



# City Transportation Issues Coordinating Council

TRB Annual Meeting  
January 9, 2024

# Agenda



1:30 | Welcome and Introductions

1:35 | Update on TRB Initiatives

1:40 | Workshop Updates

1:45 | Liaison Updates

National Association of City Transportation Officials  
Committee Liaisons

2:05 | Federal Funding Update

2:25 | Recent FHWA Reports on Parking & Ridepooling

2:45 | Sustainable Cities Challenge

3:05 | Engaging Cities in Research

3:10 | Open Floor

3:15 | Adjourn





# Hybrid Meeting: In-Room Participants

- Use the mics when speaking or come up near the audio device
- Please sign the sign-in sheet or the virtual form (<http://tinyurl.com/CityAM24>)
  - Where it asks if you are a member of this committee, please identify any *other* committees you are part of.

## Emergency Procedures for Marriott Marquis

### In an emergency:

Step 1: Call 911

Step 2: In the Marriott Marquis, call Security at 202-824-9667, or dial 59677 on the nearest house phone.

We recommend you add this number to your contact list *now*, so you won't need to look for it later.

**Have an exit plan.** Please take a moment to familiarize yourself with the route to the nearest exit from this room.

**If an alarm sounds**, please end your event *immediately* and evacuate the building. The escalators located in the center of each floor can be used to access the main lobby and exits. Additional stairs are located behind the elevators at each end of the main hallway on each level.

**In case of evacuation**, attendees should gather on the lawn of the Apple Store, across the street from the main entrance to the Convention Center.



# Hybrid Meeting: Virtual Participants

- Please mute yourself when not speaking
- Raise your hand to speak or ask the question in the chat
- Video on only when speaking (to save bandwidth, no need to turn on at all)
- Please sign the virtual sign-in sheet: <http://tinyurl.com/CityAM24>

# City Transportation Issues Coordinating Council



The City Transportation Issues Coordinating Council promotes among the Technical Activities committees attention to the **specific and unique circumstances** related to providing transportation to and within municipalities and urbanized areas.

All aspects of **planning and providing transportation** to and within cities are considered, including but not limited to planning, design, construction, operations and service provision, maintenance.

This relates to transportation of **both people and goods** and service to urbanized communities, markets and people.



# Coordinating Councils

- **Three Functions**
  - Coordinate – provide a forum to coordinate needs and topics for cities
  - Advise – communication and collaboration mechanism, serve as a resource for city expertise
  - Convene – meet during the AM, work with committees to put on sessions and workshops
- **Activities**
  - Strategic plan (brief) with goals, objectives, and our communication strategies
  - Annual written report (also brief) on the outcomes we have achieved that year
- **Structure**
  - Chair
  - Members – up to 25, all must be members of other committees with no more than 2 per committee
  - Liaisons - outside orgs (e.g. NACTO), federal agencies, other parts of NASEM
  - Friends

# Curated City Program



Crowdsourced a list of sessions with city-oriented content or topics.

<http://tinyurl.com/TRBAM24Cities>

Date	Time	Type	Session	Session Name	Tags
09 Tues	3:45pm - 5:30pm	Lectern	3183	Tourism Impact on the Urban Road Network	CTICC-sponsored
09 Tues	8am - 9:45am	Poster	3048	Resiliency in the Age of Disruption	
10 Wed	10:15am - 12pm	Lectern	4048	City Department of Transportation Leadership Roundtable: Automated Vehicles Are on Our Streets, Now What?	CTICC-sponsored, a
11 Thurs	9am - 12pm	Workshop	5006	Mitigating the Implications of Increasing Vehicle Size and Mass on Pedestrian and Bicyclist Safety	CTICC-sponsored, b
11 Thurs	9am - 12pm	Workshop	5010	Measuring What Matters: Emerging Transportation Performance Measures	
11 Thurs	9am - 12pm	Workshop	5005	Understanding Digital Twins for Transportation Systems Management	

# Our TRBAM session this year



## **City Department of Transportation Leadership Roundtable: Automated Vehicles Are on Our Streets, Now What?**

*Wednesday, January 10, 10:15-12:00*

Autonomous vehicles (AVs) have begun to test and deploy more widely in cities and reports from San Francisco and beyond have brought this topic to the forefront for many. What happens when the rubber meets the road and AI meets your city's streets? Join this roundtable discussion with leadership from major cities to talk about what they are seeing with AV testing and deployment, how their cities are responding, and what the future of deployment might look like.

### Speakers:

Francisca Stefan, Seattle DOT

Diana Alarcon, Nashville DOT

William Carry, New York City DOT

Viktoriya Wise, San Francisco MTA



# TRB Updates

# Workshop Reports

# Sunday Workshops



- Bicycle and Pedestrian Data Fusion: Learning from Each Other
- City and State Electrification: A Fully Charged Discourse on Resilience and Safety
- Open Innovation: Public-Sector Engagement with the Private Sector to Advance Innovation

# Liaison Updates

# NACTO





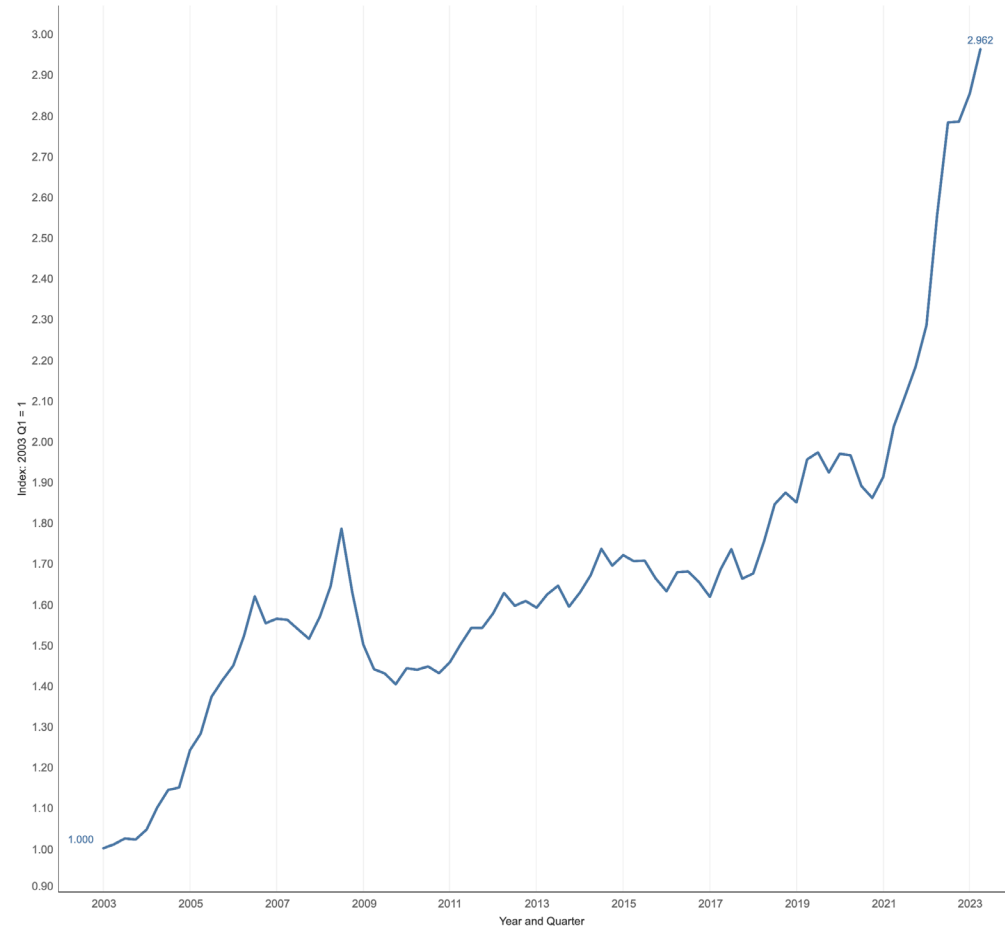
# Identified Liaison Committees

- Pedestrians (ACH10)
- Bicycle Transportation (ACH20)
- Traffic Signal Systems (ACP25)
- Transportation Safety Management Systems (ACS10)
- Statewide/National Transportation Data and Information Systems (AED10)
- Urban Transportation Data and Information Systems (AED20)
- Transportation Demand Management (AEP60)
- Strategic Management (AJE10)
- Performance Effects of Geometric Design (AKD10)
- Roundabout and Other Intersection Design and Control Strategies (AKD80)
- Equity in Transportation (AME10)
- Accessible Transportation and Mobility (AME50)
- Transportation and Public Health (AME70)
- Economic Development & Land Use (AMS50)
- Transit Management and Performance (AP010)
- Urban Freight Transportation (AT025)

