

Minutes:
ABE20 – Transportation Economics Committee Meeting

Committee Meeting during the 5th International Transportation Systems Performance Measurement and Data Conference

Mt. Harvard Room, Grand Hyatt, Denver, CO

Wednesday June 3, 2015 (MT)

Call in Number: Toll-Free: USA: 866-528-2256 For other Countries [Click Here](#) Access code: 3341442#

Attendees:

By Phone: Ross Crichton, Valentin Vulov, Steve Burt, Peter Ogonowski, Lei Zhang, Bill Betts, Emirs Weldencael (sp?)

In Person: Mark Burriss, Eirini Kastrouni, Bob Winick, Sabya Mishra, Jeff Holabaugh, Monica Starnes, Raninder Bains, Chris Williges, Karen White, Nancy Bergeron, Jim Gillespie, Marie Venner

AGENDA

- 8:00 Welcome and Introductions
- 8:10 Approval of January 2015 meeting minutes
- 8:15 TRB Staff Report and introduction – Monica Starnes & Brittney Gick
- 8:25 Future Summer Meetings – discussion of locations, events and topics.
- 8:30 Committee Business
 - TRB Annual Meeting 2016 Workshops and Sessions – Mark Burriss
 - Workshops: Silvana – DOT Self-Insurance
 - Can invite a non-traditional stakeholder (last year: representative from Fitch Ratings)
 - TransportationEconomics.org and other communication issues – Sabyasachee (Sabya) Mishra
- 8:50 Presentation: Jeff Holabaugh, Dye Management, Arizona DOT: Needs-Based Maintenance Budget Allocation Model
- 9:15 Subcommittee Reports
 - Joint Subcommittee on the Economics of Pricing – Darren Timothy
 - Joint Subcommittee on Parking Pricing – Rachel Weinberger
 - Joint Subcommittee on Public-Private Partnerships – Jennifer Mayer
 - Joint Subcommittee on Risk and Resilience in Assessment and Planning – Silvana Croope/Marie Venner
- 9:35 Break
- 9:55 Research Needs –Lei Zhang
 - Discussion of several research needs statements that are in progress (<http://www.transportationeconomics.org/research>)
 - Discussion of ongoing research and gaps in that research
- 10:50 Other business / Announcements
- 11:00 Committee meeting ends.

8:00 Welcome and Introductions

8:10 Approval of January 2015 meeting minutes

The January 2015 meeting minutes were approved. Mark reiterated the website (www.transportationeconomics.org) is used for everything committee related and is a good reference.

8:15 TRB Staff Report and introduction – Monica Starnes & Brittney Gick

TRB Update: Monica Starnes provided an update of TRB activities.

1. Theme for the 2016 Annual meeting will be “Research Convergence for a Multi-Modal Future”, the focus will be on automated vehicles and technology.
2. TED Committee planning a workshop on systems resiliency, this could be a potential partner topic.
3. Need to update the committee strategic plan. Ours has been and is on the web as a living document.
4. Requested members to update their MyTRB profile, since the paper review process will be managed using this to assign papers for review.
5. Annual Meeting critical dates – June 15, 2015 deadline for submitting workshop topics
6. Awards for papers – the committee should look to nominate papers for awards, in particular for the Wooten Award for policy and economics. Suggested the committee choose the top three papers for award. It was noted that most of the committee’s top papers are not seeking TRB publication. It was suggested and approved to make it clear to authors that only papers submitted for publication will be considered for awards.

8:25 Future Summer Meetings – discussion of locations, events and topics.

Future Economics Committee Summer meetings – decided on DC for the 2016 summer meeting, although few other alternatives were suggested to join other conferences planned for 2016 (asset management – Minnesota, another in Houston, Texas with ASCE transportation and development group). Further discussions will continue to decide where to meet for the summers after 2016.

8:30 Committee Business

TRB Annual Meeting 2016 Workshops and Sessions – Mark Burris

We have 2.3 chits which will be used for our top papers in 2016. Co-sponsoring possible

Workshops: Silvana – DOT Self-Insurance

Department of Transportation Self Insurance – one day workshop organized by the Risk and Resilience subcommittee (Marie Venner). ABE20 wants to co-sponsor.

