROGRAM.....	7
ADMINISTRATION AND FINANCE DIVISION	8
POLICY SESSION: DIALOGUE WITH U.S. DOT SENIOR OFFICIALS ON KEY POLICY ISSUES (PART 1 OF 2)	8
PORCARI COMMENTS	8
KIENITZ COMMENTS	9
POLICY SESSION DISCUSSION	9
BREAK FOR EVENING.....	10
JANUARY 14, 2010	10
POLICY SESSION: DIALOGUE WITH U.S. DOT SENIOR OFFICIALS ON KEY POLICY ISSUES (PART 2 OF 2)	10
FUTURE POLICY SESSION TOPICS	11
TRAFFIC SAFETY LESSONS FROM BENCHMARK NATIONS—NEW TRB REPORT	12
PLANS FOR KILOMETER CHARGES ON THE DUTCH ROAD SYSTEM.....	12
STUDIES AND SPECIAL PROGRAMS DIVISION	12
SECOND STRATEGIC HIGHWAY RESEARCH PROGRAM (SHRP 2).....	13
COOPERATIVE RESEARCH PROGRAMS (CRP).....	14
INTERNATIONAL ACTIVITIES	14
NEW BUSINESS.....	14
NEXT MEETING AND ADJOURNMENT	14

**TRB Executive Committee Meeting Attendance
January 13-14, 2010
Washington, D.C.
Attendance**

EXECUTIVE COMMITTEE

Adib Kanafani	Chair
Peter Appel	Ex Officio
Randolph Babbitt	Ex Officio
Barry Barker	
Rebecca Brewster	Ex Officio
George Bugliarello	
Deborah Butler	
William Clark	
David Ekern	
Anne Ferro	Ex Officio
Nicholas Garber	
Jeffrey Hamiel	
Ned Helme	
John Horsley	Ex Officio
Randy Iwasaki	
Susan Martinovich	
David Matsuda	Ex Officio
Victor Mendez	Ex Officio
William Millar	Ex Officio
Debra Miller	
Michael Morris	
Neil Pedersen	
Pete Rahn	
Peter Rogoff	Ex Officio
Sandra Rosenbloom	
Rosa Clausell Rountree	
Tracy Rosser	
Gerry Schwartz	
Polly Trottenberg	Ex Officio
C. Michael Walton	
Linda Watson	
Steven Scalzo	
Beverly Scott	
David Seltzer	
Daniel Sperling	
Douglas Stotlar	
David Strickland	Ex Officio
Joseph Szabo	Ex Officio

MARINE BOARD CHAIR

Malcolm MacKinnon

TECHNICAL ACTIVITIES

COUNCIL CHAIRS

Robert Johns
Cynthia Burbank
Mary Lou Ralls
Katherine Turnbull
Daniel Turner

TRB STAFF

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

GUESTS

Robert Bertini	RITA
Kevin Cook	USCG
Michael Enschede	USACE
John Gray	AAR
David Grizzle	FAA
Roy Kienitz	U.S. DOT
Theresa McMillon	FTA
Greg Nadeau	FHWA
Jeffrey Paniati	FHWA
John Porcari	U.S. DOT
Nan Shellabarger	FAA
Michael Trentacoste	FHWA
Adm. James Watson	U.S. Coast Guard

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Executive Committee Meeting and Policy Session Minutes
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Washington, D.C.

Highlighted areas indicate Executive Committee action.

January 13, 2010

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.

Bias/Conflict-of-Interest Discussion

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

Previous Meeting Minutes

The minutes of the June 12-13, 2009, meeting of the Executive Committee were approved with an amendment that they highlight the committee's endorsement of the TRB triennium budget.

