Center for Urban Transportation Research
Advisory Board Meeting
Agenda

May 14, 2014
1:30-3:30pm
CUTR Board Room, 3808 USF Alumni Drive

Call to Order/Introductions/Guest Attendees

Approval of Minutes
  ● February 2014 Meeting

Chair’s Comments

Director’s Report
  ● College of Engineering Dean Search/CUTR Director Search Updates
  ● CUTR Activity Summary
  ● UTC Updates – National Center For Transit Research, Portland State University, University of Tennessee (Joel Volinski, Steve Polzin)
  ● Automated Vehicle Institute (Steve Reich)
  ● Freight Program (Pei-Sung Lin)
  ● CUTR Budget (Steve Polzin, Ken Short)

Board Member Updates

New Business
  ● CUTR Transportation Achievement Award Event, Date and Venue
    ○ Other Major Transportation Event Dates (Attached)
  ● 2014 CUTR Transportation Achievement Award Nominee
    ○ Past Awardees (Attached)
    ○ Guiding Principles
  ● Vice Chair

Presentations
  ● Engaging Transportation Students in Florida’s Future Corridors Initiative (Karen Seggerman/Students)
  ● Millennial Travel Behavior (Steve Polzin)
  ● Google Glass (Sean Barbeau)

Adjournment

2014:
August 6, 2014 proposed change to July 30, 2014
October/November TBD
CUTR Advisory Board Meeting

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CUTR Advisory Board Meeting

Director’s Report

• THANKS! To all...

• College of Engineering Dean Search
  • 4 candidates visited the campus for interviews and presentations
  • Provost recently announced that none of the candidates were selected for the position
  • Search Committee will continue to meet, position remains open until filled

• CUTR Director Search Update
  • With the notice of the continued Dean search the Provost has asked that we begin the process for the CUTR Director search
  • Re-writing the detailed position announcement, ads and formation of a search committee
CUTR Advisory Board Meeting

Director’s Report

• CUTR Activity Summary
Director’s Report

- TDM group had 1 new patent approved
- June 2-4  FPTA/FDOT/CUTR Transit Professional Development Workshop and Transit Safety Summit, USF Embassy Suites
- MotorWeek 4 minute segment on CUTR’s motorcycle safety program and AGIL GIS lab began running last week
- In the last full quarter Jan-March 2014 CUTR submitted 11 proposals with a value of $1,035,050, and contracted for 30 new projects with a value of $4,618,012.
CUTR Advisory Board Meeting

Director’s Report

• UTC Updates – National Center For Transit Research, Portland State University, University of Tennessee (Joel Volinski, Steve Polzin)

• Automated Vehicle Institute (Steve Reich)

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• CUTR Budget (Steve Polzin, Ken Short)
Status Report on the University Transportation Center Program
Joel Volinski, Director

CUTR Advisory Board – May 14, 2014
Current NCTR Consortium Members

• University of South Florida
• North Dakota State University
• University of Illinois – Chicago
• Florida International University
• Texas Transportation Institute
FY 2011 and 2012 Competition

• Only 22 UTCs were selected in the third national competition held in 2011
• Two of the 22 UTCs were dedicated to be “transit-focused”
• Each of the 22 selected UTCs received the same amount of federal funding ($3.5 million per year for two years) with a 100% match requirement
FTA funded the two transit-focused UTCs for FY 2011 and 2012

• FTA went through an internal process of identifying research projects
• Both NCTR and the MTI worked together with FTA to undertake the projects identified
• Most of those projects are in various stages of completion
• NCTR consortium members are working primarily with their DOTs for matching projects
Examples of Projects

• Evaluating the State of Mobility Management and Human Service Transportation Coordination (customer perspective)
• Cost-Benefit Analysis of Rural and Small Urban Transit
• National Transit Network Level of Service Data and Analysis
• Development of Training Manuals for Transit Planning and Scheduling
• The Challenges to Creating Transit Value Capture
• Adapting Transit to Climate Change Impacts
• Analysis of Transit Contracting Models and Proper Incentives for Long-term Success
• Bus Operator Safety Critical Issues Examination and Model Practices
• Evaluation of Rear-end Bus Collisions and Identifying Possible Solutions
Most Recent Competition

• The UTC program is funded as part of the federal surface transportation act. Hence, a new round of competition was necessary with the passage of MAP 21
• There was competition in three categories of UTCs – 5 National ($3.0 M), 10 Regional ($2.75 M, and 20 Tier I ($1.5 M) centers
• All applicants needed to apply in one of five subject categories:
  1. Safety
  2. State of Good Repair
  3. Economic Competitiveness
  4. Livable Communities
  5. Environmental Sustainability
Results of Competition