Can invite a non-traditional stakeholder (last year: representative from Fitch Ratings) Possibly Geoffrey Whitfield from the CDC who gave an interesting presentation on impacts of active transportation modes.

TransportationEconomics.org and other communication issues – Sabyasachee (Sabya) Mishra

Additions to the agenda (under “Committee Business”)

a) Energy and sustainability Committee Brief

- Will make available the research problem statements to Mark
- Would like to get input to their strategic plan
- Presentations on resiliency

b) *Workshop: Long game for Performance Management*

Performance management (PM) for funding, would like to get DOT CEOs or CFOs to discuss how PM has affected the agency funding need/ availability/management. The PM committee had a contest to look at using PM data for decision making, in particular how PM data influenced financial decision making. Rabinder volunteered to get a speaker from MN DOT.

Jan 2016 TRB Workshop Proposal

ABC30 - Performance Measures Committee

Working Title: The Long Game for Performance Management – A CEO Conversation

With progress underway to deploy a common set of transportation performance measures nationwide, this workshop will explore how transportation agencies are thinking about the future of performance management for all modes and oriented towards desired outcomes - what must change and how to get there. Participants will hear from agency CEOs then rotate from table-to-table for engaging discussions centered around key multi-modal themes of 1) asset condition, 2) economics/freight movement, 3) disruptive technology change, and 4) human resources/organizational approaches.

Sponsoring Committee:

ABC30 - Performance Measures Committee

Co-Sponsoring Committees:

ABC40 – Asset Management (Confirmed)

ABE20 – *Transportation Economics (Confirmed)*

AP010 – Transit Management and Performance (Confirmed)

ABC20 – Management & Productivity (Confirmed)

ABC10 – Strategic Management (Possible)

c) *The Transportation Economic Committee is involved in several calls for papers*

See details in the appendix

d) *Competition*

Mark suggested that maybe the Transportation Economics Committee (TEC) could have a competition to encourage submissions on how economic analysis (often BCA) guided decision makers. Much like the Special Task Force on Data for Decisions and Performance Measures (A0030T, chaired by Joseph Schofer) had a contest to show how data and performance measures were used.

The safety committee has an award program for the use of safety data to address safety issues. It was suggested that maybe TEC should coordinate with the safety committee to learn more about this (Joe McCarthy on that committee). Some suggested that maybe TEC should offer an award for published papers. This could be included in the call for papers or maybe ask for posters on the use of economic analysis. It was noted that FHWA is preparing a report for Congress on the use of BCA for decision making. Maybe invite them to present to our committee in January? Nancy Bergeron volunteered to get information about the past competition that was run by A0030T. It was decided to try a call for posters this first year and Mark will prepare a draft call.

e) *Annual paper review process*

The process went well last year. New volunteers were requested to help Nancy Bergeron with the process - Sabyasachee Mishra, James Gillespie and Eirini Kastrouni volunteered. Nancy would like this to be her last year as lead.

f) Website

Send e-mails to Mark to post any of the following on the website: research reports or papers, meetings, research needs, research involvement by members, and conferences. This information could be useful to feed the triennial plans and for developing the strategic plan.

8:50 Presentation: Jeff Holabaugh, Dye Management, Arizona DOT: Needs-Based Maintenance Budget Allocation Model. Slides: <http://www.transportationeconomics.org/meetings>

9:15 Subcommittee Reports

Joint Subcommittee on the Economics of Pricing – Darren Timothy

Not available

Joint Subcommittee on Parking Pricing – Rachel Weinberger

Not available

Joint Subcommittee on Public-Private Partnerships – Jennifer Mayer

Not available

Joint Subcommittee on Risk and Resilience in Assessment and Planning – Silvana Croope/Marie Venner

See under “Committee Business”, 8:30 above.

