

NOTE: This meeting is audio recorded.

AGENDA

ADD20 Research Subcommittee

Tuesday, January 10, 2017

8:00 AM – 9:45 AM

Independence C (M4), Marriott Marquis

Attachments: Research Update; ADD20 Triennial Strategic Plan

<i>Time Planned</i>	<i>Item</i>	<i>Discussion Lead</i>
10	Welcome and Introductions	Ann H.
5	Announcements	All
25	Stop or Go: Subcommittee Activities Current activities and volunteering opportunities	Ann H.
15	ADD20 Triennial Strategic Plan Update See Attachment 2: ADD20 TSP	Mark H.
20	Update from the AV/CV Workshop #116 Current research updates, new topics, dissemination efforts	Mark H.
30	Emerging Research Topics Discussion New activities and volunteering opportunities	Ann H.

ADD20 Sponsored/Co-sponsored Events for Rest of the Week:

628: Community Impact Assessment. Poster Session

Tuesday 1:30 PM- 3:15 PM

629: New Developments in Social and Economic Factors of Transportation. Poster Session

Tuesday 1:30 PM- 3:15 PM

625: Beyond Vehicle Kilometers Travelled: A Multidisciplinary Perspective on Millennials. Lectern Session

Tuesday 1:30 PM- 3:15 PM

Meeting: Community Impact Assessment, ADD20(1), Joint Subcommittee of ADD20, ADA60

Tuesday 3:45 PM- 5:30 PM

Meeting: Social and Economic Factors of Transportation Committee

Wednesday 10:15 AM- 12:00 PM

868: Transforming Approaches to Address Transformative Mobility. Lectern Session

Wednesday 2:30 PM- 4:00 PM

871: Demographics and Attitudes. Lectern Session

Wednesday 2:30 PM- 4:00 PM

886: Neighborhood Economics, Transit-Oriented Development, and Gentrification. Lectern Session

Wednesday 4:30 PM- 6:00 PM

Research Activities
2017 Annual Meeting Update for
TRB Committee on Social and Economic Factors (ADD20)

Upcoming Deadlines

Synthesis Program Topics. Highway: Feb 17; Transit: March 17, Airport: Sept

<http://www.trb.org/SynthesisPrograms/Public/SynthesisProgram.aspx>

IDEA Topics: May 1 and November 2

Topics for Innovations Deserving of Exploratory Analysis program seeks proposals with potential to advance the construction, safety, maintenance, and management of highway systems.

http://onlinepubs.trb.org/onlinepubs/idea/idea_announcement2016.pdf

NCHRP Topics: October 15

<http://www.trb.org/NCHRP/NCHRP.aspx>

Events and Resources

Webinar on Using the Updated TRID –Archived webinar from January 2016 on the updated Transportation Research International Documentation database. The database now includes a “search history” feature to access 1.1 million records. Remember every TRB paper, every project, every proposal, and every RNS needs a lit review!

Research Program and Project Management --On-line clearinghouse for transportation research, including a calendar of deadlines and activities for the various funding programs.

National Transportation Planning Applications Conference. May 14 – 18, Raleigh, NC. Presentations, workshops, discussion sessions and tutorials are all expected to be a part of the 2017 program, continuing the focus on practical, innovative and timely techniques for solving planning problems. Updates via @TRBAppcon

5th Urban Street Symposium. May 21-24, Raleigh, NC. The symposium will explore improvements in suburban and urban street design practices, foster discussions on alternative street design practices, examine alternative street designs, and facilitate the transfer of urban street research findings to state agencies and to local governments. For questions, contact Rich Cunard at RCunard@nas.edu.

Activities Since the 2016 TRB Annual Meeting

1. Research Subcommittee Formed

A Research Subcommittee was formed in spring 2016. The subcommittee is scheduled to meet during the 2017 Annual Meeting on Tuesday, January 10, 8.00 to 9.45 AM, in the Marriott Marquis, room Independence C (M4). The subcommittee will look to the wider ADD20 community and our allied committees for ideas and expertise, so all are welcome to attend and contribute.