• 147 applications for the 35 slots
• NCTR applied and was selected for a Tier I Livable Communities UTC
  – Mostly the same partners in consortium
  – Grant of $1.4 M for each of two years of MAP 21
  – USF is now the only university to have been selected in all four competitions for Tier I designation since 2002.
Other Results

• USF also partnered with three other successful applicants for national or regional UTCs:
  • Portland State University (Livable Communities)
  • Rutgers University (State of Good Repair)
  • University of Tennessee (Safety)
Portland State National UTC (Livability)

• USF is a junior partner with three others (U. of Oregon, Oregon State, University of Utah)
• USF will lead one research project (Freight and Livability), partner on another, and receive funds to support student activities and other educational initiatives
• USF will realize approximately $350,000
Southeast Regional UTC (Safety)

- USF is a partner in a large consortium led by the University of Tennessee
- Approximately $175,000 will be available to USF to support students
- Approximately $200,000 will be provided to support research in the area of safety
Ongoing and New Activities of NCTR

• Clearinghouses for GIS in Transit, Alternative Fuels, Transit Safety, and TDM
• Continued management of multiple Listservs
• NCTR program managers have met with FDOT to discuss new method of identifying matching projects
• NCTR Graduate Research Assistant program has started successfully
Observations and Challenges

• Public Transportation and alternative forms of transportation have been good subjects to focus on in the UTC competitions
• MAP 21 is set to expire 9/14. Many think there will be continuing resolutions which would keep the newly selected centers in place for a while longer
• However, there is frenzied action in the Senate to get a bi-partisan bill out soon
• The Senate draft bill takes the UTC program out of the Transportation Trust Fund and into general fund appropriations
• The Administration proposal does not include the FTA Administrator among the final decision makers for UTC selections
Project, Student and Administrative Activities Grow with Stable Faculty Size

- Avg # Active Projects
- Avg # Faculty
- Avg # Students
- # Admin Staff
- *Total FAST transactions
Student Payroll Growth Outpaces Staff and Faculty

- Faculty Payroll
- *$ Staff Payroll
- *$ Student Payroll

Student, Staff, Expenditures, Thousands

Payroll Growth Outpaces Staff and Faculty

Payroll

2009 2010 2011 2012 2013
Substantial Growth in Administrative Activities

Transactions

- Travel
- Purchasing
- WC; On Campus; Xfers
Grant Activity Shows Strong Growth

2009 2010 2011 2012 2013 2014*

Millions

$ New Projects
$ Submitted Proposals
$ Research Expenditures

CUTR
CUTR Administrative and Education Support Budget

• Substantial reserves accumulated in the early years are being exhausted.

• The nature of our work requires in-house administrative support.

• Throughout its history CUTR has remained financially independent by absorbing operating costs.

• With increasing constraints on available indirect return and E & G funds, CUTR has reached the point where reserve balances are not sufficient to continue to supplement administrative costs.

• **Without a change in the business model CUTR would exhaust reserves by the end of FY 15. This is not a strategically viable business model.**

• The ability to attract a director, retain existing talent, and attract new talent requires a sustainable business model.

• Thus, it is necessary to transition to a sustainable business model for CUTR.
Operating Account Balances (including Programs)

- Carry Fwd
- Fixed Price RO - Programs
- Indirect Cost Returns - Programs
- Fixed Price RO - Dept
- Indirect Cost Returns - Dept

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CUTR Advisory Board Meeting

Board Member Updates

New Business
CUTR Transportation Achievement Award Event, Date and Venue,
- Other Major Transportation Event Dates (Attached)
- Keynote speaker
2014 CUTR Transportation Achievement Award Nominee
- Past Awardees (Attached)
- Develop Guiding Principles

Vice Chair

Presentations
Engaging Transportation Students in Florida’s Future Corridors Initiative (Karen Seggerman/Students)
Millennial Travel Behavior (Steve Polzin)
Google Glass (Sean Barbeau)
Engaging Transportation Students in Florida’s Future Corridors Initiative

CUTR Advisory Board Meeting ● May 14, 2014
About the Project

Three multidisciplinary student teams charged with developing visionary concepts that address:

- “What would a future corridor look like and how might it operate?”
- Range of modal alternatives, innovations, trends

FDOT Project Manager
- Maria Cahill, AICP, FDOT

Principal Investigator
- Kristine Williams, AICP, CUTR

USF Faculty Advisors
- Trent Green, Architecture
- Abdul Pinjari, Engineering
- Yu Zhang, Engineering
- Jason Bittner, CUTR
Todays Presenters

