**2016 TRB Annual Conference ABE30 Major Cities Committee Meeting Minutes**

January 13, 2016

**Welcome and Introductions: Rina Cutler**

Rina welcomed everyone and had those in the room introduce themselves by name, affiliation, and whether they are a friend or a member. See the attendee list for names.

**TRB Update: Monica Starnes & Mark Muriello**

TRB provided some updates and a few reminders.

Neil Pederson is the new TRB Director; marketing and communications are a big focus for him.

There is now an industry council that is going to do outreach to other industries that have not yet been connected to TRB (e.g. tech firms, telecommunications firms). TRB is also trying to find ways to reach deeper into academia.

Three hot topics to consider in our committee work:

1. Disruptive technologies
2. Resiliency – protecting critical infrastructure
3. Transportation and public health

Next year’s spotlight theme is “Transportation innovation: Leading the way in an era of rapid change.” We should keep the theme in mind when setting up our paper calls.

The Technical Activities Council is asking all committees to identify critical (short term) and emerging (rising trends) issues in your area. They are starting to compile all of those ideas to see where we should be heading in the future.

The Annual Meeting set a new attendance record: 14,000! Monica read a great quote from Politico about TRB: “Last week’s CES was all about the tech geek glamour of self-driving cars and state-of-the-art drones, but this week’s Transportation Research Board annual meeting in Washington remains the nexus of all-out, unabashed transportation nerd-dom. If you’ve checked out the program, you know it’s a little, um, overwhelming.” [Source](http://www.politico.com/tipsheets/morning-transportation/2016/01/states-get-two-year-reprieve-on-real-id-class-action-lawsuit-bill-heads-to-the-senate-clinton-nabs-foxx-endorsement-212097#ixzz410k3qVGu).

Regarding papers, there is a new initiative this year for early publication of papers that are deemed ready to publish after the first round of review. This should speed up the release of good papers. There is also a focus on practitioners and bringing them to the table through practice-ready papers.

There are paper awards, including one for the best policy papers. We have not awarded that paper in 2 years due to a lack of entrants. So think to send good candidates along next year. The paper has two requirements: 1. Excellent paper, 2. Paper has to be published in TRR.

Lastly, anyone at the meeting who wants to be a friend of the committee should go to myTRB and self-designate as a friend.

Monica thanked Rina for her service and announced that Steve Buckley will be taking over as committee chair as of April 15th.

Rina added that on the paper issue, this committee is one of the few cross-cutting committees at TRB that cuts across modes. We should be able to produce papers that get that policy paper award.

**NACTO Update: Corinne Kisnear and Matthew Roe**

It’s been a very exciting year for the National Association of City Transportation Officials. They grew from 39 cities to 49 cities and at the end of 2015, the Urban Street Design Guide was included in the FAST Act.

This year, NACTO is working on additional guidance: the Global Street Design Guide (coming in 2016) and the Transit Street Design Guide (shipping in early spring 2016). The latter bridges between cities and transit agencies. In implementing the guide, NACTO will be having three accelerator workshops. If you are in a NACTO city (or with a transit agency in a member city), think about applying!

NACTO has also been working with Philadelphia and other bikesharing systems to look at station siting guidance, more equitable pricing models, and how to site docks in the public right of way.

They had a successful conference in Austin in 2015. The 2016 conference will be in September in Seattle.

NACTO is talking with the committee about research needs and is interested in finding ways to partner with the committee on a broad range of topics.

**Sub-Committee Updates**

***Communications Updates: Stephanie Dock***

If you are not getting the committee emails, please update your myTRB profile, or talk to Stephanie. She is merging the myTRB list into the Google group list on a regular basis, so you should get the emails if you keep your profile up to date.

A new website is on the way – the new site will revive the blog and allow for comments on the posts (which the old platform did not). If you are interested in writing for the blog, contact Stephanie.

Following last year’s meeting, we now have a logo – thank you Susan Mah!

Lastly, if you are interested in joining the communications subcommittee (friends and members are welcome), please contact Stephanie.

