

SHRP2 Quarterly Update

March 2009

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IMPORTANT DATES

Proposals due *April 21*
4th SHRP 2 Safety
Symposium *July 23-24*
Next RFPs *July 28*
Proposals due
September 9

www.TRB.org/SHRP2

March 2009 Requests for Proposals

On March 10 the first round of RFPs for 2009 was released with a proposal due date of April 21, 2009. The second round will be issued in July. The full text of the RFPs is on the website at <http://TRB.org/shrp2/RFPs.asp>. The Safety program released an RFP to the list of 11 contractors who previously qualified to propose on project S07: In-Vehicle Driver Behavior Field Study. Contractors will be selected to recruit volunteer drivers, install data collection equipment, and collect data in multiple sites in the United States.

March 2009 Requests for Proposals

R01-A	Technologies to Support Storage, Retrieval, and Utilization of 3-D Utility Location Data
R01-B	Multi-Sensor Platforms for Locating Underground Utilities
R01-C	Innovation in Location of Deep Utilities
R03	Identifying and Reducing Worker, Inspector, and Manager Fatigue in Rapid Renewal Environments
R06-G	Nondestructive Testing for Tunnels
R10	Project Management Strategies for Complex Projects
R11	Strategic Approaches at the Corridor and Network Level to Minimize Disruption from the Renewal Process
L14	Effectiveness of Different Approaches to Disseminating Traveler Information on Travel Time Reliability
C10	Partnership to Develop an Integrated, Advanced Travel Demand Model and a Fine-Grained, Time-Sensitive Network
C19	Add Expedited Schedule Project Case Studies to Collaborative Decision Making Framework Database
C20	Freight Demand Modeling and Data Improvement Strategic Plan

Additional Funding Prompts Changes in Research Plan

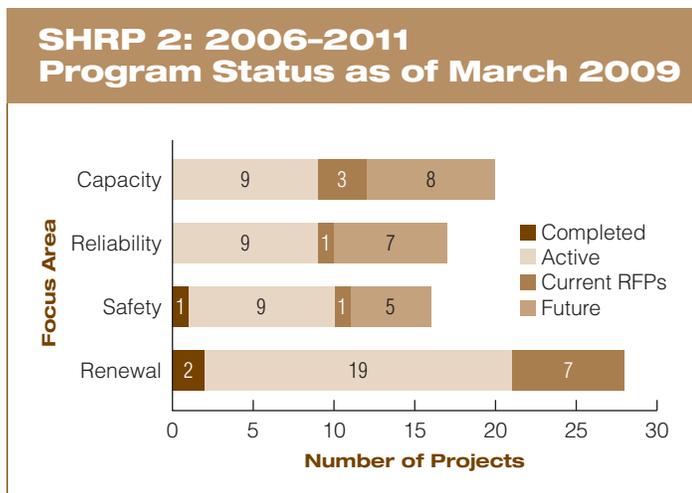
An additional \$16.55 million was made available for SHRP 2 projects through the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users Technical Corrections Act of 2008, and the SHRP 2 Oversight Committee met in November 2008 to allocate the funds based on the recommendations of each focus area's Technical Coordinating Committee. The Oversight Committee selected 12 new projects and increased the funding in six existing projects. The expanded research plans

now include additional field tests and demonstration projects that will provide real-world experience to support implementation, consideration of greenhouse gases in projects that address congestion, and projects to fill knowledge gaps identified by the research done to date. Each focus area also includes a list of projects, deferred for now, that can be advanced in the future should opportunities arise.

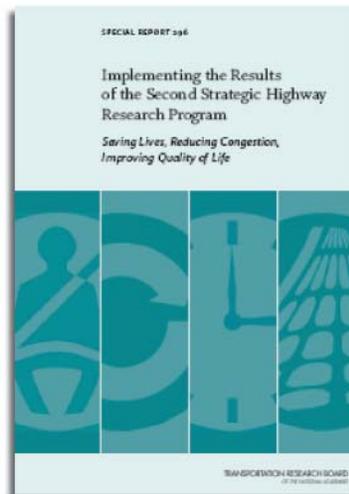
Additions to SHRP 2 Research Program		
FOCUS AREA	NEW PROJECTS	FUNDING
Capacity	5	\$3.25 m
Reliability	2	\$2.40 m
Renewal	5	\$4.90 m
Safety		\$6.0 m to existing projects
Total	12	\$16.55 m

The majority of the funds added to the Capacity program have been applied to projects that strengthen the Capacity Decision-Making Framework and pilot-test the results of that product, and to modeling and data improvement. The new Renewal projects address the concerns that accompany highway renewal projects, i.e., strategy and management, cost-benefit analysis, identifying and reducing fatigue, and comparing accelerated and conventional bridge construction. A small portion of the additional Reliability funds will be used to address archiving data that the projects will generate, while the majority of it will be applied to advances in modeling and frameworks for travel time reliability. The funds allocated to the Safety program bolster the existing funds for the Naturalistic Driving Study and its supporting projects.