2. Potential Research Topics

The spring 2016 survey of ADD20 members and friends collected a short list of suggested research topics. Many of the topics were submitted in a very general form rather than specific research questions. The subcommittee will review these topics and develop problem statements from those of most interest to the committee and viability as research projects. These topics (somewhat edited) are:

- Shared automated vehicles as a new form of transit
- Recent studies suggest children born in 2015 will have a rider’s license rather than a driver’s license because of connected vehicles/autonomous vehicles integration. How will connected vehicles/autonomous vehicles impact driving patterns and use for urban and rural populations-
- Better understanding and quantifying the role of local transportation in community development including housing, workforce development including the factors that keep people in their local communities when the[y pursue] living wage jobs in another community, developing local services including elimination of food deserts.
- Social and economic impacts of intensification, densification, downtown core revitalization projects. What happens when affordable housing is replaced by large condominium development- This is not a research

topic on gentrification but more so on policy decisions that emphasize these projects. Who benefits from mixed-use developments with high accessibility by transit- what happens to affordable housing when downtown cores become more driven by the wealth associated with the financial sector.

- Evaluate the Social and Economic Impact of downsizing rural/agricultural transportation grid as a solution to straight a grid that support economic development.
- The social and economic impacts of autonomous vehicles. I am aware that this is one of the TRB's major initiatives, but I think this topic is central this committee. There may be significant economic impacts in terms: auto manufacturing; a decline in the need for drivers of taxis, freight delivery, buses, etc.; and the reduced demand for public safety staff (police, fire, ems) due to a decline in the number of traffic accidents
- Research into the equity impacts of additional/improved cycling and pedestrian facilities. Walking and cycling are significantly cheaper than driving and reach a broader range of people. Is there a way to quantify the impact that adding/improving cycling and pedestrian infrastructure has on transportation equity-
- Developing a framework for assessing social impacts during planning and design phases of a project, similar to life cycle assessment.
- Traveler behaviors with the introduction of connected and autonomous vehicles
- Development potential of BRT
- What will be the social and economic impacts of the motor vehicle fleet converting from internal combustion engines to electric. While electric vehicles only make up a small percentage of the total vehicle fleet, there are predictions that this is changing and over the next 20 years they will represent the dominant type of vehicle. This will have obvious implications for gas stations and oil production.

3. Community Impact Assessment Subcommittee Project to Update FHWA's CIA Reference Guide

Several working groups have been established and are working on a variety of supporting elements of an update to the "Purple Book." A key research initiative to that update is the "Community Impact Assessment State of the Practice Survey" for State DOTs and practitioners. The survey serves to identify areas (topics & geography) where training and other resources should be targeted. The results of the State of the Practice will be presented at the CIA Subcommittee Meeting during TRB. The "Purple Book" working group will be gearing up in January 2017. Additionally, a large effort to expand the subcommittees reach with the identification of new/emerging CIA practitioners as well as state and federal agency coordination has also been underway. Contact: Teresa Townsend: ttownsend@planningcommunities.com

4. Cooperative Research Program Topic Submission

Based on the feedback from the previous funding cycle and encouragement from TCRP staff, the topic 'Effective Transit Agency Practices to Support Food Accessibility' was submitted to the Transit Cooperative Research Program in June 2016. This statement was not selected for funding, but is posted to the RNS database.

5. Mobility and Accessibility for Post-Disaster Recovery: Social and Economic Resilience for Disadvantaged and Dislocated Populations

This initiative was conceived at the TRB Annual Meeting in 2014. The original concept was a multi-year initiative that would produce:

- a practitioner resource of high quality content from the literature and current practice
- ideas for the transportation research agenda

At the 2016 Annual Meeting, ADD20 lead the organization of a workshop that brought together a group of practitioners and researchers working in this subfield. Thanks to our presenters and a group of volunteers, we collected ideas for resources. The original idea was to develop a TRB E-Circular, an electronic document, of resources. However, at the 2016 Annual Meeting, we connected with ABG40 Library and Information Systems for Transportation. This group suggested the development and hosting of a 'LibGuide', an online platform where a wide range of curated content can be posted. (Click to view the LibGuide '[Transportation Sustainability Guide](#)'.) Volunteers are needed if this initiative is to continue.