***Paper Review Updates: Deb Lightman and Eric Sundquist***

We had many people volunteer to review (141 people), but only got 11 papers. We did 46 reviews, accepted 6 papers for presentation, and recommended 1 paper for publication. We had more reviewers than papers this year, so if you want to write a paper instead of reviewing next year, you are encouraged to do so.

***Webinar Updates: Ivana Tasic***

A lot of committee members stepped up to help out with our webinar series.

* Webinar 1: Multimodal Trends in Transportation
* Webinar 2: Measuring Performance of Multimodal Transportation, in collaboration with NACTO
* Webinar 3: Multimodality in Major Cities: Urban Success Stories
* Webinar 4: Future Directions for Multimodal Research and Practice (sponsored by TRB)

Up to 330 people signed in to the webinars and our last webinar had a 91% satisfaction level.

Upcoming webinars in 2016:

* Cities beyond driving – March, via TRB
* Special events and the investments that come in their preparation – June, via TRB

***Annual Meeting Organizer Updates: Fred Dock, Jamie Parks, Aimee Jefferson***

The committee was part of 4 workshops, including 1 led by ABE30 in support of NACTO. The other three reflect the committee’s wide interests:

* Designing Streets for Transit
* Ignite Your Future: Scenario Planning
* Bringing Extraordinary Data to Your Everyday Work
* Protected Bike Lanes in North America and the European Union: New FHWA Guide, Emerging Research and Research Gaps, and Lessons Learned

For sessions, we translated 6 papers into 3 podium sessions as well as the usual city transportation officials session and a poster session

* Complete Streets for Transit: Best Practices in City and Transit Agency Collaboration
* Integrating Freight Needs into Transportation Planning for Healthy and Active Communities
* Vision Zero: Pathways to the Safe City
* Well, That Didn't Go Exactly as I Planned: Failures and Lessons Learned from Past City Transportation Officials

Fred and Rina thanked everyone for their hard work and Rina noted how well attended all our sessions are.

***Research: Wes Marshall***

There has been a visible change at TRB with a lot more relevant research for cities.

The committee’s key research areas came out of our strategic visioning efforts (and are listed later in the minutes).

We added two research needs statements in 2014:

* Bringing Public Bike Share to All People
* Transportation Resiliency in Major Cities

These add to 6 older statements that date back to 2012 and 2010. We want to see those turned into work, but have some work do to there since you often need state DOT support. We do have MassDOT, PennDOT, and DC DOT at the table to help us in that, and many more have friends at their states.

We put out 4 paper calls this year:

* Understanding and Measuring Mode-Shift
* Working Across Boundaries: Next Generation Collaboration for Effective City Transportation
  + Co-sponsored by the Strategic Management Committee (ABC10)
* Truck Safety in Urban Areas
  + Co-sponsored by Urban Freight Transportation (ATO25), Environmental Justice in Transportation (ADD50), and Truck and Bus Safety (ANB70)
* An Evidence-Based Approach to Vision Zero
  + Co-sponsored by Environmental Justice in Transportation (ADD50) and Transportation Safety Management (ANB10)

We would like to see more input throughout the year to gather ideas, perhaps via the blog or a survey of our friends and members. Another future area of work could be better connecting cities with local universities to drive research agendas.

**USDOT Announcement: Stephanie Gidde**

FHWA Smart Cities Announcement: Stephanie went over the $50 million prize that will go to the winning city. The initial response is due February 4th. Cities of 200,000 to 850,000 are the target.

Secretary’s Ladders of Opportunity Initiative: Thinking about this in three ways –

1. Transportation connects you to things – we’ve been thinking about how to connect A and B, but not how to make A and B better
2. Workforce side: a lot of different things here, including a local hire pilot, working closely with the departments of education and labor to look at future workforce needs
3. Innovation – how do we innovate; safety is clearly part of this and our DNA. The Safer People Safer Streets program has been a success with over 200 mayors signed up

Call to action: how do we think about reconnecting communities that have been divided by our transportation infrastructure (the other side of the tracks or the road). There will be a competition announced in the next few weeks to recognize those doing good work in these areas, and for those that have concepts in this space and need to push it further – how do you really do this and level the playing field?