Casey Jarrell
Pursuing
Master of Civil Engineering

Danny Shopf
Pursuing
Master of Urban and Regional Planning

Nikhil Menon
Pursuing
PhD in Transportation Engineering
TEAM A
Team A

Casey Jarrell
Degree: Bachelor of Science in Civil Engineering
Pursuing: Master of Civil Engineering

Mohammadreza Kamali
Degree: Bachelor of Science in Civil Engineering
Pursuing: PhD in Transportation Engineering

Singeh Saliki
Degree: Bachelor of Architecture & Minor of Architectural History
Pursuing: Master of Urban & Regional Planning

Christian Stanley
Pursuing: Master of Architecture
Vision

• Tampa to Orlando
• Accommodating
• Environmentally Friendly
• Economy Booster
Innovative Strategies

- Autonomous Vehicles
- Connected Vehicles
- Tarmac 2.0
- Modular Roadway Design
- Intermodal Centers
- Truck Lane
Proposed Concepts

- Solar Rail Line Divider
- Solar Guard Rail
- Truck Lane
- Modular System
- Arterial Plenum
- Tarmac 2.0
- High Speed Rail
Proposed Concepts

Solar Panel Guard Rail

Arterial Plenum Space
Proposed Concepts

Above Grade Section View

Ground Level Section View
Proposed Concepts

Travel Sheds

- Bike Sharing Program
- Local Bus
- Autonomous Car Pool
- Bus Rapid Transit

Orlando

Lakeland

Tampa
Proposed Concepts
Proposed Concepts
Proposed Concepts
Proposed Concepts
Proposed Concepts

Travel Sheds

- Bike Sharing Program
- Local Bus
- Autonomous Car Pool
- Bus Rapid Transit
Proposed Concepts

Travel Sheds

- Bike Sharing Program
- Local Bus
- Autonomous Car Pool
- Bus Rapid Transit
Vision 2060 Concept

- Solar Rail Line
- Divider
- Solar Guard Rail
- Tarmac 2.0
- High Speed Rail
- Arterial Plenum
- Truck Lane
- Modular System
TEAM B
Team B: Members

Patrick Buddenbrock
Degree: Bachelor of Science in Civil Engineering
Pursuing: Master of Civil Engineering

Noureddine Elmehraz
Degrees: Master in Computer Science and Engineering
Pursuing: PhD in Computer Science and Engineering

Jessica Djaha Mata
Degree: Bachelor of Arts in Architecture
Pursuing: Master of Urban and Community Design

Danny Shopf
Degree: Bachelor of Arts in Geography
Pursuing: Master of Urban and Regional Planning
Vision

- Develop an environmentally-friendly multimodal design for future rural, suburban, and urban corridors that can be applied throughout the state as new construction or as a retrofit.
Innovative Technologies

- Permeable pavement with cisterns to collect water
- Interactive lighting
- Glow in the dark lines
- Solar Powered street lights
- Electric inductive charging
- Roads that collect solar energy
- Piezoelectric lanes (energy collected through vibration in the road)
- Dynamic paint (the road can illustrate the conditions)
- Intelligent Networked Highways
Interactive Roadway Lighting

- Roadway interacts with traffic
- Streetlights can turn on and off as vehicles require
- Piezoelectric generators incorporated into the road surface
Inductive Charging

- Reserved to designated charging lanes
- Supplemented by piezoelectric generators
- South Korean electric bus is charged en route by inductive charging plates below the road surface
Benefits of Innovative Technologies and Strategies

• Additional revenue can be generated
• Users required to pay a fee for inductive charging
• Energy necessary for inductive charging can be provided from piezoelectric energy roads
RURAL CONCEPT

Plan View
- Rain Garden
- Solar road
- Food Waste Collection
- Agribusiness
- High Speed Rail
- Energy farming
- Emergency lane
CONNECT PEOPLE > TO PLACES

- integrate food system
- food distribution center
- infill housing w/park spaces
- Bioswales/Rain Garden

- perspectives - pedestrian refuge
- perspectives - complete streets

- SUBURBAN CONCEPT
  - plan view
  - section

1. pocket parks
2. sidewalk
3. parking lanes
4. pedestrian refuge
5. bus stop
6. light rail
CONNECT PEOPLE TO PLACES

Urban Street Concept

- Integrated bike lanes
- Section drawings
- Bus Only Lane
- Land use integration
- Variety modes of transport
- Sustainable concepts
“Zipper” Barrier

- Zipper Barrier has been used for work zones and contraflow situations
- Perfect safety record
- More effective than cones as it creates a semi-permanent barrier
- Provides more capacity in a limited space
Automated Roadway with Inductive Charging Lanes

Roadway surface includes solar charging (PV Cells), Piezoelectric layer provides electricity to power infrastructure, Inductive charging lanes charge electric vehicles in motion, Sensors and heater locate traffic and keep roadway ice/snow free during freezing weather (Cold Climates)
You will notice that this roadway has no designated lanes!! The infrastructure will have a virtual barrier that can update itself and allocate space for vehicles to travel according to demand and upcoming imminent demand. Flow of traffic can be very close in proximity and at higher speeds.
What if intersections are controlled by V2V/V2I instead of signals?