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:

- Skinner commended the staff, particularly the meetings staff, for their performance preparing for the Annual Meeting under difficult circumstances, following the sudden death of staff member Angela Johnson in late December.
- Total TRB expenditures and staff size (now 154 full-time equivalents) continued to increase, due primarily to the second Strategic Highway Research Program and growth in the cooperative research programs, particularly the Airport Cooperative Research Program.
- Secretary Miller explained TRB's triennium budget to the AASHTO Board of Directors meeting in October and no comments or concerns were voiced.
- Reauthorization of the research component of the federal aviation bill, which includes funding for ACRP, has been noncontroversial. Senate passage is still required.
- The future for federal surface transportation reauthorization seems less certain. We will have to wait and see.
- Attendance at this year's Annual Meeting topped 10,000.
- Assuming appropriations, the Federal Railroad Administration is expected to ask TRB to manage its new rail cooperative research program.
- The major wave of contracting for the naturalistic driving field study in the second Strategic Highway Research Program (SHRP 2) Safety focus area is now in progress. The other SHRP 2 research focus areas (renewal, reliability, and capacity) are beginning to produce their first products.
- The Executive Committee approved renaming the Sharon D. Banks Award for Innovative Leadership in Transportation to the Sharon D. Banks Award for Humanitarian Leadership in Transportation. The change is designed to help attract award nominations based on a candidate's achievements in the areas of mentoring, assisting, or aiding people.

- TRB completed several significant policy studies in 2009. These included two congressional requested studies—one dealing with SHRP 2 product implementation strategies, and the other on driving and the built environment.
- A number of National Research Council studies are under way or have recently been released relating to energy and/or climate change issues. Two recently released reports include *Transitions to Alternative Transportation Technologies--Plug-in Hybrid Electric Vehicles*, and *Hidden Costs of Energy: Unpriced Consequences of Energy Production and Use*.
- The budget situation for the National Academies is good. If satisfactory financing can be arranged, restoration of the National Academy of Sciences building on Constitution Avenue could begin as early as this summer.

Subcommittee for NRC Oversight (SNO)

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

- In highlighting the biennial report on women’s and minorities’ participation in TRB, Walton noted that TRB has been making steady, incremental improvements. He added that the SNO will explore how other groups are doing in this area to help TRB assess the relative effectiveness of our efforts.
- Nicholas Garber requested that the portion of the report that highlights funding to DBEs in the cooperative research program’s include historical funding data, so the committee would be able to track progress in this area. Chris Jenks, CRP Director, responded he would follow-up on this request and would work to standardize the reports across the cooperative research programs.
- The Executive Committee recognized the progress reflected in the numbers, and suggested that the SNO and staff continue to brainstorm on additional ways to continue to increase participation by women and minorities in TRB programs and activities.

Subcommittee on Planning and Policy Review (SPPR)

Debra Miller, chair of the SPPR, described the role of the subcommittee (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 noted that the Marine Board, which works within the fragmented federal structure to identify gaps and priorities on maritime transportation and marine engineering and technology, provided an overview of its activities to the SPPR at its last meeting. The SPPR plans to continue discussions with the Marine Board at its next meeting to see what opportunities might exist to enhance the board’s role within TRB.
- The SPPR approved TRB sponsorship of 7 conferences at its last meeting, discussed ideas for future policy sessions, explored TRB self-initiated policy work, and approved a study that was request by the Senate Subcommittee on Defense Appropriations on urban area transportation impacts caused by decisions of the Defense Base Realignment and Closing Commission.
- Other items discussed by the SPPR were to be addressed during later parts of this meeting.

Technical Activities Division (TAD)

Technical Activities Division and Council Report

Robert 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:

- The TAC is making significant progress on actions related to its strategic plan and is considering a more formal mechanism to address the Executive Committee’s ”Critical Issues in Transportation”.
- Staff and volunteers have delivered an Annual Meeting with more than 10,000 attendees and some 65 sessions that address the spotlight theme, “Bold Ideas to Meet Big Challenges.” More than 3,700

papers were submitted this year for consideration as part of the program, up from the 3,400 that were submitted last year. Exhibit space was sold out by early December. TRB's meeting staff did an outstanding job under difficult circumstances associated with the death of one employee and the departure of another shortly before the meeting.