**Awards & Recognitions: Rina Cutler**

* Eric Sundquist: ABE Committee Member of the Year, Transportation Research Board. Eric will be leaving his committee spot to take a section chair position
* Ivana Tasic: American Road & Transportation Builders Association (ARTBA) "Future Industry Leader Spotlight Award,” also successfully defended her dissertation
* Fred Dock: 2015 William R. And June Dale Prize for Excellence in Urban and Regional Planning
* SFMTA: Platinum level recognition by APTA for its sustainability commitments.
* Chris Pangilinan: Mass Transit Magazine’s Top 40 Under 40 List
* Sean Co: received the 2015 Public Sector Professional of the Year award from the Association of Bicycle and Pedestrian Professionals for his work with the MTC
* Timothy Papandreou has a new role as the chief innovation officer and heading up office of innovation

**Pecha Kucha Presentations**

* Madeline Brozen: Open Streets
* Luann Hamilton: Utilizing Crash Data to Guide Vision Zero
* Todd Goldman: The Trans-Hudson Transportation Challenge
* Steve Buckley: AV’s They’re Coming. Is Your City Prepared?
  + This presentation generated discussion of how we should be talking about AVs in cities – a session next year?

**Committee Transition Conversation between Rina Cutler (outgoing chair) and Steve Buckley (incoming chair)**

The committee has really taken off under Rina: we filled all our member slots and tripled our friends list. Rina recognized Ema for all she has done to support the committee as Rina’s staff support on this. There is also an executive committee running the committee’s activities in the background. Rina moved over to Amtrak as their Senior Director for Major Station Planning and Redevelopment about 7 months ago. Ema has also taken another role within the City of Philadelphia. Rina recommended Steve Buckley with the City of Toronto as her successor.

This is a cross-cutting committee and one of the most sought-after committees in TRB. Whether you have 12 million or 12,000 people, the issues are going to be similar. A few years ago this committee was limited to US cities in its name, but changed that name to just “Major Cities” to reflect our international friends.

Steve Buckley is the General Manager for Transportation Services in the City of Toronto. He previously held a similar role in Philadelphia. He has a Civil Engineering background, and a masters in planning and engineering, so considers himself a ‘plangineer.’

Steve is very thrilled to have a lot of young interest in the committee. He would like to focus on partnering with NACTO – advancing their work and their work with our committee. A small group has been talking about how to avoid duplication between what NACTO is doing and what we are doing.

Steve is interested in getting other committees to partner with us and focus on urban issues – for example, Steve went to the data and safety committees to introduce himself and got interest there in building partnerships.

The committee has a strategic plan that has not been officially approved yet, but the draft is on the website. As part of that, we defined the critical issues that are likely to have a strong influence on our activities over the next 3-5 years:

1. Changing cities (growth in the core, demographics – younger and older, active living, role of technology)
2. Rethinking the use of the Public Right-of-Way
3. Increasing grass-roots innovation and experimentation
4. Rapidly improving technology and a wealth of “big data”
5. Increasing opportunities for cities and regions to independently fund transportation investments
6. Increasing need for cooperation among the federal DOT, state DOTs, municipal DOTs, transit agencies, and metropolitan planning organizations

Key research focus areas going forward are:

* Designing cities for changing populations and conditions
* Multimodal safety
* Providing equal access and mobility for all users
* Best practices sharing on innovative urban solutions
* Balancing competing demands on the streets, including parking & freight
* Opportunities through technology and data
* Developing urban transportation performance measures
* Improving relationships with partners, such as MPOs, transit agencies, state DOTs, and federal agencies

We need to try to focus on a few key issues. The activity at the end of the committee meeting will hopefully help with that.

The committee’s focus will be on developing a high quality annual meeting program; partnering with other committees; increasing publication of case studies, peer exchanges – “practice ready papers” are the way to promote this; and seeking collaboration with NACTO.

Rina’s closing thoughts: there is no economic recovery without cities and the equity issues will be dealt with in cities.