SOURCE: Inhabitat, 2010
Team C: Members

Josh McDonald  
*Degrees:* Bachelor of Real Estate Management and Human Resource Management  
*Pursuing:* Master of Global Sustainability

Nikhil Menon  
*Degrees:* Master of Science in Transportation Systems  
*Pursuing:* PhD in Transportation Engineering

Eric Pohlman  
*Degrees:* Master of Architecture and Master of Urban and Community Design  
*Graduated 2014:* Urban Designer at Florida Center for Community Design+Research
Vision

- Movement of People, Not Cars
- Multimodal Transportation
- Public Transportation Options
INNOVATIONS
Key Innovative Strategies

MODAL ALTERNATIVES

MOVEMENT OF PEOPLE
• Movement of people rather than movement of cars

Light Rail Now Project, 2006
Permaculture.co.uk, 2013
MoveoneInc, 2010
Key Innovative Strategies

Public Transportation

• Urban and interurban commute
• New modes & optimization of existing modes

Prioritization – economic, personal
Key Trends Influencing the Concept

- Planning for an uncertain future
- “Fewer millennials look to cars for mobility”
  - American Public Transportation Association (APTA), 2013
- Mode shift mantra: Last mile connectivity with lesser travel/transfer times
- The importance of efficient freight movement

![Preferred Transportation Modes (Scale of 1 to 5)](Source: APTA, 2013)
ENVISIONING THE FUTURE CORRIDOR
Proposed New Modes

EXPRESS RAIL SERVICE (INTERSTATE CORRIDORS)

- Within median of the Interstate
- Operating speed: 40-80 mph
- Pricing regime: Zonal pricing
- Incremental investment in rail infrastructure

BUS RAPID TRANSIT SYSTEM (STATE HIGHWAY CORRIDORS)

- Connecting suburban and urban areas
- Operating speed: 35-45 mph
- Pricing regime: Zonal pricing
- Investment in fleet, minimal investment in infrastructure
Current Conditions
Urban Arterial
Design Concepts
Urban Arterial
Design Concepts
Urban Arterial
Current Conditions
Suburban

Small-Scale Strip-Mall

Minimal Pedestrian Zone
Design Concepts
Suburban
Design Concepts
Suburban

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<th>10'</th>
<th>11'</th>
<th>10'</th>
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<th>2'</th>
<th>9'</th>
<th>2'</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>Turn lane</td>
<td>Drive lane</td>
<td>Drive lane</td>
<td></td>
<td>Bus lane</td>
<td>Transit shelter</td>
<td></td>
<td>Sidewalk</td>
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</tr>
</tbody>
</table>
Design Concepts
Suburban
Design Concepts
Interstate
Design Concepts
Interstate

[Diagram showing a cross-section of an interstate highway with various elements labeled, including traffic exclusion dome, drive lanes, median, light rail, and transit shelters.]
QUESTIONS?
Understanding Millennial Travel

Steven E. Polzin, PhD
February 4, 2014
Who are Millennials

**Millennial Generation**
- Born: 1980 - 2000
- Age of Adults in 2014: 18 to 33
- Share of Adult Population: 27%
- Share Non-Hispanic White: 57%

**Generation X**
- Born: 1965 to 1980
- Age of Adults in 2014: 34 to 49
- Share of Adult Population: 27%
- Share Non-Hispanic White: 61%

**Baby Boom Generation**
- Born: 1946 to 1964
- Age of Adults in 2014: 50 to 68
- Share of Adult Population: 32%
- Share Non-Hispanic White: 72%

**Silent Generation**
- Born: 1928 to 1945
- Age of Adults in 2014: 69 to 86
- Share of Adult Population: 12%
- Share Non-Hispanic White: 79%
PMT and VMT per Capita by Age
Trips, VMT and VMT per Capita Trends

**Count data**

- Total VMT (000,000)
- VMT
- VMT per capita

**Per Capita Annual VMT**

- 1990: 0
- 1992: 2,000
- 1994: 4,000
- 1996: 6,000
- 1998: 8,000
- 2000: 10,000
- 2002: 12,000
- 2004: 14,000