- A continuing emphasis area is communications by and to TRB standing committees. Sample templates and guidance for committee web pages have been provided to committees, more than 170 committees have appointed a communications coordinator, a shared webpage for communications coordinators was launched, the Technical Activities Division is exploring a possible reorganization of its website, and TRB is exploring social networking options.
- In 2008, the TRR recorded its highest ISI impact factor in recent years, 0.259. This continues the upward trend in recent years.
- In recognition of state department of transportation travel restrictions, the 2009 biennial meeting of the TRB State Representatives was combined with the annual meeting of the AASHTO Research Advisory Committee (RAC), held in July in Orlando.

Conference, Workshop, and Project Approvals

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

- Asset Management in a World of Dirt (sponsorship)
- American Public Transportation Association Bus and Paratransit Conference (cosponsorship)
- Pavement Evaluation 2010 (cosponsorship)
- Commodity Flow Survey (CFS) Workshop (cosponsorship)
- International Transportation Economic Development Conference: Economic Impact of Connecting People, Goods, Markets, Employment, Services, and Production (cosponsorship)

Briefing by National Academies' Director of Congressional and Government Affairs

James Jensen, the National Academies' Director of Congressional and Government Affairs, briefed the Executive Committee on the federal congressional environment. Highlights of his presentation include the following:

- The period of good feelings that new administrations enjoy when they come into office is over for President Obama.
- Jobs and the economy have taken attention away from the health care bill, and the next stimulus bill is likely to be full of transportation investments.
- Transportation is unique in that it is still a fairly bipartisan issue.
- A cap and trade bill is not likely as the Democrats do not want to mess with the fundamentals of the economy at this time.
- Some in the Senate believe that a climate change bill could be passed during a lame duck session.
- While republicans may not take over the House during the mid-term elections, they could get enough seats to make Speaker of the House Pelosi's job more difficult.

Briefing on TRB Special Report 299: A Transportation Research Program for Mitigating and Adapting to Climate Change and Conserving Energy

Michael Meyer, chair of the committee that developed *TRB Special Report 299: A Transportation Research Program for Mitigating and Adapting to Climate Change and Conserving Energy*, briefed the Executive Committee on the report. Highlights of his presentation included the following:

- The study was developed to recommend a transportation research program, including funding levels, to respond to climate change and energy challenges.
- The project was self-initiated by the TRB Executive Committee in the fall of 2008, with funding from TRB and NCHRP.

- The report is important because transportation is a major contributor to climate change and energy dependence. In addition, climate bills seek additional strategies to mitigate surface transportation impact through greenhouse gas reductions, implying vehicle miles of travel reductions.
- In the area of mitigation research, the report recommends assembling the best available technical and policy guidance for state and local officials and transferring that information. It also recommends expanding the knowledge base, and improving policy and technical guidance over time.
- In the area of adaptation research, the report recommends developing decision tools that incorporate uncertainty and risk analysis, beginning an applied R&D program to develop and share best practices, revising standards for infrastructure in vulnerable areas, and developing a detailed applied R&D program for subsequent authorization.
- The report recommends an investment of \$250 million over 6 years for mitigation and adaptation research programs.
- The report calls for the research to be organized as a unified program. The funding levels suggested should be reevaluated toward the end of the first authorization. The funding levels suggested are about 9 percent of current U.S. DOT surface mode research programs.
- To help ensure success, the program should have extensive stakeholder involvement, incorporate scientific rigor, be flexible to shift focus and priorities based on advice from stakeholders and as knowledge is gained through discovery, and involve independent peer review.
- In related issues, the report also suggests development of an R&D program on VMT charges to supplement or replace fuel taxes, as well as calling on Congress to authorize funding for data needed to carry out planning requirements of climate and reauthorization proposals.