# Problems – Current and Future

**Jeff Davis**  
**Senior Fellow**  
**Eno Center for Transportation**

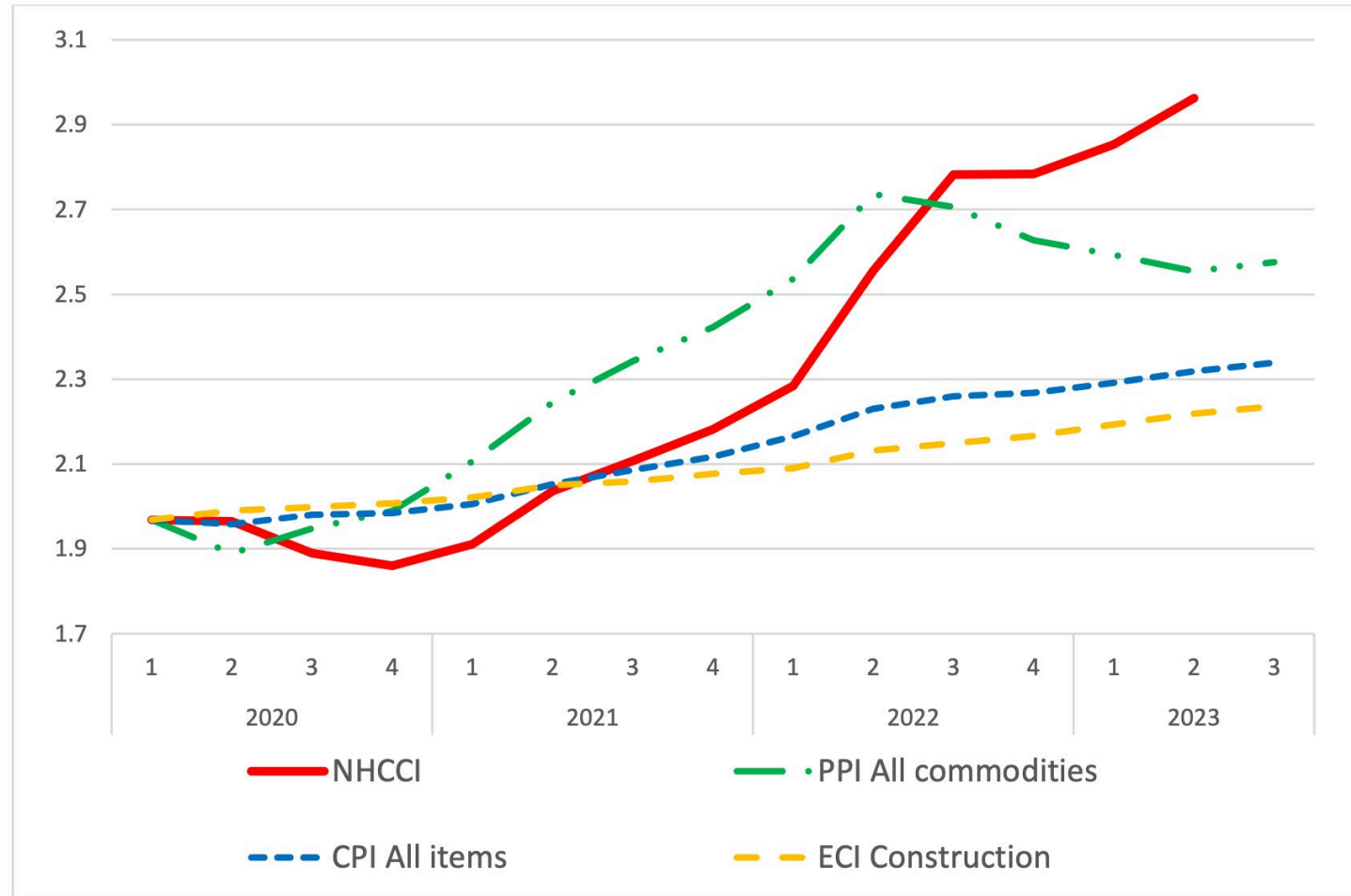
# ONGOING: CONSTRUCTION COST INFLATION



*FHWA NHCPI, Jan.-Mar. 2003 to Apr.-Jun. 2023*



# ONGOING: CONSTRUCTION COST INFLATION



Source: FHWA and BLS Data

# ONGOING: CONSTRUCTION COST INFLATION

**Most State/Muni Governments Use a July 1 – June 30 Fiscal Year:**

	<u>NHCCI Avg.</u>	<u>Annual Incr.</u>
State FY21 Avg	1.9243	
State FY22 Avg	2.2823	+18.6%
State FY23 Avg	2.8454	+24.7%

# ONGOING: CONSTRUCTION COST INFLATION

## New Obligations (Contracts Executed) by FHWA (Excluding Emergency Relief), Million \$\$:

	Nominal		"Real"
	<u>Total</u>	<u>NHCCI</u>	<u>Total</u>
April-June 2021	\$14,775	2.0363	\$14,775
April-June 2022	\$19,301	2.5555	\$15,380
April-June 2023	\$19,394	2.9623	\$13,331
2023 over 2021:	+31%		-10%

## ONGOING: TRANSIT “FISCAL CLIFF”

- As federal COVID aid runs out, transit ridership, particularly from suburbs to downtown cores, has not returned to pre-COVID levels.
- The timing of the crisis varies from provider to provider, based on when their COVID money runs out.

## ONGOING: TRANSIT “FISCAL CLIFF”

### Already over the cliff:

- NYC MTA – state and local officials solved the problem permanently (fingers crossed) with a combination of temporary and permanent revenue increases.
- San Fran. BART – the state in late 2023 provided money to keep BART solvent for 2 more years.
- Minneapolis-St. Paul – state legislature provided a permanent dedicated revenue increase.

## ONGOING: TRANSIT “FISCAL CLIFF”

### Going Over in 2024:

- DC-area WMATA: faces systemic \$750m/yr operating deficit starting July 1
- Philly SEPTA: faces systemic \$190m/yr operating deficit and state legislature just ignored the problem.
- L.A. Metro: faces significant deficit starting July 1 but still has not released draft budget.
- Boston MBTA?

## ONGOING: TRANSIT “FISCAL CLIFF”

### Going Over in 2025:

- Chicago CTA and Metra: looking at comprehensive transit structural reform to accompany fiscal cliff funding.

## ONGOING: TRANSIT “FISCAL CLIFF”

- No aid likely from federal government.
- Biden Admin proposed in FY24 budget a 1-year return to pre-1998 system, allowing providers to choose to divert capital formula funding (at 80% fed share) to operating expenses (at 50% fed share), but no House or Senate action.
- Since NYC MTA solved its own problem first, example is set for other areas.
- (WMATA may seek separate federal bailout based on D.C.’s unique situation.)



# PENDING: FY 2024 BUDGET SITUATION

- January 19: “CR” funding for 4 appropriations bills, including Transportation-HUD, expires.
- “Top-line” budget totals agreed to by Speaker and Schumer 2 days ago.
- Almost impossible to translate global total to finished THUD bill in 11 days, new CR needed.
- Will CR pass? (Maybe, with lost of Dem votes.)
- Will new Speaker face motion to vacate?

# PENDING: FY 2024 BUDGET SITUATION

<b>Non-Defense Discretionary Budget Authority</b>				
Billions of dollars. Excludes "real" emergencies.				
		FY 2023	FY 2024	FY 2024
		<u>Enacted</u>	<u>Original Deal</u>	<u>Revised Deal</u>
Base/Cap Level (Net)		743.9	703.7	703.7
<b>Plus gross appropriations offset by:</b>				
	Spurious Emergency Designations	12.5	23.0	12.5
	No-Outlay CHIMPs	15.0	25.0	15.0
	IRS Enforcement Rescissions	0.0	10.0	20.2
	Commerce Slush Fund Rescissions	0.0	11.0	12.4
	Directed Scoring of HUD Receipts	0.0	0.0	2.8
	Additional COVID-19 Rescissions	0.0	0.0	6.1
"Real" Base/Cap Level (Gross)		771.4	772.7	772.7

# PENDING: FY 2024 BUDGET SITUATION

- If the new deal collapses, and if we keep operating under CR extensions to April 30, there will be sequestration of around 5% to all non-defense DOT programs, including IIJA advance appropriations.
- For operations accounts, this will feel worse than 5%, because those accounts will already have spent  $\frac{3}{4}$  of their annual total, so the 5% cut seems like 20%.
- (Grant programs not so much, because most of those wait to give money out until Approps. done.)

## FUTURE: FY 2025 EVEN MORE PAINFUL

- New FY 2024 budget deal between Speaker and Schumer steals \$22 billion in offsets that the 2-year May 2023 deal had scheduled for FY 2025.
- That 2-year deal only allowed total non-defense spending to increase by 1% in FY 2025 over FY 2024, which was basically a freeze of FY 2023.
- Still way below inflation.
- Hard to imagine much action before elections.