**Per Capita Daily Trips**

- 1969: 0
- 1977: 2
- 1983: 4
- 1990: 6
- 1995: 8
- 2001: 10
- 2009: 12

**Per Capita Daily Miles**

- 1969: 0
- 1977: 10
- 1983: 20
- 1990: 30
- 1995: 40
- 2001: 50

**NHTS Survey data**

- Daily Person Trips
- Daily Vehicle Trips

- 2004 peak
- 2007 peak

**2007 peak**

**2004 peak**

- 2007 peak
- 2004 peak

**Daily PMT**

- 1969: 0
- 1977: 10
- 1983: 20
- 1990: 30
- 1995: 40
- 2001: 50
- 2009: 60

**Daily VMT**

- 1969: 0
- 1977: 10
- 1983: 20
- 1990: 30
- 1995: 40
- 2001: 50
- 2009: 60
Young men’s vehicle travel rates declined more than women (16-29 years old)

Trends in Vehicle Trips by 16-29 year olds

Trends in Vehicle Miles by 16-29 year olds

Source: McGuckin’s analysis of NHTS Data Series
So Millennials are Different but to forecast the consequences we need to know:

• Why are they different?
• What share of differences are a result of the current economic climate versus longer-term fundamental changes?
• Will the differences persist as they age?
• Will subsequent generations have similar traits?
How Different are Millennials?

- Urban/rural
- Race/ethnicity/country of birth
- School/labor force participation
- Income/economic status
- Household status
- Marriage/head of household
- Values
- Technology substitution for travel
- Licensure Status
- Car ownership/availability
### Millennial Demographics

#### Community Type

<table>
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<tr>
<th>Generation</th>
<th>When they were young (18-30)</th>
<th>Today (2011)</th>
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</thead>
<tbody>
<tr>
<td>Millennials (age 18-30)</td>
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<td><img src="image" alt="Bar Chart" /></td>
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<td>Xers (age 31-46)</td>
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<tr>
<td>Boomers (age 47-65)</td>
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<td><img src="image" alt="Bar Chart" /></td>
</tr>
<tr>
<td>Silent (age 66-83)</td>
<td><img src="image" alt="Bar Chart" /></td>
<td><img src="image" alt="Bar Chart" /></td>
</tr>
</tbody>
</table>

Legend:
- Central City
- Suburbs
- Town & Rural
- Unknown

Millennial Demographics

Race/Ethnicity in 2009
% by generation

- **Millennial**: 61 White, 19 Hispanic, 13 Black, 4 Asian, 4 Other
- **Gen X**: 62 White, 18 Hispanic, 12 Black, 6 Asian, 4 Other
- **Boomer**: 73 White, 10 Hispanic, 11 Black, 4 Asian, 4 Other
- **Silent**: 80 White, 7 Hispanic, 8 Black, 4 Asian, 4 Other

Note: All groups (other than Hispanic) are non-Hispanic.
Source: Pew Research Center tabulations from the March 2009 Current Population Survey for the civilian, non-institutional population
Millennial Demographics

Young Adults in College, 1968-2011

% of 18- to 24-year-olds enrolled in college

Female

Male

Note: “Enrolled in college” includes those who are currently enrolled at a two- or four-year college or university.

Source: U.S. Census Bureau CPS Historical Time Series Tables on School Enrollment, Table A-5a

PEW RESEARCH CENTER
Millennial Demographics

More Dramatic Changes in Other Living Arrangements of Young Adults, 1968-2012

% of adults ages 18 to 31

- Living at home of parent(s)
- Other independent
- Married head/spouse of head
- Living alone
- Living with other kin

Age at first marriage:

According to Pew, only 21 percent of 18-29 year olds are married.

Marriage these days signals that you’ve figured out how to be a grown up. You’ve “arrived,” having finished school, settled into a career path, bought a condo, figured out who you are, and found your soul mate.

The fairytale wedding is your gateway into adult life.

2010 Pew Research Report

McGuckin’s analysis from data at: Infoplease.com http://www.infoplease.com/ipa/A0005061.html#ixzz2VHfDJzQY
Millennial
Demographics

Notes: A consumer unit consists of any of the following: (1) All members of a particular household who are related by blood, marriage, adoption or other legal arrangements; (2) a person living alone or sharing a household with others or living as a roomer in a private home or lodging house or in permanent living quarters in a hotel or motel, but who is financially independent; or (3) two or more persons living together who use their incomes to make joint expenditure decisions.


PEW RESEARCH CENTER
Historic low workforce among 16-29 year olds, coupled with historic high participation by 55 and older

Source: McGuckin’s analysis of NHTS Data Series
How Different are Millennials?