In summary, Meyer noted that the bottom line is that the committee does not believe that current research expenditures in the transportation field are commensurate with the urgency of the issues we are facing today and will likely face in the future. The recommendations represent a reasonable first step in utilizing the capabilities of the research community to begin the process of providing much-needed guidance.

Briefing on 15th Conference of the Parties (COP 15) in Copenhagen

Ned Helme, President, Center for Clean Air Policy, briefed the Executive Committee on his views on the Copenhagen Accord. Highlights of his presentation include the following:

- An important accord was reached. The presidents of counties wrote the accord because the ambassadors could not agree.
- The accord has addressed the three key elements necessary to secure a global deal:
 - Reduction commitments by all the major emitters;
 - A commitment by developed nations to help developing nations to finance adaptation, capacity building, technological innovation and reductions in carbon emissions, and deforestation; and
 - An international system to ensure transparency of country performance.
- The accord provides an opportunity to help developing countries move forward.
- The White House is not likely to walk away from climate change.

Chairman's Luncheon

The Committee recessed at approximately 11:45 p.m. so that members of the Executive Committee could attend the Chairman's Luncheon.

Afternoon Session

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

TRB Minority Student Fellows Pilot Program

Suzanne Schneider provided an update on the TRB Minority Student Fellows Pilot Program as detailed in her report (Tab 5B of the agenda book). Her presentation highlighted the following:

- The objective of the program is to help support the travel, lodging, and subsistence expenses for minority students from a selected group of historically black colleges and universities and Hispanic-serving institutions to attend the Annual Meeting and to present a student-authored research paper at a session at the meeting.
- The program appears to be a success. Five schools participated this year and students were introduced at today's luncheon.
- TRB has funded this pilot program with the expectation that, if it is judged to be a success, we will need to attract outside funds to support its continuation.
- Schneider ask the Executive Committee to approve TRB's continued funding of the program given the timing required for fundraising and the need to inform prospective schools in early 2010 of the schedule for selection of fellows and paper submittal.
- The Executive Committee approved funding for program at its existing scale for the 2011 TRB 90th Annual Meeting.
- Members should contact Schneider with suggestions of potential sponsors of the program.

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:

- The total level for all TRB program activities has increased from \$89 million in calendar year 2008 to an estimated \$111 million for 2010.
- The 2010-2012 triennium budget calls for level funding from TRB's major sponsors.
- TRB self-generated income such as affiliate fees, publications sales, and Annual Meeting registration has been steadily increasing for the past several years. TRB anticipates that these increases will more than offset any increased expenses attributable to inflation and minimal salary increases.
- The percent of annual core operating expenditures held in reserve is expected to drop to 60 percent from its current level of 73 percent because expenditures are expected to rise slightly during this triennium without a corresponding increase in reserves.

Policy Session: Dialogue with U.S. DOT Senior Officials on Key Policy Issues (Part 1 of 2)

Chairman Kanafani welcomed the policy session panelists and expressed the committee's appreciation for their participation in the session. Members of the panel included John Porcari, Deputy Secretary, U.S. DOT; Roy Kienitz, Under Secretary for Policy, U.S. DOT; Polly Trottenberg, Assistant Secretary for Transportation Policy, Office of the Secretary of Transportation; David Matsuda, Deputy Administrator, Maritime Administration; Gregory Nadeau, Deputy Administrator, Federal Highway Administration; Peter Rogoff, Administrator, Federal Transit Administration; Joseph Szabo, Administrator, Federal Railroad Administration; David Grizzle, Chief Counsel, Federal Aviation Administration; and Peter Appel, Administrator, Research and Innovative Technology Administration.

Kanafani noted that this session was 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. As such, this session started with short comments from Deputy Secretary Porcari and Under Secretary for Policy Kienitz, after which point the session moved into the discussion with the entire panel.