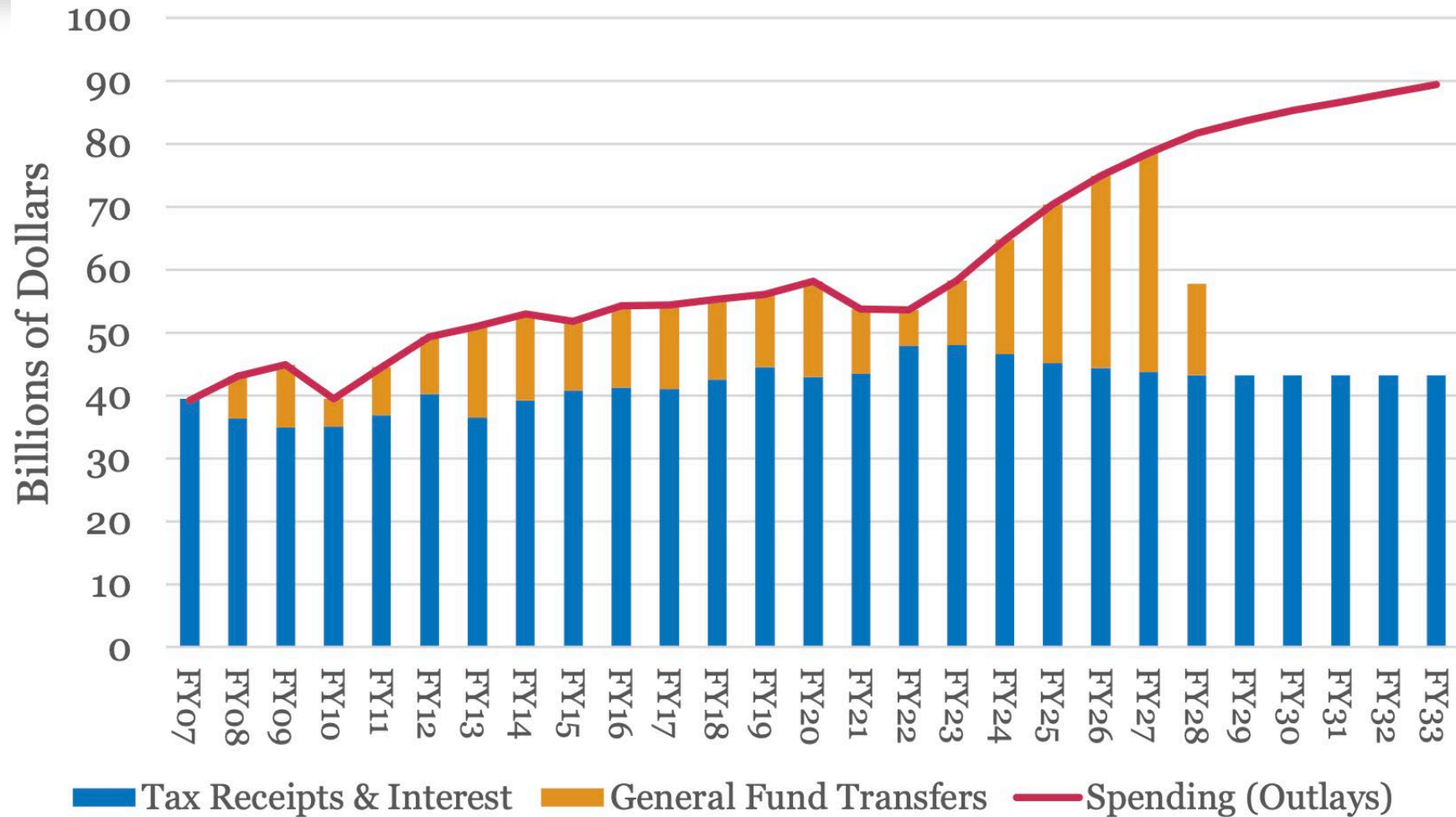
## FUTURE: I.I.J.A. ADVANCES EXPIRE

- IIJA expiration will hit in two waves.
- First, the \$36.8 billion in “advance appropriations” from the general fund expire.
- Because these are supposed to be part of annual spending process, they get caught up in whatever spending cap talks are out there for the FY 2027 spending cycle in spring 2026.
- Must be provided by Appropriations Committees.
- Would not be included in a standard CR.

## FUTURE: I.I.J.A. ADVANCES EXPIRE

- Should advances be extended?
- We were told over and over that IIJA was a “once in a generation” funding boost, not a permanent baseline boost.
- OTOH, inflation has eaten much or all of that funding boost.
- Not an automatic slam-dunk for Congress.

# FUTURE: H.T.F. SOLVENCY



*General Fund transfers shown in the year the transferred funds are spent.*

# FUTURE: H.T.F. SOLVENCY

## How Did We Get Here?

1. Annual growth rate of U.S. VMT slowed noticeably, from 4.5%/yr (faster than inflation) 1956-1978 to 2.5%/yr 1979-2003, to just 0.8%/yr 2004-2019. Miles no longer increasing.
2. Auto fuel efficiency has increased by at least 1/3 since 1978. Gallons per mile decreasing.
3. Congress keeps increasing HTF spending while refusing to increase HTF tax rates. HTF will only be 50% solvent by 2030.



# FUTURE: H.T.F. SOLVENCY

<b>CBO Highway Trust Fund Forecast (Billion \$)</b>						
	<u>FY28</u>	<u>FY29</u>	<u>FY30</u>	<u>FY31</u>	<u>FY32</u>	<u>FY33</u>
Tax Receipts & Interest	43.2	43.2	43.2	43.2	43.2	43.1
Spending	-81.6	-83.6	-85.3	-86.6	-88.1	-89.4
Cash Deficit	-38.4	-40.4	-42.1	-43.4	-44.9	-46.3

Congress has kicked the can down the road for so long, the can has now have degraded so badly it may be un-kickable.



U.S. Department  
of Transportation

**Federal Highway  
Administration**



# **New FHWA Demand Management Research & Tools to Improve City Transportation Efficiency**

2024 Transportation Research Board Annual Meeting

City Transportation Issues Coordinating Council

Washington, DC

January 9, 2024

# Disclaimer



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# FHWA Research Focuses on Demand Management, because...



- Reducing vehicle-miles traveled (VMT) offers benefits related to congestion, emissions, safety, and equity
- Traffic elimination is sometime easier to achieve than traffic accommodation
- Ignoring VMT is akin to tying our hands behind our backs when attempting to improve operations and safety (although not all VMT is equal)
- Major policy distortions need to be acknowledged and addressed (e.g., pervasive “free” or “bundled” parking, “all-you-can-drive” car insurance, etc.), and addressing them could improve equity (e.g., by allowing reduced housing rents and car insurance premiums)
- Newer technologies and systems enable approaches that were previously unavailable
- Focus should be on strategies that show significant benefits and that are scalable and replicable

## Strategies (new FHWA research reports/tools)



- Parking cash-out and commuter benefits policies (reflected in local ordinances, states laws, and leading-employer practices)
- On-street parking performance pricing/curb management and the FHWA “Cruise Detector” tool
- Ridepooling within Transportation Network Company or TNC (i.e., Uber and Lyft) vehicles



# **PARKING CASH-OUT / COMMUTER BENEFITS ORDINANCES**



# What is Parking Cash-Out?



- Employers that **subsidize parking** offer commuters the option to **take a benefit of equivalent monetary value** instead of the parking subsidy
- The benefit could pay for tax-free commute alternatives (public transportation, vanpool) and the employee would pocket the rest as taxable cash
- Cash-out for employees using other forms of sustainable transportation (e.g., carpooling, bicycling, walking) would receive all of it as taxable cash

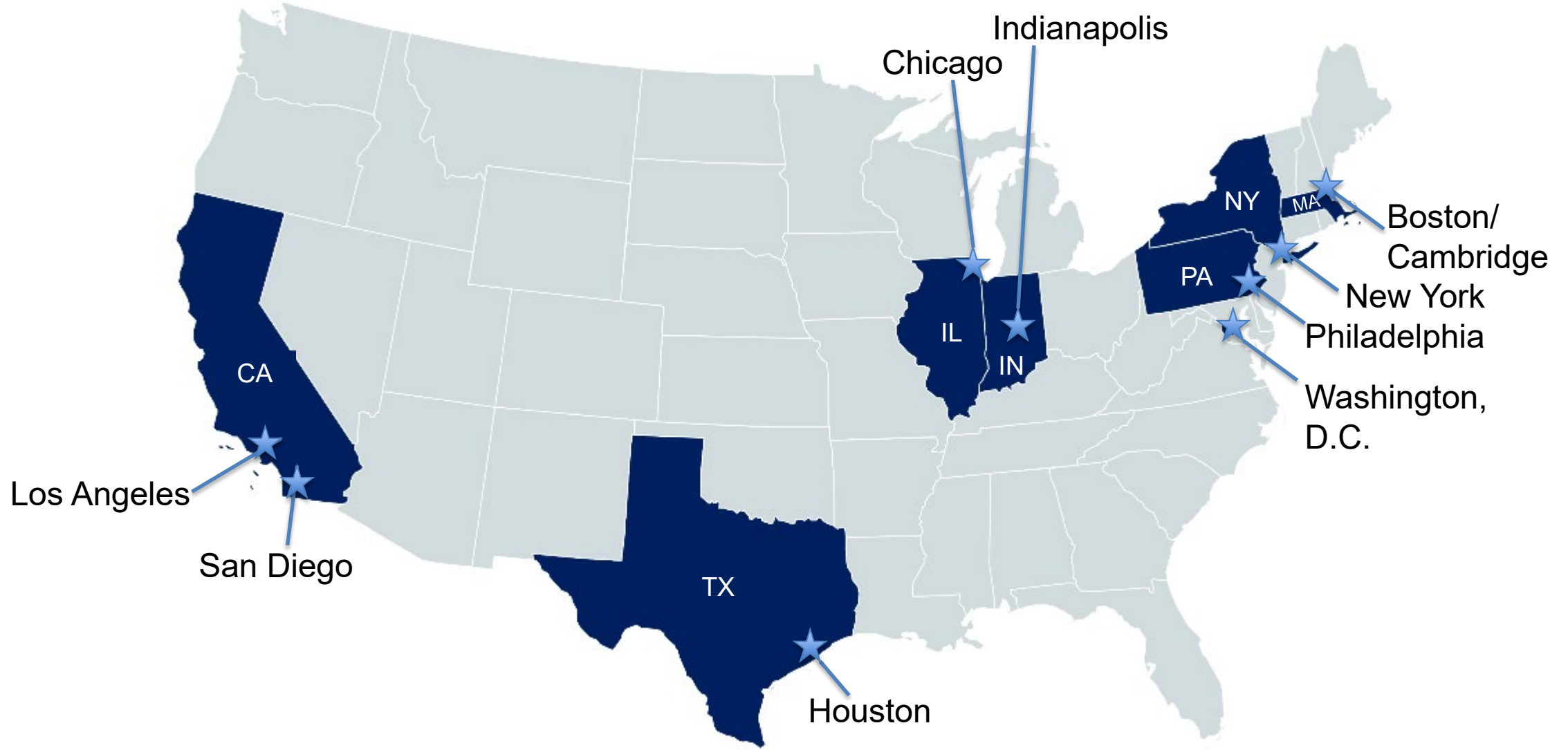
# Five Core Parking Cash-Out Scenarios Analyzed



