

NEWS



TRANSPORTATION RESEARCH BOARD

500 Fifth Street, NW
Washington, DC 20001

For Immediate Release
News Release

Date: January 19, 2007
Contact: Russell Houston
(202) 334-3252
rhouston@nas.edu

RETIRED TTI DIRECTOR HERBERT RICHARDSON WINS TRB'S 2006 ROY W. CRUM DISTINGUISHED SERVICE AWARD

Herbert H. Richardson is the 2006 recipient of the Roy W. Crum Distinguished Service Award. Richardson, who retired recently from the Texas A&M University System as the Associate Vice Chancellor for Engineering and Director of the Texas Transportation Institute (TTI), is honored for his outstanding leadership in transportation research and education. He will receive the award on January 24, 2007, during the Chairman's Luncheon at the Transportation Research Board (TRB) 86th Annual Meeting in Washington, D.C.

The Roy W. Crum Distinguished Service Award is named for a former TRB Executive Director, who served from 1928 until his death in 1951. The award recognizes outstanding achievement in the field of transportation research.

A native of Massachusetts, Richardson earned bachelor, master, and doctor of science degrees in mechanical engineering from the Massachusetts Institute of Technology (MIT). In 1955 he joined the MIT Dynamic Analysis and Control Laboratory, where he conducted basic theoretical studies and prototype hardware development for missile and industrial control systems. After serving in the U.S. Army Ordnance Corps, he returned to MIT in 1959 as Assistant Professor of Mechanical Engineering; he was promoted to Associate Professor in 1963 and to Professor in 1968. As research at MIT shifted away from a military focus, Richardson moved into the area of surface transportation. He was a major contributor to studies that led to the High-Speed Ground Transportation Act of 1965, and he directed research that yielded fundamental design information for intercity and urban tracked, levitated vehicles.

From 1970 to 1972 Richardson was the first Chief Scientist of the new U.S. Department of Transportation, responsible for advising the Secretary on the scientific and technological aspects of transportation. His accomplishments in that office, for which he was awarded the Secretary's Medal for meritorious achievement, included development of a federally funded program of university research, creation of an advanced research projects program, and review and direction of programs ranging from vehicle-guideway dynamics to improvement of the St. Lawrence Seaway. He led the technical program to prevent aircraft hijacking. On his return to MIT, Richardson resumed research on surface transportation systems, served on the steering

THE NATIONAL ACADEMIES
Advisers to the Nation on Science, Engineering, and Medicine

committee of the interdisciplinary MIT Center for Transportation Studies in its formative years, and developed a basic graduate subject on transportation technology.

After serving as Head of MIT's Mechanical Engineering Department from 1974 to 1982 and as Associate Dean of Engineering from 1982 to 1984, Richardson joined the Texas A&M University System as the system's Vice Chancellor for Engineering and as Dean of Engineering in Texas A&M University. In this dual post he united the College of Engineering and the system's three statewide engineering research and service agencies—the Texas Engineering Experiment Station, Texas Engineering Extension Service, and TTI—to form an integrated engineering program. Richardson presided over a restructuring and strategic new directions including creation of a number of new interdisciplinary programs, undergraduate curriculum reform, an increase in the faculty's size and quality, and dramatic growth in research funding and private endowment.

After serving for two years as Chancellor of the Texas A&M University System, in 1993 Richardson was appointed Regents Professor, Associate Vice Chancellor of Engineering, and Director of TTI. As TTI Director until his retirement in November 2006, he led the largest university-affiliated transportation research organization in the nation. Under his direction, the institute broadened its mission to include all modes of transportation, emphasized partnerships with universities and the private sector, and developed diversity in the transportation talent base through education and outreach. At his retirement, TTI boasted nine national centers of excellence, an operating budget of about \$40 million, 225 professional research staff, 44 faculty with joint appointments, and 200 undergraduate and graduate students.

An elected member of the National Academy of Engineering and the honorary societies Sigma Xi and Tau Beta Pi, Richardson has won many awards, including the Pi Tau Sigma Gold Medal as the outstanding U.S. mechanical engineer 10 years after graduation and the 1984 Rufus Oldenberger Medal, the highest professional honor awarded by the American Society of Mechanical Engineers (ASME) in the field of dynamic systems and control. He received the 1993 Centennial Medal of the American Association for Engineering Education and the 1997 Benjamin Garver Lamme Medal for leadership in engineering education. Richardson is coauthor of the pioneering text *Introduction to System Dynamics*, a unified treatment of the dynamic behavior of mechanical, electrical, fluid, and thermal systems. The author of numerous professional reports and articles dealing with his research, Richardson is an honorary member and Fellow of ASME and a Fellow of the American Association for the Advancement of Science.

Richardson has been active in TRB for many years. He chaired its Executive Committee in 1988 and was chair or cochair of several major TRB study committees—on geometric design standards for highway improvements, the federal research program on magnetic levitation systems, and the railroad tank car design process. He also served on the study committee for a future Strategic Highway Research Program and the committee for the High-Speed Rail IDEA Program, and he was vice chair of the committee that reviewed the National Automated Highway System Consortium Research Program.

More than 10,000 policy makers, administrators, practitioners, researchers, and representatives of government, industry, and academic institutions are expected to attend the Transportation Research Board (TRB) 86th Annual Meeting, in Washington, DC, January 21-25, 2007. The meeting, held at the Marriott Wardman Park, Omni Shoreham, and Hilton Washington

hotels, includes more than 2,800 presentations in 500 sessions, 75 workshops, and 400 TRB committee meetings covering all aspects of transportation.

TRB's mission is to promote innovation and progress in transportation through research. In an objective and interdisciplinary setting, TRB facilitates the sharing of information on transportation practice and policy by researchers and practitioners; stimulates research and offers research management services that promote technical excellence; provides expert advice on transportation policy and programs; and disseminates research results broadly and encourages their implementation. A major focal point of TRB's activities, the Annual Meeting provides an opportunity for transportation professionals from all over the world to exchange information of common interest.

Organized in 1920, TRB is a division of the National Academies, which include the National Academy of Sciences, National Academy of Engineering, Institute of Medicine, and National Research Council. The nation turns to the National Academies for independent, objective advice on issues that affect people's lives worldwide.

###

CRUM/86