SHRP 2 at a Glance



SHRP 2 Implementation Report and 4-Page Brief Available on SHRP 2 Website



Congress requested an examination of promising results expected from the SHRP 2 research and recommendations for how they could be most effectively implemented. In February 2009, the findings of a committee established by the National Research Council to meet this request were published in TRB Special Report 296, *Implementing the Results of the Second Strategic Highway Research Program (SHRP*

2): Saving Lives, Reducing Congestion, Improving Quality of Life. The report expresses the committee's belief that widespread implementation of products developed by SHRP 2 is critical to addressing the nation's roadway safety, renewal, reliability, and capacity issues. To accomplish this, the committee recommends that an implementation program should be established; the U.S. Federal Highway Administration, in partnership with others, should serve as the principal implementation agent; stable and predictable funding of \$400 million over six years should be provided for implementation activities; a formal stakeholder advisory structure should be established; and detailed implementation plans should be developed as soon as feasible to guide the implementation efforts. The report is available on the TRB website at <http://onlinepubs.trb.org/Onlinepubs/sr/sr296.pdf>. The four-page brief is at <http://onlinepubs.trb.org/Onlinepubs/sr/sr296summary.pdf>.

SHRP 2 Currently Accepting Expert Task Group Nominations

SHRP 2 is currently accepting nominations for Expert Task Group members for Reliability and Capacity projects that will be advertised in July. ETGs are formed to write requests for proposals and to review and rank proposals received in response. Service on a SHRP 2 ETG has proven to be a short but sometimes intense experience. Appointments are officially for one year, but because SHRP 2 operates under the compressed schedule of a short-term program, ETGs typically conclude their work within three months. During that time, there will be two meetings in Washington, one to develop the RFP and one to select the winning proposal. Between the two meetings, the

ETG members will review all the proposals received and rank each according to criteria established in the RFP. The deadline for nominations is May 15. Nominations can be sent by email to SHRP2@nas.edu.

SHRP 2 at the Annual Meeting



The TRB Annual Meeting provided a chance for many transportation professionals to learn about progress in SHRP 2 research. Poster sessions at which staff and researchers offered detailed information about the program and its projects were well attended. Posters from the sessions are available on the SHRP 2 website. There was a lot to talk about at meetings and sessions during the week as topics in SHRP 2 research often cross typical subject area boundaries and discussions about collaboration arise. At least two formal collaborative efforts are already in progress: to absorb the results of project L05: Incorporating Reliability Performance Measures into the Transportation Planning and Programming Processes, into project C07: Integrating SHRP 2 Products into the Collaborative Decision-Making Framework, and to build reliability considerations into project C10: Partnership to Develop an Integrated, Advanced Travel Demand Model and a Fine-Grained, Time Sensitive Network.

Pre-RFP Webinar Informs Capacity Bidders

In preparation for the March round of RFPs, the Capacity program staff held a bidders' conference for project C10: Partnership to Develop an Integrated Advanced Travel Demand Model and a Fine-Grained, Time-Sensitive Network. The webinar provided information on the project's rules of engagement and specifics about partnership requirements, intellectual property, requirements of the fine-grained network, open-source software concerns, and multimodal issues to potential bidders and is currently available on the SHRP 2 website at http://trb.org/shrp2/SHRP2II_Capacity.asp.

International Activities

In February, SHRP 2 Deputy Director Ann Brach addressed a conference of the Advanced Protection System (APROSYS) in Amsterdam. Dr. Brach was the keynote speaker at the APROSYS Final Event, which was the conclusion of a 5-year European program designed to generate scientific and technological development for the protection of road users in accident conditions, such as secondary safety in human injury biomechanics, vehicle crashworthiness, and protection systems. At Rijkswaterstaat's Centre for Transport and Navigation (DVS) in Delft, she gathered information on DVS activities in knowledge management, public orientation, incident management, and safety. The DVS is supporting the assignment of a staff member, Hans van Saan, to Washington to work on loan with the SHRP 2 Safety focus area.

Also in February, Bill Hyman, senior program officer for SHRP 2 Reliability studies, traveled to Sydney, Australia, to participate in an editorial working group that recommended final changes to a document on travel time reliability and level of service that is a product of the Joint Transport Research Centre/Organization of Economic Cooperation and Development/International Transport Forum. He also attended a seminar on transport and globalization hosted by ITF and participated in a meeting on how to achieve further international collaboration and coordination concerning research on travel time reliability. At the University of Melbourne, Mr. Hyman made a presentation on SHRP 2 to transportation faculty and learned about the work various faculty members are doing in the field of travel time reliability.

SHRP 2 Welcomes New Staff

SHRP 2 welcomed a new staff member this quarter when Michael Miller accepted a position as the senior program assistant for the Capacity focus area. Michael has a background in international development, having worked for USAID in Nicaragua and in Washington, DC with a focus on project management. He has a master's degree in Intercultural Management from the School for International Training, is fluent in Spanish, enjoys traveling, and also practices the martial art of Aikido. Most recently at TRB he has worked with the IDEA (Innovations Deserving Exploratory Analysis) programs.

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