Scenarios	Affects employers offering free parking	Affects employers NOT offering free parking
<b>Scenario 1:</b> Monthly Parking Cash-Out	✓	
<b>Scenario 2:</b> Monthly Commuter Benefit	✓	
<b>Scenario 3:</b> Monthly Parking Cash-Out + Pre-Tax Transit Benefit for Employees without Subsidized Parking	✓ Cash-out	✓ Pre-tax transit benefit
<b>Scenario 4:</b> Daily Parking Cash-Out + Pre-Tax Transit Benefit for Employees without Subsidized Parking	✓ Cash-out	✓ Pre-tax transit benefit
<b>Scenario 5:</b> Requirement to Eliminate Subsidized Parking Benefit + Provide Universal \$5 Per Day Employer-Paid Non-SOV Commute Benefit	✓ Eliminate parking benefit, add universal non-SOV benefit	✓ Eliminate parking benefit, add universal non-SOV benefit



# Nine Cities Analyzed for Cash-Out Strategies

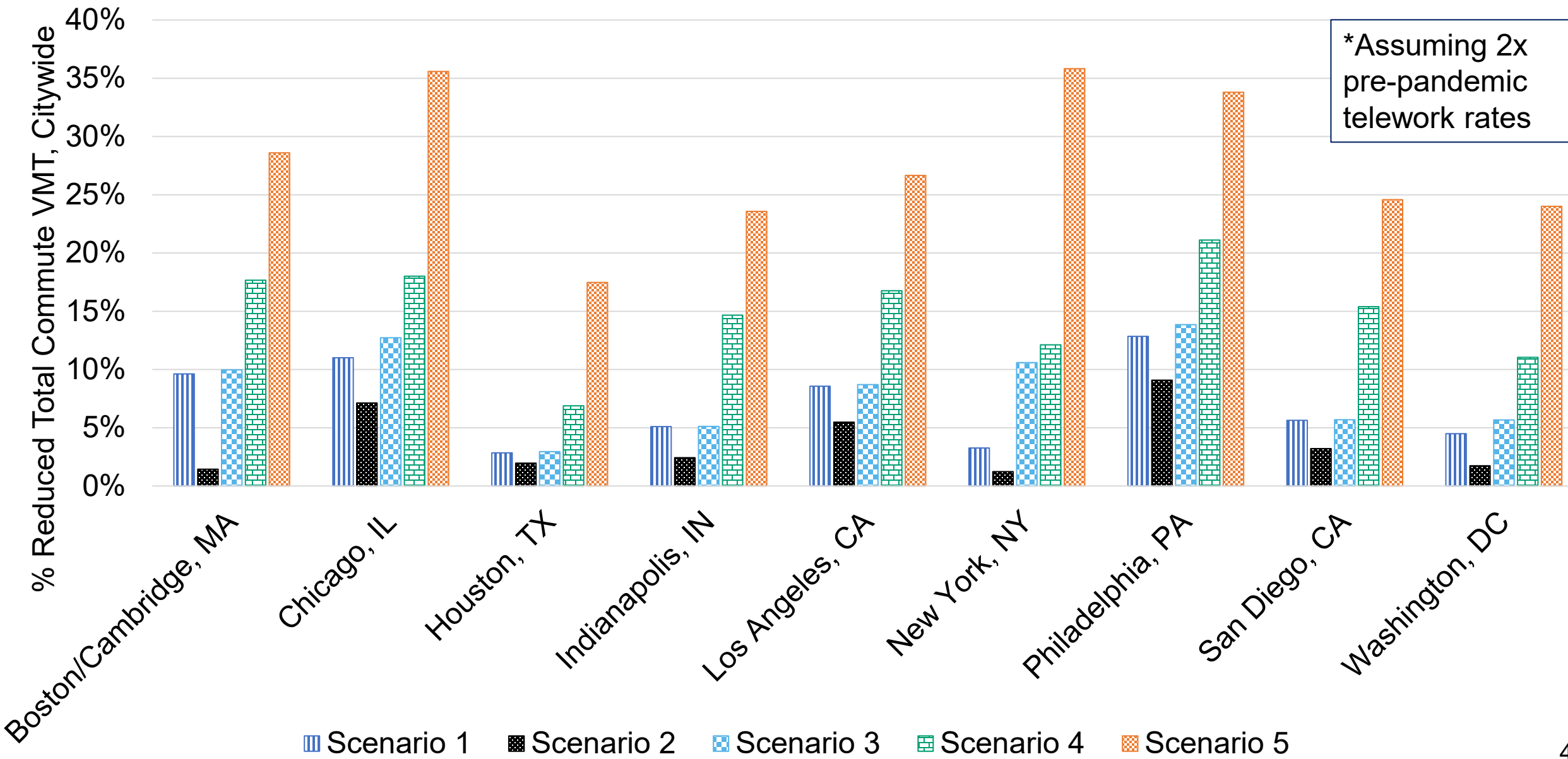


# Results: Percent Reductions in Daily Citywide Commute VMT by Cash-Out Scenario and City



City	S1: Monthly Cash-out	S2: Monthly Commuter Benefit	S3: Monthly Cash-out + Pre-Tax Transit Benefit	S4: Daily Cash-out + Pre-Tax Transit Benefit	S5: Eliminate Parking Subsidies + \$5 Non-SOV Subsidy
<b>Boston/Cambridge, MA</b>	10%	1%	10%	18%	29%
<b>Chicago, IL</b>	11%	7%	13%	18%	36%
<b>Houston, TX</b>	3%	2%	3%	7%	17%
<b>Indianapolis, IN</b>	5%	2%	5%	15%	24%
<b>Los Angeles, CA</b>	9%	5%	9%	17%	27%
<b>New York, NY</b>	3%	1%	11%	12%	36%
<b>Philadelphia, PA</b>	13%	9%	14%	21%	34%
<b>San Diego, CA</b>	6%	3%	6%	15%	25%
<b>Washington, DC</b>	4%	2%	6%	11%	24%

# Results: Percent Reductions in Daily Citywide Commute VMT by Cash-Out Scenario and City





## PERFORMANCE ON-STREET PARKING PRICING TO REDUCE CRUISING AND IMPROVE CURB MANAGEMENT

# Parking meter pricing for curb efficiency



- According to *The High Cost of Free Parking* (Shoup, 2011), where studied, 8-74% of city traffic (30% on avg.) was caused by motorists circling (for an avg. of 8.1 minutes) for underpriced parking
- FHWA studies have more accurately ascertained parking cruising levels
- Pricing and technology (e.g., occupancy sensors, smart video, and pay by cell) are being used to achieve parking availability targets
- Notable successes with *SFpark* (citywide performance parking as of 2018), LA Express Park, parkDC, and the lower-tech Seattle parking pricing, but disabled placard abuse sometimes remains problematic
- More prices go down than up, but higher prices occur with higher occupancy causing meter revenue to rise (offset by lower enforcement revenue)
- Substantially expanded price/convenience options
- Parking pricing also shown to be effective in rural recreational destinations (e.g., Lake Tahoe and outside Breckenridge, CO, at the Quandary Peak “14-er” trailhead).

# Parking Cruising Research Purpose and Scope

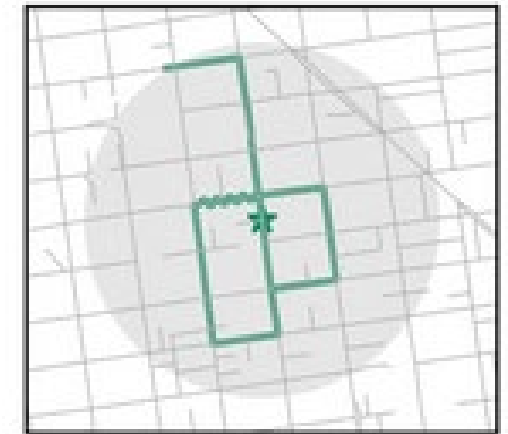
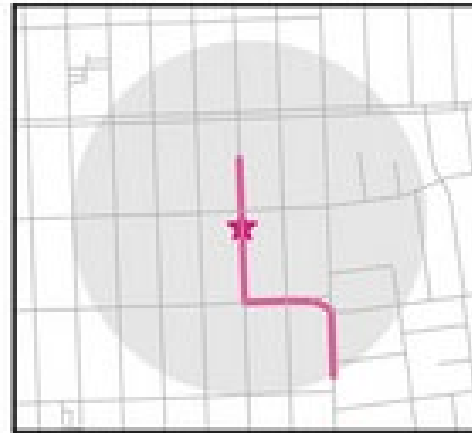
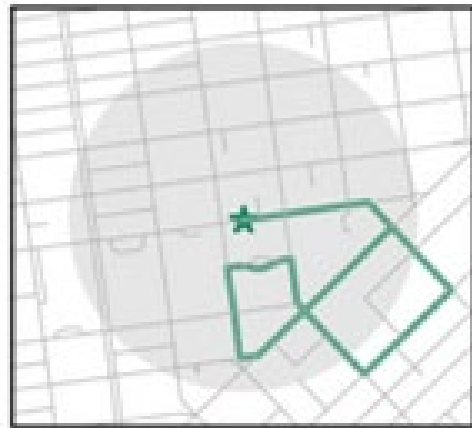


- Project undertaken to fill in some knowledge gaps:
  - Extent and impact of cruising unknown
  - Uncertainty as to effectiveness of interventions
- The research was designed to answer the following:
  - How big a problem is cruising?
  - Is it dynamic?
  - Where does cruising occur?
  - Why and how do drivers cruise?
  - How effective are interventions?