Urban/rural → more urban = less travel
Race/ethnicity/country of birth → more diverse = less travel
School/labor force participation → less work = less travel
Income/economic status → lower income = less travel
Household status → less independent = less travel
Marriage/head of household → less dependents = less travel
Values → less environmental sensitive = more travel
Technology substitution for travel → more tech = less travel
Licensure Status → less licensure = less travel
Car ownership/availability → less cars = less travel
Summary

• A significant share of millennial travel differences are linked to the economy but they are likely to persist.

• It is premature to discern the extent to which the millennial generation will revert to more typical household travel levels as they age.

• The generation is not homogenous.

• There is much yet to be learned about travel behavior in an area a evolving household structure, economic and technological trends.
Contact Information

Steven E. Polzin
Director, Mobility Policy
Center for Urban Transportation Research
University of South Florida
813-974-9849
polzin@cutr.usf.edu
Main categories

• Glasses:
  – Google Glass

• Watches:
  – Samsung Galaxy Gear Watch
The “next big thing”

• Projected revenue of $8 billion in 2013¹
• Expected growth to $20 billion by 2017¹
• Google Glass expected to be publicly available later this year
  – Still “invite-only”
• Galaxy Gear watch available now
• Android Wear devices, “iWatch” expected later this year

Many applications
Many new challenges

• Technical - Usability of applications
  – Small “bite-size” pieces of information
  – Apps need to be very intelligent

• Legal and Policy
  – California woman cited for driving with Glass, ticket was eventually dismissed²
  – Legislators in at least three states (Delaware, New Jersey, and West Virginia) have introduced bills to ban Glass while driving³
  – Restaurants and hospitals have banned Glass due to alleged photography without permission⁴⁵⁶⁷

Possible research areas

• How does real-time information influence travel behavior?

• How does repeated exposure to information influence behavior?

• Capture first person views to analyze (bus) driver behavior

• Naturalistic bicycle (or motorcyle) study
  – Observe bike corridors
  – Record obstacles and exposure to close calls and debris.

• Distracted driving – do wearables add or reduce distractions?
How Google Glass works

Why can you see a sharp image?

Infographic by M. Missfeldt
www.brille-kaufen.org

Battery

CPU

Speakers (phone)

Mic (phone)

Camera (video/photo)
Example – Real-time transit info

12:30

" ok glass "

" ok glass "
Example – Real-time transit info

ok glass, show me transit times
translate this
find a recipe for...
record a recipe of
take a note with...
Example – Real-time transit info

ok glass, show me transit times
Example – Real-time transit info

Finding your transit services...
Example – Real-time transit info

Getting arrival times...
**Example – Real-time transit info**

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More ideas?

Sean J. Barbeau, Ph.D.
barbeau@cutr.usf.edu
813.974.7208
CUTR Advisory Board Meeting

Meeting Minutes

February 5, 2014

Center for Urban Transportation Research, Boardroom
3808 Alumni Drive, Tampa, FL 33620

Attendees:

Advisory Board Members and Designees:
Kimberlee DeBosier, Chair, Bayside Engineering
Ed Coven, FDOT
Ann Fandozzi, vRide
Ram Kancharla, Port of Tampa
Jon Martz, vRide (guest)
Bob O’Malley, CSX (call in)
Chris Stahl, FDOT (call in)
Chris Wiglesworth, Department of Economic Opportunity

Center for Urban Transportation Research, USF:
Jason Bittner
Rob Gregg
Trent Green
Dennis Hinebaugh
Pei-Sung Lin
Steve Polzin
Stephen Reich
Ken Short (call in)
Lisa Staes
Joel Volinski (call in)
Kristine Williams
Phil Winters

Chairman Kimberlee DeBosier called the meeting to order at 1:40 p.m. and welcomed attendees and guests.
Approval of Meeting Minutes

The minutes of the November 6, 2013 meeting minutes were approved. Ram Kancharla made a motion to accept the minutes and Chris Wiglesworth seconded the motion. It was passed.

Chair’s Comments:

Kim Debosier announced that she is on the Greater Tampa Chamber of Commerce Caucus. Transportation is on top of list in regards to economic development. Issues must be determined and recommendations will be made to the COC Board in March. She will keep Board posted on outcome.

Director’s Report:

Jason Bittner announced his resignation.

2013 CUTRlympics – this is a great team building activity that is held each year in November.

Discussions have been on-going with Senator Brandes. He is very focused on automated vehicle technology and is a supporter of CUTR.

There was an Alternative Fuels Vehicle Expo held at Eckerd College in early December that Steve Reich spearheaded and attendance was high.

Motorweek, a national syndicated show, came out for a day in January to do a 4 ½ minute piece on CUTR to showcase work done on technology, automated vehicles, planning, and the lab across the street. Steve Reich’s connections with Tampa Clean Cities initiative gave us this opportunity. Will keep everyone posted when the piece will be aired.