9:55 Research Needs –Lei Zhang

Research Needs: C/AV research ideas need committee involvement. The following ideas were further refined during the meeting:

The autonomous and connected vehicles committee (AHB 30) needs an economist. We should inform the vehicle highway automotive committee (Chris Hodlh) what we’re doing. Near term employment impacts – Life cycle cost analysis. FHWA & AASHTO have done some footprint analysis. FHWA also has developed adoption curves.

3.1 Estimating Traveler’s Responses to Connected/Automated Vehicles Based on Previous Technology Adoption Experiences. Call for papers completed and on website (see below for text of the CFP).

3.2 Agency’s Perspective Economic analysis tools for planning investments. Dick Mudge, “Preparing a Nations for Autonomous Vehicles – Opportunities, Barriers and Policy Recommendations”. Foresight NCHRP 750 Series, Informing Transportation’s Future.

3.3 Long Term Travel Behavior Changes Due to Connected / Automated Vehicles:

1. Land use impacts (A study in England Milton Keynes experiment, Feb 2015).
2. Last mile connector
3. University consortium (University of Pennsylvania) on automated cars. “Smart Driving Cars” – Alain Kornhauser.

Call for papers completed and posted online (see below for text of the CFP).

9:35 Break

10:50 Other business / Announcements

11:00 Committee meeting ends.

Appendix Calls for Papers

1. Estimating Traveler's Responses to Connected/Automated Vehicles Based on Previous Technology Adoption Experiences (ABE20 C/AV topic 3.1)

Call Description

The TRB Committee on Transportation Economics (ABE20) solicits answers to the question, "How can analogy with historical cases of modal technology adoption help us estimate:

1. the direction in which current innovations in transport technology (namely connected and automated vehicles) and transport business models are going to take us and
2. the speed with which the innovations will be adopted (or not)?"

The two lists below are provided to give prospective authors an idea of what the committee has in mind. Each list is meant to be representative and suggestive but by no means exhaustive.

(1) Past innovative technologies or practices that might provide some comparisons with present technologies:

- Safety innovations in passenger vehicles, such as seat belts, air bags, etc.;
- Operator innovations in personal vehicles, such as cruise control, anti-lock braking systems, automatic transmission, etc.;
- Alternatives to physical commuting or to physical document transport, such as telephone, fax machine, cellular telephone, e-mail, videoconferencing;
- Ride-sharing technologies / business models in passenger transport, for example Uber or Lyft.

(2) 'Dimensions' in which the comparison between past technological innovations and present technological innovations might be informative or at least suggestive:

- The previously existing market structures which the innovation disrupted, or could have disrupted;
- The (potential) impact on travelers' mode choices, ownership choices, and other behaviors;
- The (potential) impact on infrastructure needs and investments.

2. Long Term Travel Behavior Changes Due to Connected / Automated Vehicles (ABE20 C/AV topic 3.3)

Call Description

The transportation economics committee is interested in papers that examine how Connected / Automated Vehicles (C/AV) may change travel behavior. The focus being how C/AV may change the cost (utility) of travel and thus alter travel choices. This could include research looking at short term changes in behavior by a small number of early adopters. Or could be long term changes in all aspects of life when C/AV have a large market penetration. For example, how does a person's value of time (or total cost of travel) change when the vehicle drives itself? Thus how does that change travel behavior? And how does that permeate into other decisions (housing, work, land use, airports...)? Are their current modes, such as Uber, Taxis, or car services, that provide insight into how travel behavior might change?

3. Passenger Airline Competition:

Call Description

The Committee on Aviation Economics and Forecasting invites authors to present their research and practical innovations in analyzing and assessing the implications of passenger airline competition. Passengers and communities depend on vigorous competition to ensure that they enjoy air service at affordable prices. Historically, deregulation in the US and increasing liberalization in global markets spurred competition that contributed to steady growth in the availability of air service for passengers in the US and around the world. In the 1980s and 1990s new entrants, especially low fare airlines, ensured vigorous competition. However in the last decade, consolidation of airlines in the US and Europe paired with possible barriers to entry while helped to improve airlines' financial health, but may have also begun to reduce competition in US and many international aviation markets. This raises questions not only of how consumer wellbeing has been impacted by these changes, but also how industry analyses that have historically included perfect competition as an underlying assumption (for example, forecasting) will have to evolve to reflect new realities.