Create and demonstrate a free available tool that municipalities and other interested parties can use to understand cruising for parking and the effects of policy interventions on parking search behaviors.

# Illustration of Common Cruising Patterns



Source: Millard-Ball, Weinberger, and Hampshire. 2021. "The Shape of Cruising." *Transport Findings*



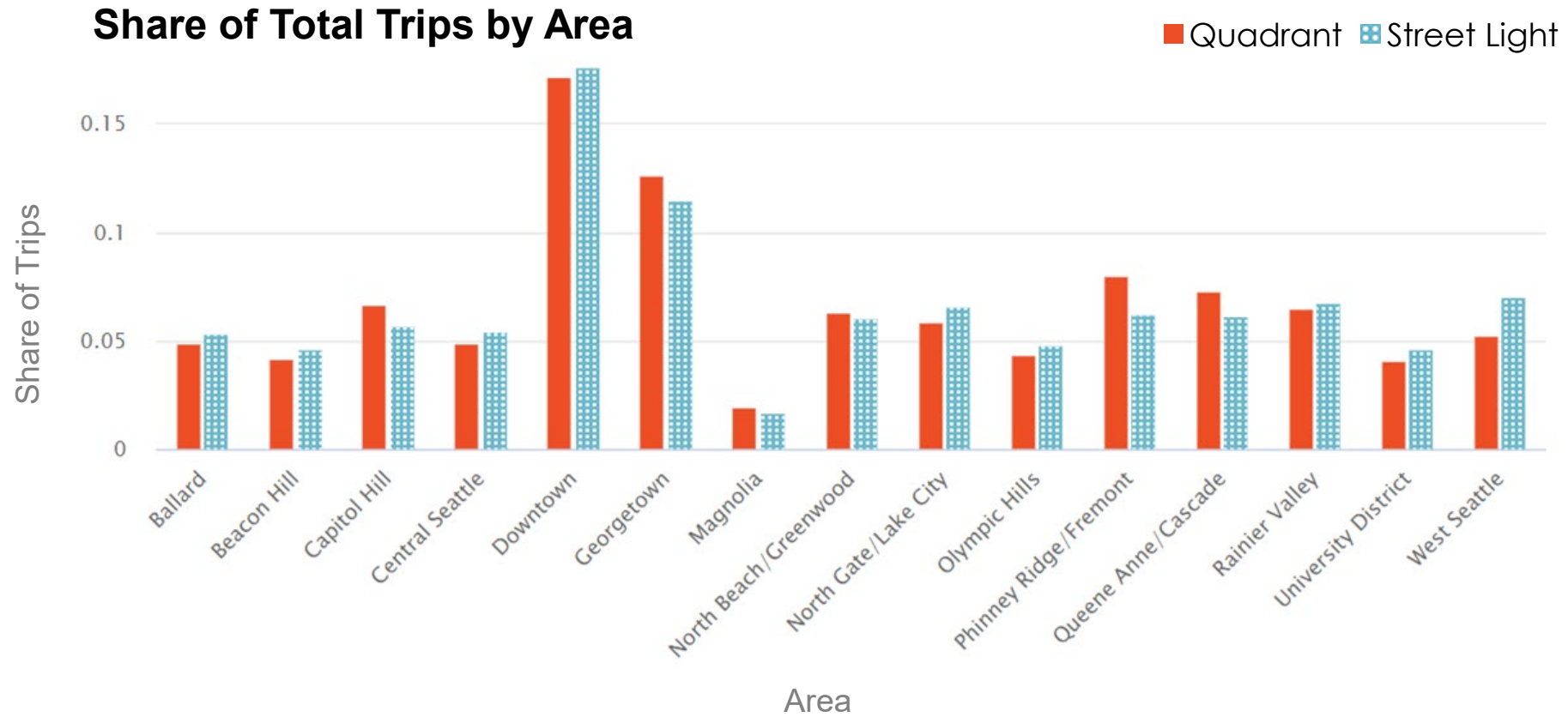
# FHWA “Cruise Detector” Input Data Examples



- Trip data possible sources:
  - Household travel surveys
  - Streetlight (used to validate GPS Cruise Detector)
  - AirSage
  - INRIX™
- Location data\* possible sources:
  - Quadrant (used to validate GPS Cruise Detector)
  - Lifesight
  - Start.io

\*Trips are inferred

# Seattle Cruising Data Comparison



Source: Federal Highway Administration

# Summary Findings on Parking Cruising

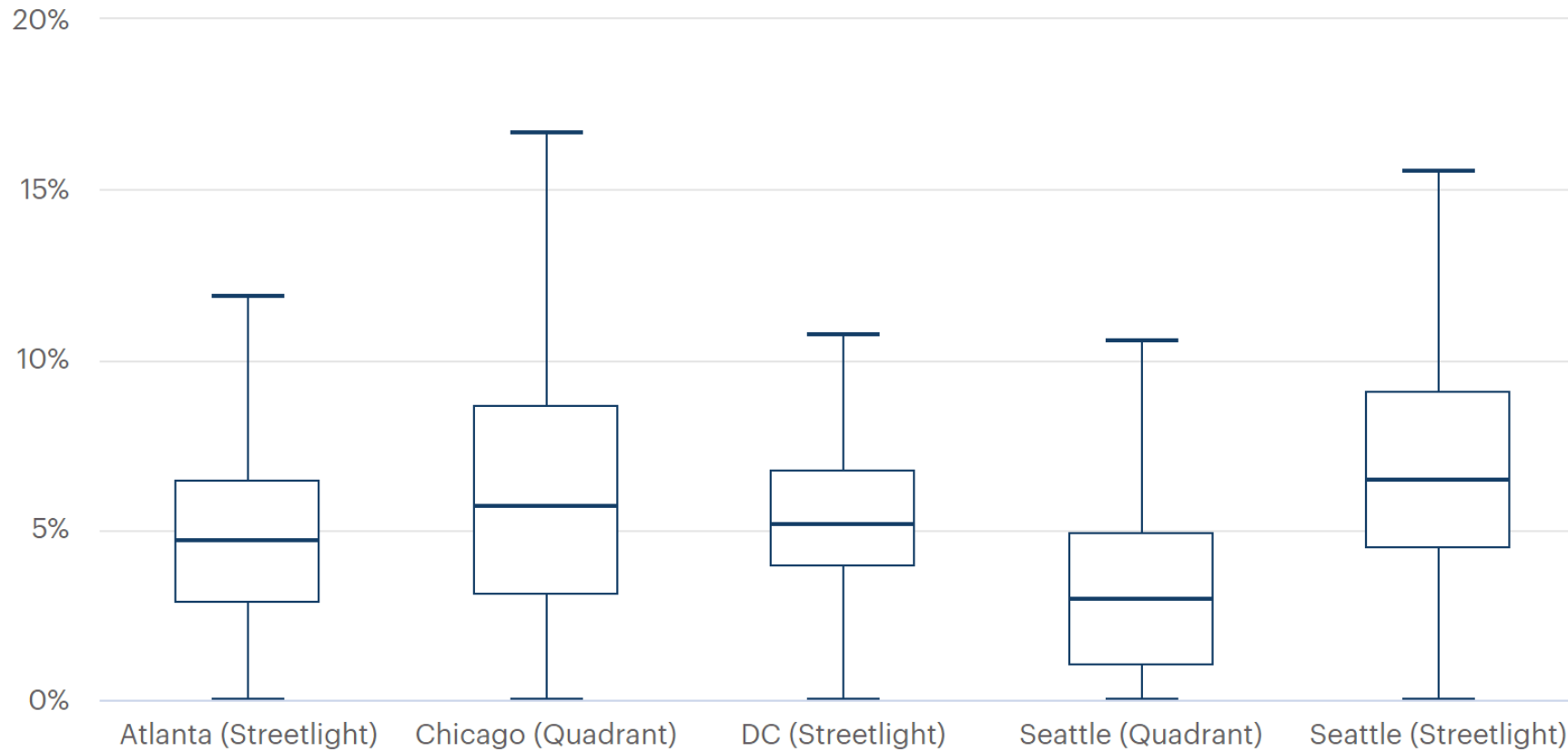


Overall cruising levels are fairly low:

- Atlanta 4.9% of trips
- Chicago 6.8% of trips
- Washington, DC 5.8% of trips
- Seattle 7.3% of trips
- San Francisco 6% of trips\*
- Ann Arbor 3%–4% of trips\*

\* Results from previous work: Weinberger et al.  
“Parking Search Caused Congestion: Where’s  
all the Fuss?”