Porcari Comments

Key points from Deputy Secretary Porcari included the following:

- Over the last 6 months, it has been clear that changes are taking place within DOT.
- The administration is putting the final touches on the DOT's new strategic plan, which will include five focus areas—safety, livable communities, a state of good repair for infrastructure, economic competitiveness, and environmental sustainability.

- Safety is the number one priority. It is a cross-cutting issue across all the modes and agencies. The administration would like to partner with states to have a more direct role in safety.
- Livable communities mean practical things like the partnership the DOT has created with the Department of Housing and Urban Development and the Environmental Protection Agency, and making transit more affordable.
- State of good repair recognizes that infrastructure is critical to the nation's competitiveness and it is therefore considered a central goal within the strategic plan.
- Economic competitiveness recognizes that the transportation network, with an emphasis on its intermodal nature and logistics solutions, helps drive the country's economy.
- Environmental sustainability includes initiatives such as high-speed rail and enhanced transit services. The federal government is the largest single consumer of energy in the United States, so we are looking for ways to reduce our energy consumption. We are looking at all the modes for savings, including aviation.
- The role of the strategic plan will be to act as a guide post for the department, help identify priorities during the reauthorization discussion, and point out areas where we may need to operate differently in the future.

Kienitz Comments

Key points from Under Secretary of Policy Kienitz included the following:

- The administration has not completed its planning, but goals we are honing in on include:
 - Providing funding that is less constrained.
 - Performance-based planning—investment decisions that are driven by analysis of costs and benefits.
 - More discretionary money to fund innovative ideas and research.
 - Less divided pots of money—the goal is to have significant amounts of assistance that is flexible.
- Our hope is to help craft a bill that judges success based on outcomes.
- The user pay principle is probably done. We need to address what a mixed funding program would look like. Transit has lived under such a funding system for years. We can learn from their experiences.
- What's the right future for the country? He has noticed less disagreement on the direction the country should take in transportation. The big challenge appears to be how to achieve the administration's goals and how do we pay for them.

Policy Session Discussion

General themes and key issues addressed during the discussion included the following:

- The administration will work within the existing DOT structure to accomplish its goals during the next three years. No great structural upheaval is foreseen.
- A key theme for the administration's efforts will be to develop programs that are outcome-based. They want to be able to develop rules that will "let good things happen."
- The administration has learned lessons from implementation of the Transportation Investments Generating Economic Recovery (TIGER) grant and high-speed rail programs, as well as through partnerships with the Department of Housing and Urban Development and the Environmental Protection Agency, that they will be able to use during the reauthorization process.
- While the particulars of the administration's proposal have not been worked out, research is expected to be incorporated in many areas.
- The administration will attempt to address issues that have more diffuse benefits, such as programs to reduce CO₂, by encouraging activities that have local benefits, such as livable communities.
- To help facilitate good decisions, the Bureau of Transportation Statistics is taking a critical look at the data it is collecting to ensure that stakeholders can use these data and that the data are being collected effectively.

- The administration understands the potential of using the marine highway to reduce congestion and potentially reduce energy consumption. They want the marine policies to be relevant to the overall functioning of the system. A \$7 million demonstration program on the marine highway has been initiated.
- The administration will be working to put the “trust” back in the trust fund concept in order to help prove to the public the value of its investments through taxes into the system.
- The administration’s investment of \$8 million in high-speed rail is a down-payment on what, if successful, will be a 30- to 40-year capital effort. Operations will still need to be funded by the company with potential help from local governments. The federal government is not going to get into the issue of operations.
- The administration expects to engage the private sector in developing solutions to transportation challenges.
- Freight movement is a big issue, there are freight experts in all areas of the DOT, and this administration does not have to wait for Congress to tell it to start thinking about a national strategic freight plan.
- Freight and passenger transportation issues are intertwined. Freight corridors need to carry passengers and visa versa.
- Research will be needed in areas that can aid decision makers. Models and data do not need to be perfect; they just need to be good enough. There needs to be a reasonable expectation on how much models can be improved, and what they can and cannot tell us.
- The different agencies of the DOT are working to make progress together. Transportation users don’t care what level of government does what, they just want the service provided. The administration believes that this provides an incentive for all stakeholders to come together to address the challenges ahead.