**Committee Remarks from Fred Salvucci**

Fred was the transportation guru when Rina was growing up in the business in the 1970s in Boston. He was the secretary of transportation for the commonwealth under Governor Dukakis. He is the father of the Big Dig (Central Artery) – and he made the Boston that is the Boston of today.

Starting out working for the City of Boston was the best thing for his career – cities are where things are happening. The economic action of this country is in the cities. If we had a serious economic development/transportation strategy, we would be focused on improving our cities. He urged people to question the standard definition of transportation as being about moving low-value goods over long distances. He also advised to not be bashful - you have to make partnerships and alliances.

He spent a lot of his career fighting against building Interstate highways in cities and they did win – stopped them and got the money for transit. But the federal money is needed for big projects, despite what others might say. His favorite is the idea of a very large carbon tax and direct funding to cities. The cultural bias that gets inserted when you route funding through states and their highway departments is a problem and you should not be bashful about speaking out. They passed a 6 year bill, so we can speak up for a few years.

Another big project he has worked on is the Trem Urbane in San Juan, PR – it’s only a part of the system the city really needs, but it is a good start. Puerto Rico wanted advice from cities that had transit experience because they had not had rail transit for many years. The idea they came up with was that when you are making a huge investment in infrastructure (rebar and concrete), you should make a small investment in intellectual capital. They set up a program that allowed their Masters degree students to be funded to do their theses on issues related to the train. But they couldn’t imagine getting money in an appropriation just for research, but burying it in the funding hid it. The program ran for 9 years and was repeated in other cities.

University-based research can be a real value and is worth doing – the work doesn’t and shouldn’t just go sit on a shelf. The learning should be of value to the sponsor, ideas that translate over from academia. Moreover, when the student graduates, they are job-ready. They’ve been working on projects of interest to the agency and are already thinking about their work.

We should all think about doing similar things in our own areas. He has suggested to FTA administrators that if they just gave more priority to those applications that would set up research partnerships, it would jump start many efforts.

On transit and development:

Zupan and Pushkarev (1970-1971) showed that to get density to a certain level from cars, you need transit to go further – it’s been re-proven over and over even if we don’t talk about it. But the process of getting things built relies on developers building and attracting tenants. But those CEOs (usually a he) wants a parking space and auto access – so you can’t leave that too far behind or you won’t get tenants, at least

How many employees can an employer access within a 25 minute radius? If you consider transit access separate from roadway access, some of those sites in Boston that are bursting at the seams (and running out of transit capacity), are also still the most accessible by roads. Thanks to the Central Artery, the center of the city is now more accessible by automobile than transit – this is a paradox that we may not have anticipated. The Innovation District would not be possible without the access provided by the Big Dig and the Silver Line made possible. But the second paradox is that this area is booming irrationally. When all the buildings under construction are built, the system will be beyond capacity.

The issue is that the jurisdictions are separate – cities seek to attract development where they have service. You don’t grow transit ridership by convincing drivers not to drive, but by adding more density and convincing those new people that transit is the better way to get there.

Lots of people said the right way to do these things is value capture. He doesn’t think this is a good idea. For one thing, you needed the money in 1990 to build the thing, but didn’t get the boom until 2016. No one will lend money on the hope that you will get the project built (a big ‘if’) and the benefit doesn’t come until decades later. Value capture may be an interesting idea in the societal sense, but you need the money to make the investments now. He thinks the federal government is the best source of the funds. The other part is that we don’t have reasonable ways of developing affordable housing in cities – the booming cities are gentrified. The poor people get pushed away when new transit development comes to them. This is an issue in our building of affordable housing. Value capture works a lot better for this – and taking value capture money for transportation is taking money from affordable housing, which is much more proximate.

He encourages people to consider putting research into the capital projects. There have always been local partner universities. In Puerto Rico, they partnered with both the University of Puerto Rico (UPR) and MIT – there was technology transfer from MIT’s experience with transit research to the work already happening at UPR. Try it, you’ll like it!

**Apple Transit Presentation**

Due to the proprietary nature of the presentation, we were unable to take notes.

**Research Needs Group Activity**

A summary of this will come separately/later.

**Open Floor for Announcements**

No announcements in the flurry of activity at the end.