# Summary Parking Cruising Graphic



Includes data only on block groups with 30 or more trips. Rectangular boxes demarcate the 25th, 50th and 75th percentiles of cruising rates, with error bars showing the 95th percentile confidence intervals.

Source: Federal Highway Administration

# Range of “Cruise Detector” Applications



- Before and after price change
- Meters on versus meters off
- Time of day differences
- Large sporting or entertainment venue occupied versus not occupied
- Geographic differences
- Overview (census block group)
- Deep dive (street level)
- Longitudinal



## **INCREASING RIDEPOOLING IN UBER & LYFT VEHICLES TO “UNBLOCK” URBAN BUSES**

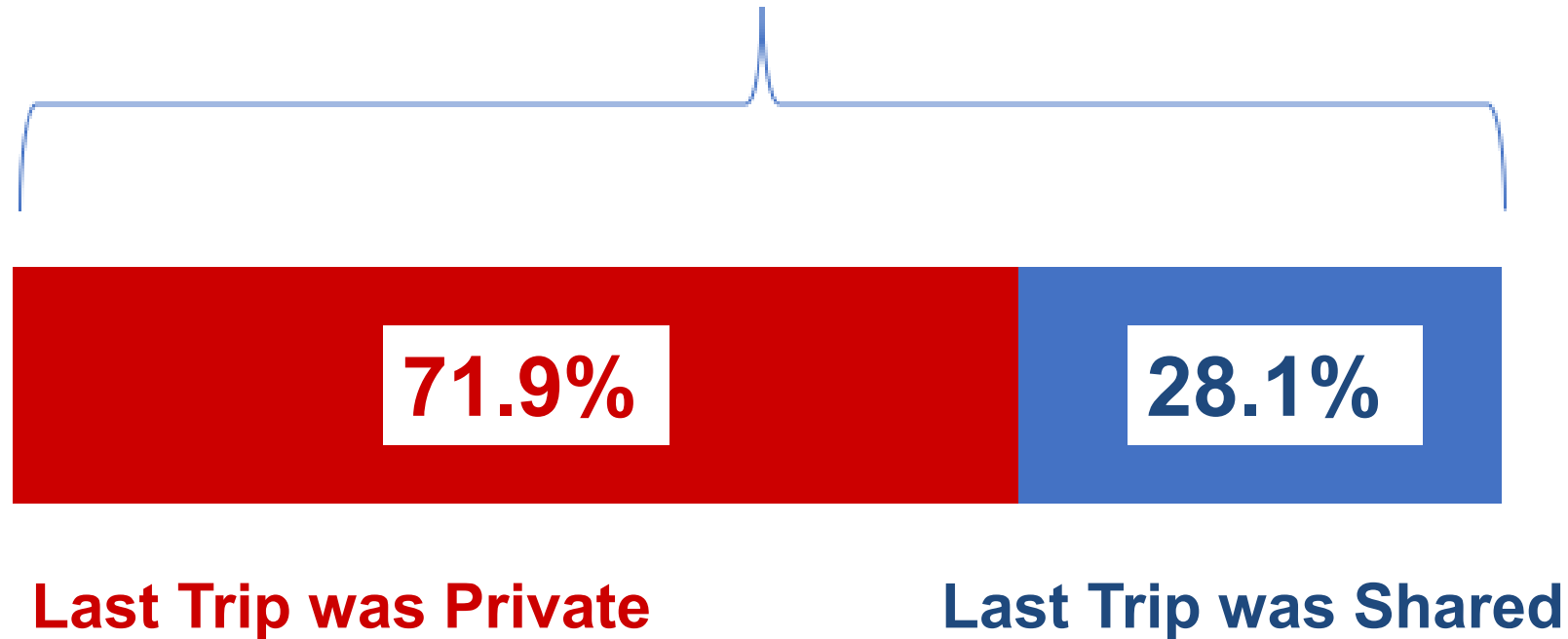
# Urban Concerns about Ridehailing



- TNC impacts were shown to be relatively small on a national scale but were quite large in some cities.
- Diao et al., in *Nature Sustainability*, reported that TNCs entering markets led to more congestion intensity (0.9%) and duration (4.5%), and reduced public transit ridership by 8.9% in the first year, 16% in the third year, and by an additional 2.1% with a second TNC entrant.
- San Francisco's *SF-CHAMP* model showed that between 2010 and 2016, TNCs were responsible for 47% of the increased vehicle mileage and 51% of the increased delay in the city.
- Examining five United States locations, Bruce Schaller found TNC travel added almost twice as much (or more) vehicle mileage than suppressed from travel choices that would have otherwise been made.

# National Survey Results Usage Summary

**4,365 TNC Users Across 15 Cities**





# TNC Methodology and Data



Survey questions to TNC users covered the following:

- Trip purpose
- Personal characteristics
- Travel behavior (generally)
- Personal preferences among expanded TNC choices

Additionally, the TNC provided appended data, including:

- Trip cost and travel time
- Built environment characteristics (at trip start and end)
- Transit service characteristics (at trip start and end)
- Other city-specific data

# Sample Ridehail Survey Question



Which one of these choices would you have taken for your recent trip by TNC?

A **17- to 20-minute**  
shared trip that cost  
**\$8**

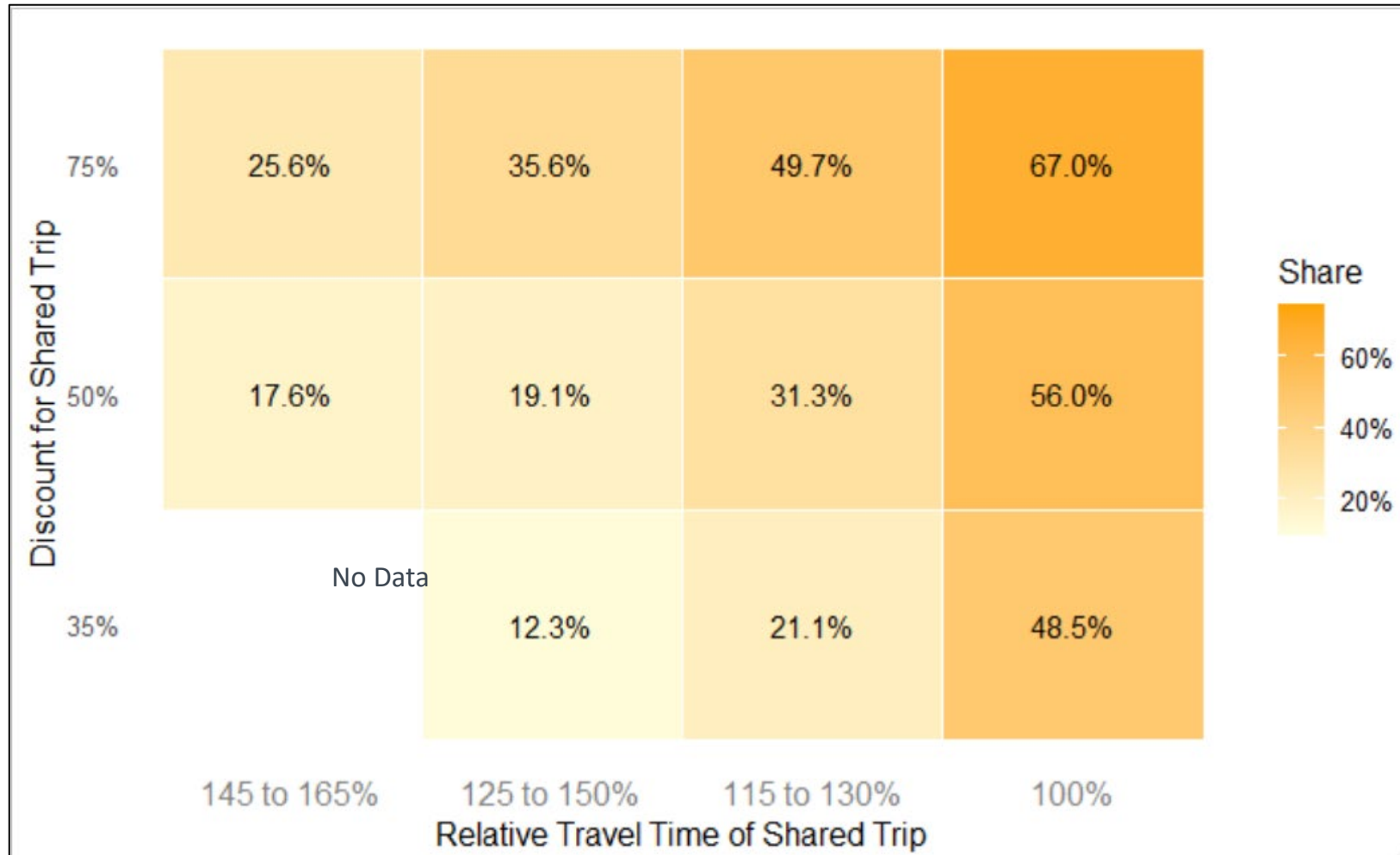
A **15- to 17-minute**  
shared trip that cost  
**\$7**

An **11-minute**  
private trip that cost  
**\$11**

# Ridehail Time and Price Analytics



*Portion of private TNC users who switched from private to shared travel at each level of travel time difference and price difference offered (n = 3,142)*



# Results of Ridehail Scenario Tests (1/2)



- The 5-minute time compression leads to predicted ridesplitting TNC trip shares of between 45 and 55% for 8 of the 15 city-regions, a higher rate of ridesplitting in 4 cities and lower in 3 (ranging from 37 to 70%), and with 52% ridesplitting in the median city.
- The ratio of travelers benefited by a faster trip (bus and ridesplitting passengers) dwarfs delayed private party ridehailers, with the median city ratio of 5.9 to 1.
- If benefited travelers saved 1 minute or less per trip in 11 of the 15 studied markets, a net population time savings would result from delaying private party ridehailers, with low-income travelers benefiting the most.