Break for Evening

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

January 14, 2010

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

Policy Session: Dialogue with U.S. DOT Senior Officials on Key Policy Issues (Part 2 of 2)

Kanafani welcomed Peter Appel, Administrator, and Robert Bertini, Deputy Administrator, Research and Innovative Technology Administration (RITA), to the meeting. Kanafani explained that instead of the usual policy session rapporteur’s summary, Appel and Bertini would share their thoughts about the research implications of yesterday’s (January 13, 2010) discussion.

Highlights of and key points made during the follow-up discussion included the following:

- RITA has developed a number of cluster areas to categorize transportation research. Each cluster can address one or more of the DOT’s five priority areas—safety, livability, environmental sustainability, economic growth, and state of good repair. RITA’s current cluster areas include:
 - Infrastructure and materials
 - Human factors
 - Energy sustainability
 - Risk-based analysis to address safety issues
 - Data-driven decision making
 - Multimodal intelligent transportation systems
 - Livability
 - Modeling and simulation
 - Positioning, navigation, and timing

- Transportation implications for an aging population and those with special needs
- System resilience and global logistics
- Policy analysis
- Travel behavior
- Economics
- The clusters are designed to address areas that RITA will be working on to address its goals and where scientists could expect to find mutual collaboration.
- The clusters list is not fixed. Clusters could be removed or combined with others as research progresses.
- The clusters could be more complex, as in a three-dimensional matrix, but RITA chose this format to get the idea across.
- Research results need to be packaged and disseminated quickly so that they can help inform policy.
- RITA is in the process of doing gap analysis to identify what potential research emphasis areas might be included in a reauthorization bill. One area that might be an emphasis area is livability, because the Secretary has already signaled that this is a key issue for the administration.
- The economic consequences of policy decisions will be a critical part of any administration proposal.
- RITA needs to do a better job of educating people on who they are and what they do.
- The strategic plan for the DOT is in final review. RITA's strategic plan will follow after DOT's is announced.
- TRB could help RITA with information exchange as the policy and budget processes move forward.
- While not specifically mentioned, mobility is the issue that sets the DOT's five priority areas apart from how they would be interpreted if other agencies advanced them.
- RITA is a unique entity. It recognizes that the majority of research currently goes on within the different agencies and it believes that it should stay that way. RITA should address that subset of research that is cross-cutting among the different agencies. Research in the areas of climate change, freight transportation, and passenger transportation are good examples of where RITA could play a role.
- The decentralized nature of transportation research makes it difficult for people to understand. Whatever TRB can do in that area would be helpful.

The Executive Committee requested that the SPPR consider what projects TRB might undertake as a result of the policy session discussion and report back in June with specific ideas. Kanafani suggested that Appel and Bertini be invited to participate in the SPPR's discussion on potential projects.

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 decided to explore definitional and operational issues related to the concept of "livability" during its next policy session in June 2010 in Woods Hole, Massachusetts. The goal of the session will be to explore the various issues that need to be considered in defining the term "livability" as it pertains to transportation and how this definition is translated into national policy and actions at the local level. Houston was asked to solicit ideas from Executive Committee members on the potential structure and speakers for the session. The suggestions should be shared with the SPPR, which helps to develop these sessions.
- The Executive Committee decided to examine multi-modal national freight policy, including corridor-level priorities and funding strategies, during its January 2011 policy session in Washington, D.C. The concept will be fleshed out further by the SPPR at its next meeting.