Social, Economic, and Cultural Issues Section
ADD20 TRIENNIAL STRATEGIC PLAN
Social and Economic Factors of Transportation Committee
TSP Period: March 2013 – March 2016

Committee Chair: Dr. Mark W. Horner, Florida State University, Tallahassee, FL

Date Prepared: February 2013

This Triennial Strategic Plan (TSP) is intended to outline a direction for the Social and Economic Factors of Transportation Committee for the next three to seven years. It will identify areas where the Committee has had some successes as well as highlight opportunities for possible future action. The plan offers a venue for the Committee to review its scope in light of changing trends in TRB and transportation more broadly, highlight emerging and cross-cutting issues that the Committee wants to explore going forward, and identify new activities and research opportunities to pursue.

Committee Scope: According to its official TRB designation, ‘*ADD20 addresses all direct and indirect social and economic effects of transportation systems both within the transportation corridor and within the larger regions affected, including those bearing on present and future transportation needs and services.*’ Historically, ADD20 was among the first TRB committees to explore the social and economic factors of transportation in all their breadth and complexity. This overarching role of an umbrella for social and economic factors has stayed with the committee, but over time, numerous other (sub)committees have been formed from ADD20 to deal with more specific critical components of the social and economic context (e.g. environmental justice, community impacts assessment). These committees have collectively grown into the large family of social and economically oriented committees that now comprise the Social, Economic, and Cultural issues section. Today, ADD20 remains at the forefront of understanding socio-economic impacts, with its members identifying emerging, critical and cross-cutting social/economic issues as they arise and programming TRB and/or research activities accordingly. The committee’s broad mission allows ADD20 to be extremely relevant for liaison and collaboration with a host of more issue-specific TRB committees. To this end, ADD20 seeks to encourage basic transportation research through its rigorous peer review of technical papers submitted for publication in association with the TRB annual meeting, as well as practitioner oriented research through its subcommittee on Community Impacts Assessment.

Future Outlook

Factors and Influences that will Shape Committee Activities: The United States continues to emerge from the worst financial downturn since the great depression. Protracted unemployment, financial market volatility, and uncertainty regarding future U.S. fiscal policy all weigh on consumer behavior and more importantly, will shape present and future transportation outcomes. At the same time, there has been unprecedented technological change with the rise of telecommunications devices and mobile computing platforms that are altering the way we live, work, and travel, facilitating more diverse and dispersed social networks and opportunities for personal information exchange. Lingering in the background, recent natural disasters, possibly exacerbated by climate change, have and will continue to impact society in profound ways. Hurricane Sandy in the Fall of 2012 demonstrated the vulnerability of transportation systems and infrastructure in the Northeastern U.S. to increasingly devastating storms, which in turn impact human social and economic outcomes. Many of these themes are echoed in the 2007 TRB Strategic Plan and the 2009 TRB Critical Issues Update, such as:

- Impacts of the IT revolution on transportation and the implications for travel demand and major social and economic changes
- The importance of transportation systems in disaster response and recovery, particularly in helping revive and reconnect local economies to those at other scales
- Future demographic shifts in the U.S. population (e.g. aging, immigration) and their potential impacts on transportation systems
- Further globalization of the U.S. and world economy what this portends for the longer term function of the transportation system
- Differential impacts and benefits of transportation systems (e.g. congestion) as experienced by different socioeconomic groups

Attachment 2: ADD20 TSP

These long-term trends provide the motivation for ADD20's future growth and development over a 7-year time horizon.

ADD20 Goals:

To successfully carry out its mission and that of the Transportation Research Board, the Social and Economic Factors of Transportation committee maintains core goals that shape its on-going activities.

