**ABE30 Transportation Issues in Major U.S. Cities Committee Meeting**

Monday, January 13, 2014, 10:15am-12pm

## Welcome and Introductions

**Welcome and Introduction from Rina Cutler, ABE30 Committee Chair**

Rina Cutler welcomed the more than 100 committee members and friends to the ABE30 Committee Meeting.

**Comments from Martine Micozzi, TRB Staff Liaison**

Martine recognized Rina Cutler for her leadership, Karina Ricks for her paper review coordinator role for many years, Ema Yamamoto for helping to move the committee forward, and the dynamic family duo of Stephanie and Fred Dock, for communications coordination and annual meeting even planning respectively.

Martine gave a presentation on the venue change.

* Embrace the chaos! The unofficial theme for next year’s conference
* A bit of history: 1922 – first conference had 17 attendees. This year? Over 12,000 expected. The conference has outgrown its current 3 hotel arrangement, as many of us are well aware.
* The new location: the Convention Center and Marriott Marquis hotel
  + The two are connected by a tunnel, the hotel is scheduled to open later this year.
  + Location is closer to the center of DC
* Amenities:
  + Metro accessible (Mt. Vernon Square/Convention Center on the Green/Yellow lines)
  + All under one roof – this is great for major cities because it enables more mingling between topic areas
  + FREE INTERNET
  + More food options
  + Easier to maneuver for attendees of all mobility levels
  + More exhibit space, which is good news for those who have not been able to get in past years.

Martine also announced that she is leaving TRB this year – she is taking some time off, do some consulting in Europe, and actually take a vacation. Rina and the committee thanked Martine for all her assistance.

**Comments from Mark Muriello, Policy Section Chair**

Mark is very excited to see how reinvigorated this committee is. He looks forward to helping our committee reach out to other parts of TRB.

**Remarks from Ed Reiskin, National Association of City Transportation Officials (NACTO) President**

Ed noted that NACTO is very interested in the issues of modernizing transportation, accommodating modes that our cities may not have been designed for, and working with the federal government on these issues.

## Special Remarks

(See website for presentation)

James Corless with Transportation 4 America (T4America) gave a special talk on the Importance of Cities. James is the Director of Transportation for America, a coalition of over 400 organizations working to promote a new national transportation policy that’s smarter, safer, cleaner and provides more choice.

Prior to Transportation for America, James was a senior planner for the Metropolitan Transportation Commission in the San Francisco Bay Area where he managed the agency’s efforts to promote smarter growth, transit-oriented development and mobility options for low-income communities.  James was the author of California’s groundbreaking Safe Routes to School law and legislation that paved the way for smart growth “blueprints” to become part of the regional transportation planning process throughout the state.

The basic premise of the talk was that cities are innovating in the ways we need to have the country grow and be successful.

T4 America is a 4-year-old non-profit, not an industry group, which has spent a lot of time working on the federal transportation reauthorization during that time. For localities, MAP-21 was in many ways a step backward, but it could have been worse. The next reauthorization is coming up quickly - MAP-21 expires in October this year.

So why do cities matter?Congress is dysfunctional, states are broke, cities and local government is where innovation is happening. Cities are the entrepreneurs and the startups of the transportation world.

Cities are at the center of the demographics shifts, attracting both Baby Boomers and Millennials. This combined with technology is going to change fundamentally how we do transportation.

As a result of our changing demographics, consumer demand is shifting. We are going to spend a lot of time over the next few years trying to get ahead of the curve. As an indication of how important these changes are, he finds it interesting to see how many mayors know and regularly cite their ranking for attracting Millenials.

Looking specifically at what is going on in transportation programs to get ahead of that curve, James is a big believer in the TIGER grants program. It is a great example of the innovation that bubbles up from the local level. The program is starting a whole new relationship between feds and locals. It is also a great example of how a competitive grant program can shift how we think about transportation

New Starts is another good program, but beyond this, there is massive demand for new transit service. Reconnecting America has a map to this point [graphic?]. The systems being built or proposed are not just heavy rail and light rail – bus rapid transit, streetcar are both popular. However, we need to get smarter about how we finance transit

T4America is building a broad alliance around transportation – civic leaders, chambers of commerce, political leaders, the transportation industry. Some examples of places showing the way around support for transit in particular:

* Indianapolis - largest city with a republican mayor. The mayor says that Indianapolis’ and Indiana’s ability to succeed depends on his ability to get a BRT system built. He is tryng to get a local option sales tax measure through the state legislature so it can be self-funded.
* Nashville - a rapidly growing city in the south, trying to build a BRT. The Chamber of Commerce and Metro Mayors Caucus have driven the political agenda on the BRT - very pro-transit as a basis for economic development.
* Denver - FasTraks one of the most ambitious transit capital programs in the country. It was the tech sector that drove the charge to go to the voters - tech firms said they wouldn’t come if transit wasn’t there, so the region built transit in part to help capture that growing industry.

Bikesharing is another transit trend in cities large and small, but there is a mismatch in federal policy and reality on the ground. Places may be able to use some STP or CMAQ, but there are many demands on those funds and the Federal programs should be helping get this going with fewer funding hurdles.

Another major concern for urban transportation is freight bottlenecks. This is one of the areas where you can see that while Congress members raise money in metro areas, they don’t make metro-friendly policies. Chicago’s CREATE program is a public-private effort to fix the fact that it takes only 48 hours to get freight to Chicago from LA, but 30 hours to get through Chicago.

Looking specifically at MAP-21:

* 2-year bill that is in effect less time than it took to debate it.
* Included lots of program consolidation, and for cities it consolidated some of the better programs out of existence. The increased flexibility in funding actually gives localities less access to federal funding. [See the slide chart on impact on flexibility]
* Still not truly multimodal. In terms of funding, there is still no intercity passenger rail trust fund, no national freight or rail program. Thankfully MAP-21 did not cut transit funding, though it was proposed.
* Surface Transportation Program (STP) funding shrank, but responsibilities grew because the new National Highway Performance Program focuses only on the National Highway System - local bridges that used to be covered by the Bridge Maintenance program are now in STP.
* The good parts of MAP-21:
  + Steady funding levels was a good thing, even if most would like to see more investment
  + TIFIA Loan Program – from $122 million under SAFETEA-LU to $700 million in FY13 and $1 billion in FY14.
* Performance measures in MAP-21 are a really, really big deal - not as holistic as we had hoped, but still critical. The measures get down to what is the purpose of transportation and are not a bad starting list.
  + There are concerns for some measures, like metropolitan congestion: how do we measure so that what is being done at the local level is rewarded? For example, if used the TTI congestion index and compare Chicago and Atlanta, Atlanta could be more rewarded because a lower percentage of their travel time is congested, even if the total travel time is actually longer overall than in Chicago.
  + This speaks to a larger issue that metro regions have most of the travel, but only control about 10% of the federal funds

A major issue for reauthorization is that the Highway Trust Fund is going broke. T4America is trying to bring together folks around their funding proposal. The overall objective is to stop the trust fund losing money, then actually reward innovative

* Simpson-Bowles last year proposed a 15 cent/gallon increase, which would add $30 billion/year to the trust fund.

T4America has proposed several overall priorities for the next transportation bill, which is up for renewal at the same time that trust fund goes broke (Oct 2014).

T4America has been building a local alliance - midsize cities as well as the big cities. Importantly, this is a broad political coalition: cities, business community, ‘eds and meds’, civic leaders. The coalition is important for many reasons, but particularly because the end of earmarks means cities and counties need to have a coordinated voice. Cities and counties were asking for great things before MAP-21, but those requests were not coordinated and those needs were not adequately addressed.

T4America is also providing policy support at the state level to help support getting local funding options on the table for municipalities and metropolitan regions.

James summarized his message in three points:

1. Transportation is key for urban economic competitiveness
2. The stimulus was good for creating short term jobs, but investment in transportation is essential going forward because transportation is a huge driver in long term growth
3. We can no longer go it alone - join together!

## Subcommittee Reports

**Paper Review Subcommittee**

Ema gave report on Karina Rick’s behalf to the committee.

 We released 3 calls for papers and received 16 papers in response. There is a pool of 39 active reviewers who completed over 89 reviews.