Traffic Safety Lessons from Benchmark Nations—New TRB Report

Stephen Godwin briefed the Executive Committee on a report that is expected to be released this spring. Godwin's report did not address the report's findings or recommendations. The self-initiated project was developed following a January 2005 Executive Committee policy session on innovative international roadway safety initiatives. The session revealed that other nations have been achieving larger percentage reductions in highway fatalities than the United States. The report explores the sources for the decline in fatalities in other nations; the elements of a successful roadway safety program; and lessons, techniques, or programs that might translate well to the United States. Members of the Executive Committee will be notified upon release of the report.

Plans for Kilometer Charges on the Dutch Road System

Joris Al, General Director, Centre for Transport and Navigation in the Netherlands, briefed the Executive Committee on a new program that will introduce road pricing in the Netherlands. Highlights of the briefing include the following:

- The program will involve paying per driven kilometer, instead of paying for ownership
- It will be implemented throughout the Netherlands (even in “your own” backyard)
- A basic rate per kilometer, differentiated according to environmental characteristics (CO₂-emission)
- A peak rate for congested times and places
- Kilometers driven are recorded using GPS technology
- Fixed motor taxes and purchase tax to be abolished
- Revenue from road pricing will be collected in the Infrastructure Fund
- This Fund finances expenditures on traffic and transport (maintenance, new construction, public transport, etc.)
- Expected effects of the program by 2020 include a 10 to 15 percent reduction in kilometers travelled, a 40 to 60 percent reduction in lost travel time due to congestion, a 10 percent reduction in CO₂ emissions from passenger cars, a six percent increase in travel by public transport, a seven percent reduction in highway fatalities, and a two to three percent increase in the number of registered vehicles in the country.
- The program will be implemented over time. A controlled implementation will be employed to preserve public acceptance and to be able to handle technical problems.
- Part of the selling point of the program was that it will help the nation reduce congestion back to 1992 levels. It will also reduce the need, and therefore cost, for construction of new roadways.
- Overall positive public attitude towards the concept with 58 percent supporting the idea of road charge based upon kilometer-price as a fair system: “the polluter pays.”
- The Ministry of Transport will operate very carefully in implementation to maintain and increase the public's support.
 - Positive about the prospect that the concept will decrease congestion and have positive effects for the environment,
 - Suspicious about the promise of government not to increase total cost
 - Skeptical about implementation within time and cost (complex ICT-project)
 - Alert about the privacy aspects (big brother)

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:

- The Executive Committee approved a study to provide guidance to the Minerals Management Service on the direction and intent of its approach in overseeing the development and safe operation

of offshore wind turbines. The study will be limited to the safety of structural and operational characteristics of offshore wind turbines, including turbine design, foundations, installation, electrical transmission, inspection, repair, and decommissioning.

- TRB is developing a prospectus on the following three additional potential projects:
 - “Worst-first” versus an asset management approach to preservation of the national highway system. This project would analyze the draft surface transportation authorization legislation, offer scenarios of how it might be implemented, and compare these scenarios with an asset management approach to system preservation.
 - “Silos”—real impediments to intermodalism and benefits of a residual modal approach. This project would explore the real impediments to achieving market-dictated outcomes for the most efficient use of freight and passenger modes, the potential outcomes if travelers were charged for the full cost of their trips, the potential impediments imposed by current institutional arrangements, and restrictions on cross-modal subsidies.
 - Intercity passenger rail—how to pay for it? This project would identify and explore the pros and cons of options available for supporting intercity high-speed passenger rail in the United States.

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).