# Results of Ridehail Scenario Tests (2/2)



- The FHWA assessment tool was used to answer the question, “what would it take?,” to double the TNC ridesplitting trip share, and the answer is reducing the time differential between private party and shared TNC trips by 1.8 to 9.9 minutes, depending upon the market, with the median city time compression of 4.9 minutes.
- Moving on to, “what would it take?,” to halve the solo TNC trip share—a more ambitious goal—the answer from the tool is: a 4.4- to 8.9-minute reduction in the time differential, with the median city requiring time compression of 7.5 minutes.

# Questions & Contacts

- Full report on parking cash-out/commuter benefits is available at:  
<https://ops.fhwa.dot.gov/publications/fhwahop23023/index.htm>
- Full report on parking cruising and the “Cruise Detector” tool is available at:  
<https://ops.fhwa.dot.gov/publications/fhwahop23004/index.htm>
- Full report on ridepooling within ridehail vehicles is available at:  
<https://ops.fhwa.dot.gov/publications/fhwahop23013/fhwahop23013.pdf>
  
- Additional questions may be directed to Allen Greenberg, FHWA Office of Operations ([Allen.Greenberg@dot.gov](mailto:Allen.Greenberg@dot.gov))





TOYOTA  
**mobility**  
FOUNDATION

SUSTAINABLE  
**CITIES**  
CHALLENGE

## January 2024 Update for TRB Cities Coordinating Council

William Chernicoff

*In collaboration with*

**CHALLENGE  
WORKS**  
a nesta enterprise



WORLD  
RESOURCES  
INSTITUTE



***To enable more people to go more places***  
*by sharing our knowledge, partnering with  
others and using our innovative spirit to build  
a more mobile society*



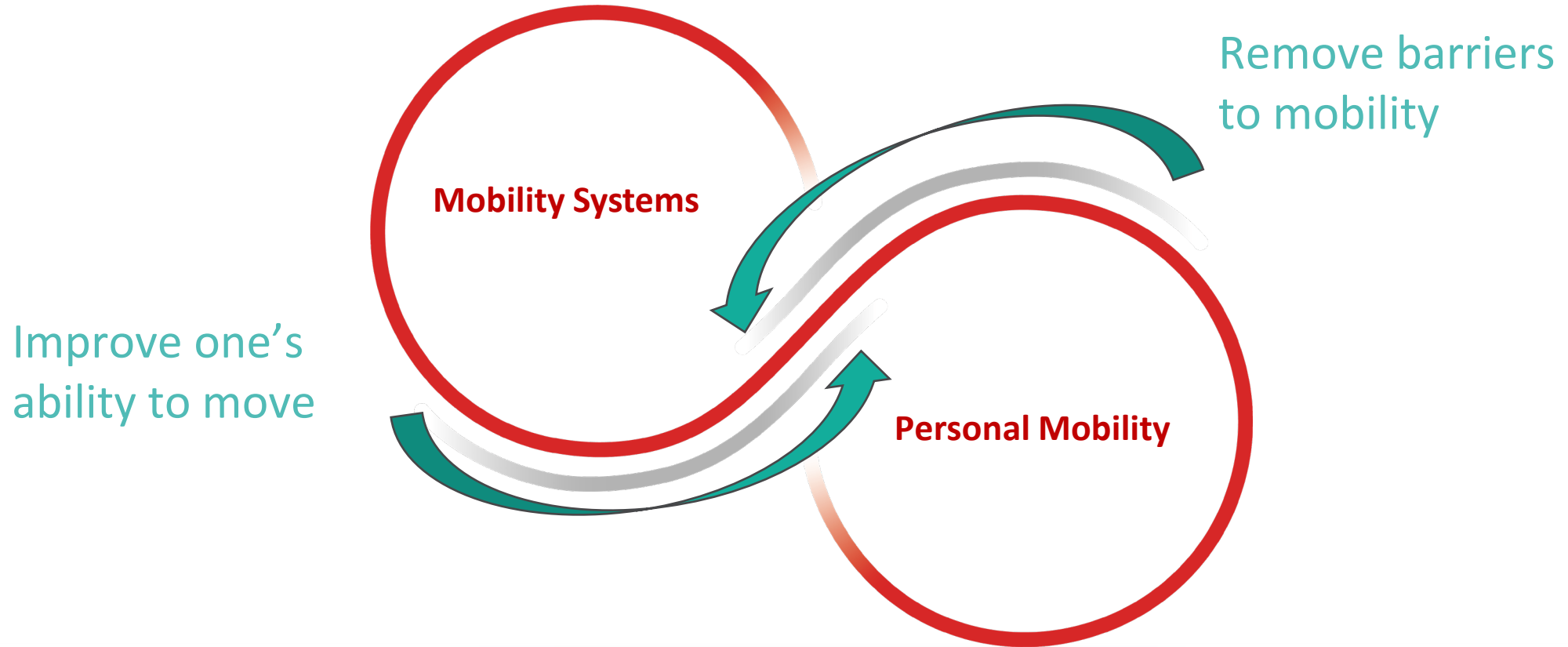
# Thematic Approach

TMF has a two-pillar approach on both the individual and systems level of mobility.



# Approach to Mobility

We attempt to simultaneously lower the bar to collective mobility and raise the bar for one's individual ability to be mobile.



# What is the Sustainable Cities Challenge?

## Major Components of the Sustainable Cities Pillar

The Toyota Mobility Foundation, in partnership with Challenge Works and World Resources Institute, have launched the Sustainable Cities Challenge.

This \$9 million global Challenge will act as a catalyst. It will bring cities and innovators together to enable safe, inclusive and sustainable mobility solutions fit for the future. We aim to transform the lives of millions of people around the world.

# Objectives



To improve access to **safe, inclusive and sustainable mobility solutions** in cities around the world



To help **cities gain capacity** in tackling local challenges **through innovation**

# Sustainable Cities Challenge | City Entry Stats

# entries

204

Entries Received

189

Entries eligible

171

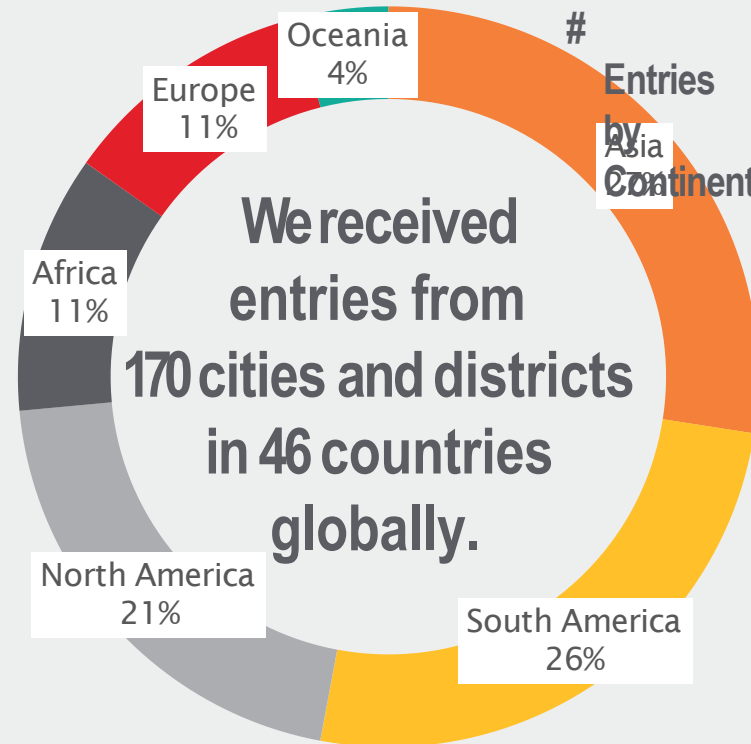
entries passed screening assessment

20

Will progress to the selection committee

10

Shortlisted cities for consideration



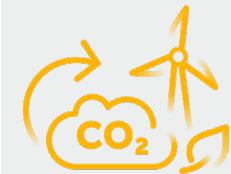
# entries by theme



**STRENGTHENING MOBILITY SYSTEMS**  
27% (55)



**OVERCOMING MOBILITY BARRIERS**  
38% (77)



**Advancing low carbon mobility**  
35% (72)

Entries were fairly evenly distributed across the themes

1.6 million


Average population of cities that entered

68%

Entries from organisations who have never run an open innovation challenge before