* 3 papers were recommended for lectern presentation (Session 559)
* 7 papers were recommended for poster session
* 2 papers were recommended for revision and potential publishing (decision to be made by Jan 31)

Papers being presented this year include (announced by their authors who were present):

* Andrew Nash – use of games in transportation planning, education, and involvement (poster)
* Raymond Chan – social media and weather disruptions – Hurricane Sandy (lectern)
* Andrea D’Amato – competing uses for balancing uses (poster)
* Brendan Pender – social media in rail disruptions (lectern)

Mark noted that there is an award for the best policy section paper – keep this in mind as we read papers.

**Annual Meeting Subcommittee**

Aimee Jefferson reported on the poster session that happened just before the meeting – lots of different uses of social media. It was a good session with quite a few people there.

Ema described the session following the committee meeting (afternoon of Monday, 13th) on Innovative Solutions to Congestion in Urban Areas, featuring:

* Ed Reiskin, San Francisco
* Steve Buckley, Toronto
* Ray Dovalina, Phoenix
* Rina Cutler, Philadelphia

Jamie Parks described the Tuesday lectern Session on the role of social media in public transportation, featuring papers from:

* Raymond Chan - Role of Social Media in Communicating Transit Disruptions
* Susan Bregman - What’s the Worst That Can Happen? Developing Social Media Protocols and Policies
* Brendan Pender - Social Media Use in Unplanned Passenger Rail Disruptions: International Study

Fred Dock described a session on cooperation and collaboration between states and local DOTs on Tuesday afternoon, featuring:

* Susan Gilmore, LA Metro - Innovations in Los Angeles
* Mike Schadauer, MnDOT - Hiawatha Light-Rail Transit Corridor Multiagency Coordination
* Chuck Davies, PennDOT - Reconstruction of Interstate 95 Through the City of Philadelphia
* Nicholas Farber, Colorado DOT - US-36 Managed Lanes and Bus Rapid Transit

**Communication**

Stephanie gave an update on the communications for the committee. She and Ema have worked to update the website this past year and created a new Google Group to allow the committee to communicate. She encouraged everyone to visit the website for committee information and reminded folks that anyone can post relevant announcements to the committee list, but to please be respectful of its use.

**Research**

Wes reported on the research needs statements efforts. The committee has several older statements in the database currently: 2 from 2010 on global climate change, optimizing street allocation; and 4 from 2012 on Bicycle Transportation Strategies, Comparative Investment Strategies in Cities, Expanding the Tooldbox for Building Better City Streets, and Summary of City and Metropolitan Transportation Infrastructure Needs. Three new statements are being drafted on the gender gap in bicycling, equitable access to bike share, and resiliency related to responding to drastic weather events.

## Committee News

Rina has been thrilled at the response to the committee – we are active and people are interested. The question now is how to add value to the community of practitioners. She clarified that the committee’s definition of major cities is not based on size, which would limit it to the huge cities (1 million + population). If you are the major city in your region or state, you are a major city and the committee welcomes you

There has been a lot of work done by the committee members. Rina gave special thanks to Karina for her leadership on paper review the past few years. There are a few new positions people are stepping into:

* Eric Sundquist and Christine Yager are the new paper review coordinators
* Strategic Plan Vision Coordinators are Steve Buckley, Andrea D’Amato, Julia Salinas. They will be looking for input to write that new strategic plan

The committee will be sending out a survey to help understand how to better connect to what you all are doing when not in this committee, such as where are you on boards/active in both inside and outside TRB

The committee’s mid-year meeting will be this April in Miami during the TRB Asset Management Conference.

Other committee business:

* Stephanie invited attendees to a special session DDOT (District of Columbia) is doing on an urban trip generation project they have been doing and would like to expand to work with other cities on this.
* Rina reported that Mayor Nutter has her sitting on the National Freight Advisory Committee. The Major Cities committee has periodically focused on freight issues, but she would like to see a more concerted focus in this area. She asked everyone to consider if we want to create a subcommittee to deal with freight issues.
* Susan Bregman has a new book on social media

## Pecha Kucha Presentations

Really short presentations – 20 slides, 20 seconds per slide (See website for presentations)

* **The Innovative DOT, Chris McCahill**
* **City of Chicago 2012 Bicycle Crash Analysis – Luann Hamilton**
* **City of Philadelphia Green Streets Design Manual**
* **Making Safer Streets – Bruce Schaller**
* **Polis Network Overview – Sylvain Haon**