

TRB Annual Meeting Takes Center Stage in 2015

MARK R. NORMAN

The author is Director, Technical Activities, TRB.

For the first time in almost 60 years, the TRB Annual Meeting will be moving to a new venue. The TRB 94th Annual Meeting will be held at the Walter E. Washington Convention Center in Washington, D.C., January 11–15, 2015. This article, the second in a series on the move, provides a brief overview of expected changes. The first article appeared in the January–February 2014 issue of *TR News* and presented the reasons behind the change of venue.

What Will Be Different?

The location—of course! The Convention Center is located between 7th and 9th Streets and N Street and Mount Vernon Place, NW, in downtown Washington, D.C. This is approximately 2.5 miles southeast of the former TRB Annual Meeting site on Connecticut Avenue. It is across from the Carnegie Library at Mount Vernon Square; the library will become the new site of the International Spy Museum in 2017.

The Convention Center is Metro accessible, served by the Yellow and Green lines at the Mount Vernon Square–7th Street–Convention Center stop. One mile north of the National Mall, the Convention Center offers easy access to the Smithsonian Museums, the Washington Monument, the Lincoln Memorial, and the U.S. Capitol.

The new Marriott Marquis Washington, D.C., hotel is directly across the street from the Convention Center, and the buildings are connected by a short under-

ground walkway. The Marquis, scheduled to open in May 2014, will be the primary venue for TRB committee meetings.¹ Workshops, sessions, exhibits, posters, and most of the large events will take place in the Convention Center. The larger rooms in both facilities should reduce the level of crowding and congestion for all events, and the state-of-the-art exhibit hall will allow for more, larger, and different types of exhibits.

The majority of hotels that will be included in the TRB room block will have Metro access or will be within walking distance to the Convention Center. For this reason, the TRB shuttle bus will be discontinued.

TRB will provide free wireless Internet (wi-fi) access to all attendees in public areas, meeting rooms, and sessions at the Convention Center and in the Marquis, as well as in the exhibit hall. Because of the wi-fi access and the availability of all papers on the Annual Meeting Online website, the flash drive containing this same information will be discontinued.

The new venue and surrounding area offer more food and beverage options than the former meeting location. Both facilities meet modern standards for sustainability and for accessibility according to the Americans with Disabilities Act of 1990.

What Will Be the Same

The Annual Meeting program will continue its high standards of quality and content. The structure of the program and meeting schedule will not change significantly—at least during the new venue's first year. The theme for the TRB 94th Annual Meeting is “Corridors to the Future: Transportation and Technology.”

Costs to attendees will not be affected by the move. Annual Meeting registration fees will remain essentially unchanged, adjusted only for annual inflation. Most hotel guest rooms will be available at the federal government per diem rate. Meeting registration and hotel reservations will open in early September; attendees are advised to book through the official TRB housing bureau. Meeting exhibitors and attendees should be wary of contacts from unofficial brokers who may claim to have lower rates and better hotels; these may be scams.²

Opportunities for formal and informal networking

¹ <http://tinyurl.com/MarquisDC>.

² <http://supportassociations.com>.

The exhibit hall at the Convention Center can accommodate more—and larger—exhibits than previous TRB Annual Meeting venues.



will be plentiful. With the entire meeting in one contiguous venue, opportunities for collaboration across transportation modes and disciplines will be enhanced; TRB will take maximum advantage of the layouts and technologies of the new facilities to foster collaboration. Wi-fi availability will enable real-time, virtual networking to supplement face-to-face opportunities.

The 2015 TRB Annual Meeting will continue many of the traditions that have evolved over the years and will open opportunities to establish new traditions.

Assessing the Effects of Changes in Truck Size and Weight Limits

The Committee for Review of U.S. Department of Transportation (DOT) Truck Size and Weight Study released its first report, *Review of Desk Scans*, in April. The report reviews five desk scans—preliminary products of the truck size and weight limit study conducted by U.S. DOT at the request of the U.S. Congress. The desk scans survey past research and methods for estimating the effects of changes in truck size and weight limits for bridges, pavements, truck and rail shares of freight traffic, safety, and enforcement of truck regulations.

The committee recommends that the U.S. DOT final report include two syntheses to help assess the



ROLE OF INLAND WATERWAYS—Craig Philip (second from left), Ingram Barge Company, takes part in a panel discussion exploring the challenges encountered by shippers and operators using the inland waterways system. The Committee on Reinvesting in Inland Waterways: What Policymakers Need to Know met March 7 at the National Academies Building in Washington, D.C., to study the investment needs of the aging inland waterways system.

consequences of different truck size and weight limits on safety, efficiency, infrastructure, and the environment. The first synthesis would apply alternative methods of estimating the effect of changes in truck characteristics and would assess future research needs, data collection, and evaluation. The second synthesis would compile quantitative results of past prospective and retrospective estimates of effects.

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International Transportation Research Converges in India

G. P. JAYAPRAKASH

The Transportation Research Group of India (TRGI) provides a forum for students, academics, and practitioners from India and from around the world to exchange information and to access new ideas and challenging transportation problems. More than 200 transportation planners, engineers, academics, and students from 10 countries attended TRGI's second conference, December 12–15, 2013, in Agra, India. The conference was supported by TRB and other associates, sponsors, and grant institutions.¹

The conference featured eight tutorials, eight keynote lectures, five workshops, and 35 sessions in which authors presented 125 papers. Subject areas included asphalt and concrete materials, pavement, safety, traffic operations, pedestrian flow modeling, operations research methods, intelligent transport sys-

tems, bus transit, transport policy and operations, traveler behavior, and nonmotorized transport.

The final day of the conference was devoted to a discussion of the future for countries such as India that have embarked on the large-scale expansion of transportation infrastructure to move people and goods safely and efficiently.²

Research presented at the conference covered nearly all aspects of transportation. Published papers comprise Volume 104 in the series *Procedia: Social and Behavioral Sciences*.³ The third conference is scheduled for 2015.

¹ www.trgindia.org/trg_conference_2013.

² For more information on conference sessions, tutorials, workshops, and keynote lectures, see www.trgindia.org/trg_conference_2013/Doc/Tutorial%20schedule.pdf and www.trgindia.org/trg_conference_2013/Doc/Detailed%20view%20%282nd%20CTRG%20Schedule%29.pdf.

³ Proceedings are available at www.sciencedirect.com/science/journal/18770428/104. All papers are open access and can be downloaded free of cost.



S. Gangopadhyay, director of the Central Road Research Institute of New Delhi, India, delivered a keynote lecture on the development of the Indian Highway Capacity Manual. The session was moderated by G. P. Jayaprakash.

The author is Senior Program Officer and Soils, Geology, and Foundations Engineer, TRB.