# The Ten Shortlisted Cities (Selected in October 2023)

 Strengthening Mobility Systems

**BENGALURU, INDIA**



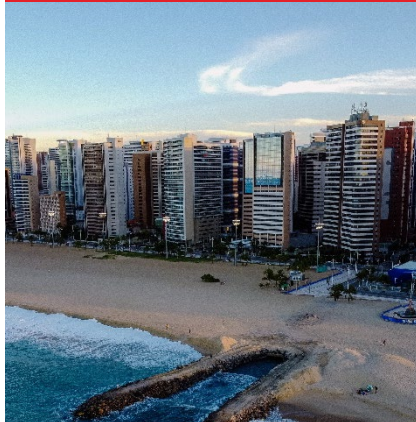
 Advancing Low Carbon Mobility


**DETROIT, USA**



 Overcoming Mobility Barriers


**FORTALEZA, BRAZIL**



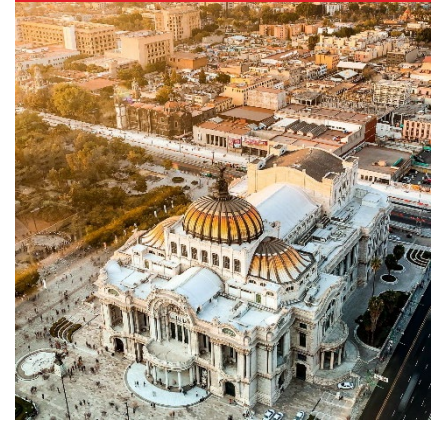
 Overcoming Mobility Barriers


**MEDELLÍN, COLOMBIA**



 Advancing Low Carbon Mobility


**MEXICO CITY, MEXICO**



 Strengthening Mobility Systems


**NEW ORLEANS, USA**



 Advancing Low Carbon Mobility


**SEBERANG PERAI, MALAYSIA**



 Strengthening Mobility Systems


**VARANASI, INDIA**



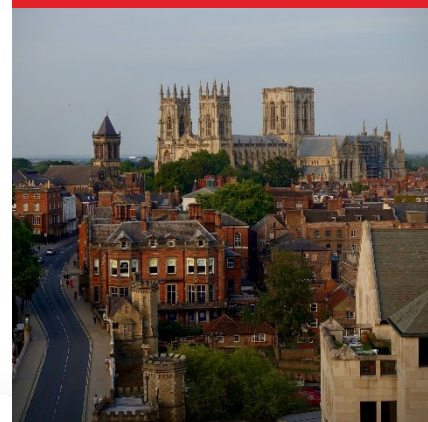
 Overcoming Mobility Barriers

**VENICE, ITALY**



 Advancing Low Carbon Mobility



**YORK, UK**










# Capacity Building: City Academy (November 2024)

- Cities invited to Dallas, TX to join Sustainable Cities Challenge for two-days of workshops to build capacity in problem identification and challenge statement development.
- Sessions were led by staff from TMF, Challenge Works, World Resources Institute, and UN-Habitat.
- Two representatives from each shortlisted city participated in the City Academy
- City representatives at the Academy had an opportunity to network and learn from each other

Challenge Statement Definition CITY NAME  

PROBLEM TO SOLVE	FOCUS THEME		
What?	Circle one		
	<b>1</b> OVERCOMING MOBILITY BARRIERS 	<b>2</b> STRENGTHENING MOBILITY SYSTEMS 	<b>3</b> ADVANCING LOW CARBON MOBILITY 
<div style="border: 1px solid black; padding: 5px; display: inline-block;">Insert your problem definition here</div>			<div style="border: 1px solid black; padding: 5px; display: inline-block;">Explore how to improve this statement using the prompt cards</div>
CHALLENGE STATEMENT			
What?	Who?	Why?	



Toyota Problem Solving Canvas CITY NAME  

**3 - POINT OF OCCURRENCE** Explore a day in the life of this problem

From a city/problem owner perspective (i.e. you!)	From a city resident/visitor perspective

**4 - NEW PROBLEM TO SOLVE & TARGET**

What?	How Much?	By When?

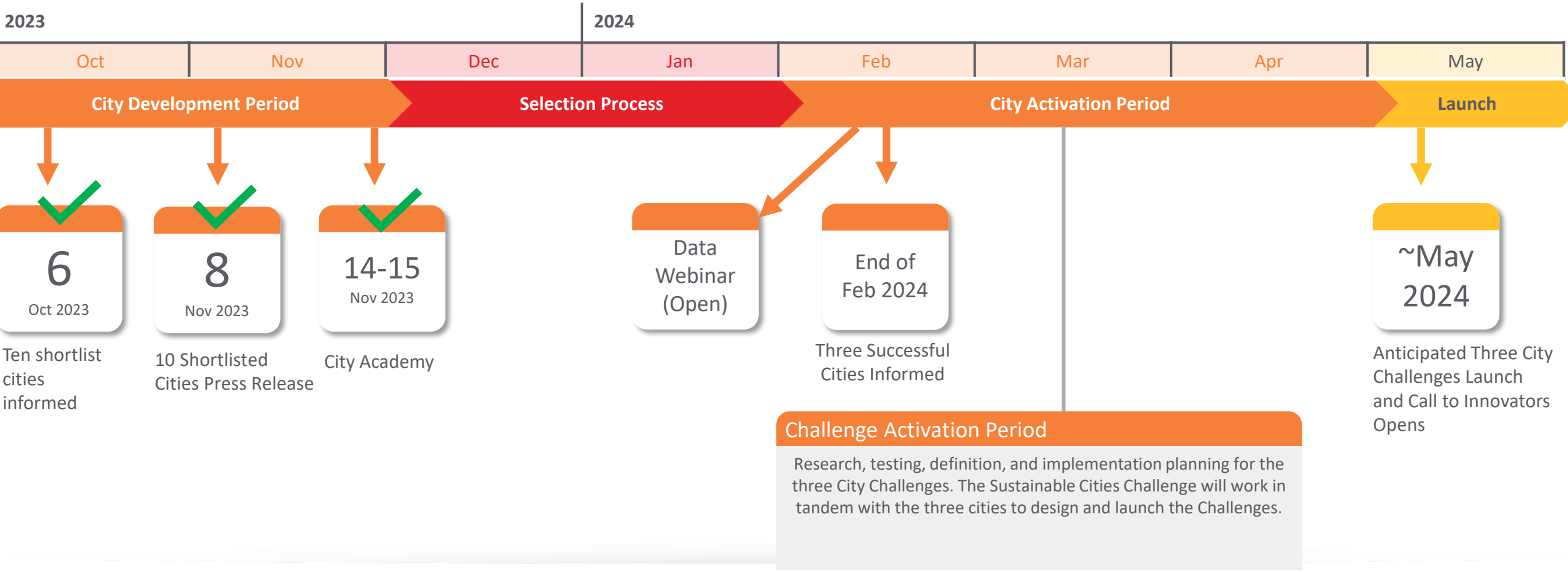
Challenge Delivery Planning CITY NAME  

**CHALLENGE DELIVERY STAGES - PART 3 - INNOVATOR DEVELOPMENT**

What team will I need in this phase? What other parts of my organisation will I need to involve?	What decisions and actions will I need senior leaders to take? How will I ensure this happens?	What champions could I get involved to supercharge this stage?
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# Timeline (October 2023 – May 2024)

*City Academy to Challenge Launch in Three Final Host Cities*





TOYOTA  
**mobility**  
FOUNDATION

SUSTAINABLE  
**CITIES**  
CHALLENGE

# Thank You

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# Engaging Cities in Research

# City Transportation and TRB



- Because of the way transportation money flows, there is a strong bias towards a state perspective in TRB, and in transportation research generally.
  - Did you know? The State DOTs are core sponsors of TRB and the primary funders for NCHRP.
  - Did you also know? State DOTs have dedicated federal research funding.
- How do we get the city perspective better represented?
  - Put our members to work – how do we work between and across standing committees
    - *Lead: Andrea D’Amato*
  - Identify the needs – organize a research needs workshop/conference to create an agenda
    - *Lead: TBD*
  - Figure out the money! What are the money options (new and existing)?
    - *Lead: TBD – do have some known volunteers on this!*

# Open Floor



# Root Causes of Change Orders

- USDOT Project Delivery Center of Excellence developing a report on the causes and best practices of change orders
- Seeking case studies! Topics could include the following as related to recognizing, preventing, and addressing change orders:
  - Improving or reverse engineering existing processes, instituting new processes where they did not previously exist
  - Employing risk management and risk-informed project development & delivery
  - Instituting alternative contracting methods
  - Internal and external partnering, communication, and relationship-building
  - Changing or overcoming organizational culture & barriers to decision-making
  - Workforce capacity and experience
  - Leveraging data and technology

# Safe Streets and Roads for All (SS4A) Update



- Jessica Rich, *Safe Streets and Roads for All (SS4A)*, FHWA Office of Safety

# Closing Remarks



# Seeking volunteers!

- Member committee coordination
- Research agenda conference/workshop planning
- Communications
- Strategic direction work group – how does the Council do its business

Interested? Email Stephanie!

[stephanie.dock@gmail.com](mailto:stephanie.dock@gmail.com) or [stephanie.dock@dc.gov](mailto:stephanie.dock@dc.gov)

Don't forget to self-nominate as a friend on MyTRB.org (A0030C)

<https://www.mytrb.org/Committees/SelfNominationAsFriend>





# THANK YOU!

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