Engineering Expo will be held on February 21-22, 2014 where 12,000 students are expected from area schools. It is a good event with the community for students to learn more about engineering; we are working with the concrete industry to come out to have a demonstration to put in a sidewalk; CUTR has raised $300 from their “jeans fund” towards a new sidewalk to the CUTR building from the bus stop. It costs over $26,000 for a sidewalk and USF has not approved it. (Note: This sidewalk effort may be pushed to next year.)

Jason Bittner is the Chair for the National Asset Management Conference, which will be held in Miami from April 28-30, 2014.

CUTR Transportation Achievement event raised $21,000 and it was well attended.

CUTR sponsored an essay contest titled Biking Makes a Difference. There were 25 entries from the 3rd and 4th grades. A bike was given to the winner. This was made possible through CUTR’s “jean fund” where staff are able to wear jeans on Thursdays and Fridays with a contribution of a $1 each day. Half of the money goes to the CUTR foundation account and the other half goes to fund whatever is voted on. For the last couple of years, the staff voted to sponsor an essay contest.
During the holidays, the staff participated in a door decorating contest, which came out of Lisa Staes’ group idea. There were three prizes with the best decorated team door, the best individual door, and the best creative door. Bittner took the best decorated team door winner (Lisa Staes’ group) out to lunch and the others received a gift certificate to Panera and one to Starbucks.

CUTR’s role in the annual TRB Conference was summarized. USF participated in 87 locations. Jason recognized Dennis Hinebaugh as TRB’s Public Transportation Group Vice Chair, which is the highest position CUTR has ever held in the TRB hierarchy. CUTR faculty had many papers published; posters and presentations; panel, chairs and moderator participation.

USF/College of Engineering Update

Dean Wienczek left last August and Dr. Rafael Perez was appointed the Interim Dean. Jason Bittner is on the Dean Search Committee. There are over 80 candidates in the pool with 53 nominated. The selection committee will meet on February 28th to select candidates for airport interviews to be held on March 6th and 7th with on site interviews scheduled afterwards. The expectation is to hire a new Dean in the summer for the academic year. Bittner will be working with the Provost during the transition period to make sure that CUTR has a voice.

There was a mid-year correction of a reduction of $1.8 to the College of Engineering’s budget. One of the labs was not up to code and will need ½ million to bring it up to code. Jason Bittner just found out and will get back to Board members on what lab is not up to code.

The Dean’s salary line was pulled back by the University. Search money is needed for the COE’s Dean search.

CUTR FY 2014 Budget

The 2013-2014 base budget is $325,000; CUTR’s reduction was $175,000. There are no expectations for layoffs or other staffing cuts as reserves will be used. The end of year balance is estimated at slightly less than $500,000. The fixed price rollovers are resolved for now. CUTR was the only one given exemption college-wide. CUTR spent $14.7m last year and generated a little with more than $4m for the University. CUTR gets 2/3 so there are not too many issues.

Research Project Highlights

CUTR has over 180 active projects with $13.97 in expenditures and $22m in budget authority. Fiscal year 2015 looks like a great year.

Project Awards and Activities

Phil Winter’s group had a big win ($21m over 3 years with CUTR’s portion around $800k) with the Georgia Commute Options Program by unseating the incumbent, a non-profit organization. This project will oversee TDM for Georgia DOT statewide with most of the effort in Atlanta. Still in early negotiations
and will better understand role; CUTR has advised Florida DOT on evaluation performance measurements system and will possibly introduce technology on the cell phone tracking apps.

Pei-Sung Lin’s group is working on the Daytona 500 Sponsorship with FDOT on educating the public on all aspects of safety.

Rob Gregg’s group is working on a TCRP project with MORR Transportation Consulting group, which is in Canada. They are doing an analysis of bus axle weight issues.

Kristine Williams’s group is working with FDOT on a student driven effort to see what Florida corridors will look like and how will they operate 50 years in the future. Three teams were set up with engineering, urban planning, and architecture students. There were 2 faculty advisers in the COE along with Trent Green in the College of Architecture. The students came up with great projects and will present them on the 19th to the FDOT staff and the executive committee. Maria Cahill is the project manager at FDOT, Office of Policy Planning. Posters and a summary brochure were done. Once it is put together, it should be available for the public.

**USF Length of Service (2013)**

Each year employees are recognized for their years of service at a COE recognition luncheon. There were 13 employees from CUTR that were recognized out of 38 in the COE celebrating anywhere from 5 years to 25 years.

**Staffing**

Interviews will be held this month (February 7 and February 20) to hire a freight focused faculty member for an upcoming project.