1. Foster collaboration and coordination both within ADD20 and across other TRB committees on issues of significance to understanding the social and economic impacts of transportation.
2. Facilitate improved understanding of the social and economic factors of transportation through promoting basic and applied research.
3. Contribute to the professional development of transportation practitioners currently working in MPOs, planning agencies, consultancies, etc. through offering opportunities to meet and discuss research and developments on the socioeconomic impacts of transportation systems.

Committee Plan

ADD20 Critical Issues:

The following are selected critical issues that ADD20 will likely pursue over the next few years.

1. The potential of new technology/new social media in shaping social and economic factors in transportation.
2. Population change in the U.S. (e.g., youth mobility, migration patterns, family structure change, aging, immigration, ethnicity, etc.) and the associated implications for travel patterns and transportation needs.
3. Socioeconomic disparities in travel experiences and accessibility to transportation resources.
4. Socio-economic impacts of transportation systems that become disrupted by natural disasters and technological hazards (e.g. hurricanes or terrorist attacks).
5. Assessing investments in transportation systems and their socioeconomic implications.
6. Better understanding the linkages between individual behavior and broader transportation outcomes, particularly in a sustainability context.
7. Assessing the value of research on social and economic factors of transportation to the broader community (i.e., research on research)
8. Comparative studies of the socio-economic impacts of transportation systems in international and developing world contexts.
9. Probing relationships between socioeconomics, health, and transportation systems.

ADD20 Activities:

ADD20 activities for accomplishing its goals include:

1. Soliciting and reviewing papers on a broad range of topics germane to the social and economic factors of transportation for TRB publication and presentation.
2. Sponsoring TRB sessions and workshops on topics that help the community better understand the range of social and economic issues impacting people and transportation systems.
3. Develop research needs statements on topics of relevance to the transportation community, building on our expertise in the social and economic factors of transportation.
4. Develop, share, and advance information on best practices in community impacts assessment (CIA) through our subcommittee.
5. Sponsor or actively participate in workshops, peer exchanges, conferences, or other activities that support attainment of the ADD20 scope and goals.
6. Ensure representation of ADD20 members as active liaisons on task forces, joint subcommittees, and other relevant activities of various TRB committees, and as active participants on research and synthesis panels.

Attachment 2: ADD20 TSP

ADD20 Action Plan

Consistent with the ADD20 mission and scope, the committee's action plan allows ADD20 to respond to emerging or changing conditions within the established committee framework.

1. Maintain and support a Community Impacts Assessment (CIA) Subcommittee to focus on promoting practitioner-oriented research on the social and economic factors of transportation.
2. Maintain and support a Research Needs Subcommittee with a designated Research Needs Chair which is tasked with leading the creation of research needs statements relevant to the ADD20 purview and scope.
3. Maintain an open dialogue among committee members and friends which allows for consideration of relevant opportunities, whether through development of research topics, calls for papers, development of sessions or workshops, or other mechanisms. Identify committee member leads and provide committee support for activity execution and implementation, including considering the (co)creation of standing (sub)committees where warranted.
4. Explore various means of communication and interacting within the ADD20 community of members, friends and liaisons, as well as with the broader community of TRB committees and transportation professionals to better facilitate the exchange of information and ideas.
5. Work with relevant professional and membership organizations, as appropriate, to share and enhance ADD20 committee activities and initiatives.

ADD20 Communications:

ADD20 maintains periodic communications with its list of Members and Friends via email. The Committee also maintains a web presence using a Google-based web site though this tool is not heavily utilized.

Over the next three years, ADD20 will continue to re-evaluate its communication approach and work to devise a more effective means of engaging the broader transportation community. ADD20 has an appointed communications chair that has been tasked with devising new approaches for reaching members and friends.

ADD20 Membership:

ADD20 strives to maintain geographic and professional diversity in its membership. The Committee also actively recruits Young Members and International Members, both of which bring important perspectives to the Committee's work.

[Appendix to include history of activities over last three years, membership composition; liaisons, etc]