We invite basic and applied research that among other topics explore the following:

1. Assessing market concentration and the level of competition
2. Defining and measuring market definition
3. Economic assessment of complex alliance, joint venture, and code sharing agreements
4. Measuring trends and drivers in air fares and service levels
5. Barriers and incentives to entry
6. Measuring market efficiencies
7. Assessing the effectiveness of national competition, economic, and regulatory policies

4. Tools for Trade-off Analysis to Support Resource Allocation Decisions

Call Description:

Resource allocation or distribution decisions at a federal, state, regional, or local level are frequently undertaken on a modal or program basis within the constraints of regulations and agency practice governing current funding programs. However, there is a growing recognition that this often leads to suboptimal decisions from the perspective of the transportation system as a whole. The reallocation of resources across programs or modes among agencies, and/or the redistribution within agencies, could lead to improved levels of system performance or more efficient use of resources. Critical to such approaches is the availability and use of analytical tools for addressing the performance trade-offs involved in making decisions where options can be from: (1) different modes that are competing or complementary, and where appropriate multi-modal or amodal measures are important for fair comparisons, and (2) functional ones such as those among: capital investment, state-of-good repair, and/or management and operations.

Papers could address recent and specific experience with the use of intermodal, multimodal, amodal, or functional performance measures at the federal, state, regional, and/or local levels by presenting examples of how types of trade-off analysis were used in measuring the effect of resource allocation or redistribution decisions on system performance. If possible, the papers should also highlight the data requirements of the analytical tools as well as the explicit connection to decision makers as customers and consumers of such information. Further, the papers should help identify the current state of practice of available tools for trade-off analysis, the issues involved in performing such analysis, and areas where future cooperative research could be developed to improve the capabilities of analytical

tools needed to support decisions related to resource allocation or redistribution. It is anticipated that selected papers will be presented at a session on the above topic at the 2016 TRB Annual Meeting.

5. Climate Change Paper Award

Call Description

The Special Task Force on Climate Change and Energy is pleased to announce the Third Annual Call for Papers and Climate Change Paper Award on a broad range of topics related to Climate Change assessment, adaptation and mitigation. Papers submitted in response to this call will be reviewed and considered for an Award for the Best Paper on Climate Change. There will be a podium session for presentation by authors of a selection of the best papers submitted for consideration and the awards will be presented at the conclusion of the session.

Eligible papers can cover a broad range of topics related to climate change. These include, but are not limited to, the following topic areas:

1. Mitigation policies, both behavioral and technology focused
2. Travel demand analysis with a focus on VMT reduction policies
3. Impacts of alternative fuels
4. Land use and transportation interactions and their effect on travel
5. Analysis of the resiliency of transportation infrastructure
6. Impacts of severe and extreme weather events on transportation systems and infrastructure
7. State and metropolitan policy and planning for climate change mitigation and adaptation
8. Impacts and mitigation options for all modes of travel, including aviation, maritime, and freight
9. Data and analysis requirements for forecasting, planning, and policy development
10. Economic impacts of mitigation and adaptation policies

6. Multimodal Project P3 Financing Arrangements

Call Description

This call is for papers that critically discuss the financial arrangements that are used to procure public-private partnerships of all sizes in all modes of transportation, including rail and bus transit, airports, highway, and seaports. Regardless of mode, the financial arrangements required for P3 projects follow generally the same financial rules. Therefore, the purpose of this call is to facilitate the transfer proven finance methodologies between modes that might otherwise go unnoticed.

Case studies of both successful and unsuccessful P3 projects are particularly encouraged. Papers on design-build-finance, design-build-finance-operate-maintain, availability payments, gap-funding, tolling, and other means to inject private capital into the delivery of public transportation infrastructure are all acceptable.