- Since June, the SHRP 2 Oversight Committee has made contract awards for 15 additional projects. For one of these projects, the actual field data collection for SHRP 2 Naturalistic Driving Study, six separate awards were made.
- Several more projects have been completed and the Oversight Committee has asked that the general plans for SHRP 2 product implementation contained in TRB Special Report 296, *Implementing the Results of the Second Strategic Highway Research Program*, be fleshed out.
- The Government Accountability Office has started its interim evaluation of SHRP 2 that was mandated in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).
- Congressional resolutions continuing SAFETEA-LU authorization will increase the funds available to SHRP 2.
- Twenty-two reports have been submitted by contractors and four have been published—three in the Renewal and one in the Capacity focus areas.
- Focus area highlights include the following:
 - Safety - After a review of proposals, the Oversight Committee recommended six test sites for the naturalistic driving behavior study. The associated contracts are in negotiation. The sites represented appropriate diversity with respect to rural and metropolitan settings. The procurement of the 2,000 data acquisition systems to be used in study will be the largest single procurement in SHRP 2 at \$10 million.
 - Renewal – All projects have been awarded within this focus area, so the program is now fully focused on project management and dissemination of early results and products. The program will begin to test a number of new technologies and procedures in the field during 2010.
 - Reliability – Project L03, Analytic Procedures for Determining the Impacts of Reliability Mitigation Strategies, is nearing completion. This foundational project will feed other Reliability projects. One of the handicaps experienced by the L03 contractor and other researchers in the Reliability focus area has been the lack of travel time data and the lack of data standards.
 - Capacity – This focus area’s core framework development project is nearing completion. In July 2010, the Capacity focus area will let two important projects. The first will field test the framework to see if its objectives are achieved and allow states and metropolitan planning organizations to try it out to determine if it does indeed improve their planning and program

development activities. The second project will test a prototype of the ecological assessment methods, the credits systems, and the business case for environmental stewardship produced under earlier projects.

Cooperative Research Programs (CRP)

Christopher Jenks provided a status report on the National Cooperative Highway Research Program (NCHRP), Transit Cooperative Research Program (TCRP), Airport Cooperative Research Program (ACRP), National Freight Cooperative Research Program (NFCRP), 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:

- The Passenger Rail Investment and Improvement Act of 2008 (PL 100-432, Division B), enacted in October 2008, authorized, in Section 306, establishment of a National Cooperative Rail Research Program (NCRRP). The Federal Railroad Administration has indicated that it will ask TRB to administer the new program. Pending appropriations will fund the program at \$5 million for fiscal year 2010. Subsequent years' budgets are expected to be at \$5 million. DOT will establish the advisory board that will provide oversight for NCRRP.
- The Executive Committee approved TRB taking on the management of the NCRRP to carry out applied research on problems shared by freight and passenger railroad operating agencies. In the beginning, the program will likely focus on high-speed rail issues.
- Annual reports for NCHRP, TCRP, and ACRP have been shared with program sponsors and are available at the Annual Meeting.
- More reports were produced—a total of 134—by the CRPs in 2009 than ever before. About half were from NCHRP. ACRP had a breakout year, releasing 38 publications. HMCRP produced its first report and two reports were produced by the NFCRP. Next year should be a breakout year for both of these programs.
- ACRP funding was increased from \$10 million to \$15 million in fiscal year 2009.
- ACRP has initiated a project to review how the industry is using ACRP products and ways to potentially enhance the flow of information.
- With the exception of ACRP, funding for all of the CRPs is tied to the federal surface authorization process. CRP is watching the process closely.

International Activities

Sandra Rosenbloom provided a report to the Executive Committee as the Committee's International Secretary (Tab 3C of the agenda book). She noted that the International Activities Committee sponsored a workshop on Sunday to explore opportunities for international collaboration. The discussion included exploring collaboration and cooperation opportunities. Representatives from the European Commission suggested developing cooperative agreements to explore issues associated with green cars and narrow-body planes. Representatives from the U.S. DOT were interested in learning from the results of the work, but were not interested in entering into any formal agreements. The meeting was a good first step. Administrative and legal issues will need to be worked out before any formal agreements can be made. Dr. Rosenbloom observed that she is not sure where the process might go from here, but that TRB's involvement in the process as a convener for these discussions is important.

New Business

There was no new business.

Next Meeting and Adjournment

- The next meeting of the Executive Committee will take place June 11-12, 2010 (Friday and Saturday), at the Woods Hole Study Center in Woods Hole, Massachusetts.
- Kanafani adjourned the meeting at 11:45 a.m.