Sherrell Lall was the NCTR Student of the Year; she was recognized at the Transportation Achievement Event and at CUTC at TRB in January. She graduated in December and is now working in Jacksonville in a transit focused engineering position.

Gary Brosch, CUTR’s founding Director is retiring this month. If it wasn’t for him, CUTR wouldn’t be here. Bittner encouraged all to attend his celebration event to wish him well.

**CUTR Strategic Plan 2012-2015**

Action plans for 2014 are moving forward. The Board initiated this effort and hopefully at the May meeting there will be more information

**Automated Vehicles Institute**

CUTR is working with THEA on pilot opportunities and the test bed. Focus will be on policy, planning, and research. Joe Waggoner has been very aggressive. Denis Eirikis, who was hired as the Manager of
the Automated Vehicles Institute resigned due to medical reasons. This institute needs to be staffed properly as it will bring in revenue.

_Tampa Bay Plan_

Invitations have gone out to the community to have workgroups in topical areas; this effort came out of the summit in November. CUTR will host it on February 25th. There will be a planned workshop in late Spring.

_Upcoming Events & Activities_

The Freight in the Southeast conference will be held in Tampa on March 3 – 6.

The Commuter Choice Summit (Winters) will be held the second week in March.

Automated Vehicle Researchers Roundtable (Bittner) will be in Tallahassee.

Commissioner Sharpe will host a Hillsborough County Transportation Summit in May and would like to involve CUTR.

Citizens Advisory Committee will be held at end of month.

Hillsborough Hackathon – want CUTR involved.

_Transition Plan_

An Interim Director will be chosen from a member of the Management Team. As soon as an Interim Director is in place, the search committee will commence with a target date to have a Director in place in September. A job description is in place so that will save some time.

_Board Members Updates_

Ram Kancharla thanked Jason for the fantastic job he has done at CUTR and how the profile of CUTR has gone up since he has started. He wished him the best on behalf of the Board. He suggested to include the letter from Rafael Perez, Interim Dean as part of the minutes and it was agreed upon by the Board. He also mentioned the Tampa Port Authority has a new name; it is now the Port of Tampa Bay. If Advisory Board members are interested, he will take them on a tour of the Port.

Chris Wiglesworth gave an update on the status of future corridors: DEO is working on establishing a membership for East Central Florida task force to focus on future corridor efforts to coordinate land use and transportation. The Department of Economic Opportunity will Chair the task force. The tentative date to deliver the action report is by December 1, 2014. More information can be found on the website: eclcorridor.taskforce.org. The DEO is also working on another effort, Competitive Florida, which will assist rural communities to value and promote local assets and challenge them to set realistic goals for advancing their economic development vision. The first four rural communities chosen to
participate in the program are the City of Port St. Joe, the City of Newberry, the City of White Springs, and Desoto County.

Ed Coven reported that FDOT’s budget is $8.6b, which is the 2\textsuperscript{nd} largest budget in the history of FDOT. FDOT is moving forward aggressively across the state with the matched lane programs. I-95 has been very successful. The next step is to have matched lanes (I-595) in Miami Dade Transit and Broward County. Major transit project: Sun Rail Phase I is scheduled to open May 1\textsuperscript{st}. He has been working on this project for over 10 years and is happy to see it’s fruition. There will be a grand ceremony and rides. Phase II South should be in the upcoming President’s budget and the plan is to have it up and running by 2016. Another Florida project seeking to be in the President’s budget is the Wave, Phase I, Ft. Lauderdale Streetcar system for the downtown area.

Bob O’Malley reported on the Winter Haven intermodal terminal construction, which is just about complete. Employees are being trained and testing is being done. Expectation is to open the beginning of April.

\textit{New Business}

\textit{2014 CUTR Transportation Achievement Awards Event Committee}

Kimberlee DeBosier proposed to nominate Ann Fandozzi and Jason Bittner proposed to nominate Thornton Williams to serve with her on the Nominations Committee to choose a candidate for the 2014 recipient of the CUTR Transportation Achievement Award to be considered by the Board. Ram Kancharla made a motion on this nomination and Chris Wiglesworth seconded it. A teleconference will be set up. The committee will report at the May meeting. If anyone has someone in mind, please send Jason or Kimberlee an e-mail with suggestions.

\textit{Project Presentation}

Ann Fandozzi, vRide presented information on vRide.

Corbin Bercume, Omkar Dokur, and Rajmadhan Ekambara presented, Student Green Energy Fund Smart Parking Initiative

\textit{Next Steps and Meeting Schedule}

The next meeting will be held from 1:30 pm – 4:00 pm in Tampa on May 14, 2014.

\textit{Adjournment} - The meeting was adjourned at 4:00 p.m.