ABOUT CUTC

The Council of University Transportation Centers (CUTC) was established in 1978 by the major transportation research centers and institutes in the United States. CUTC promotes continued dialogue among its member institutions and provides a forum for the centers to interact collectively with government and industry.

CUTC’s membership includes over 80 of the nation’s leading university-based transportation research and education programs. Collectively, CUTC members have advanced the state-of-the-art in all modes and disciplines of transportation.

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PROGRAM OF EVENTS

Welcome
Dr. Chandra Bhat, University of Texas at Austin, Center for Transportation Research

Keynote Speaker
U.S. Secretary of Transportation Elaine Chao, U.S. Department of Transportation

❖ University Transportation Centers Grants Program
Students of the Year – Group 1

CUTC Lifetime Achievement Award for Transportation Professional and Public Service
Mr. Phillip Washington, Los Angeles County Metropolitan Transportation Authority

❖ University Transportation Centers Grants Program
Students of the Year – Group 2

Keynote Speaker
Ms. Diana Furchtgott-Roth, Deputy Assistant Secretary, Office of Research, Development and Technology, U.S. Department of Transportation

Presentation of CUTC Student Awards Program

❖ Charley Wootan Dissertation for Policy and Planning
Dr. Jamey Volker, University of California, Davis

❖ Charley Wootan Master’s Thesis/Report for Policy and Planning
Mr. Zhiwei Chen, University of South Florida

❖ Milton Pikarsky Dissertation for Science and Technology
Dr. Osman Erman Gungor, University of Illinois at Urbana-Champaign

❖ Milton Pikarsky Master’s Thesis/Report for Science and Technology
Ms. Tyler Welllik, University of Texas at Austin

❖ Neville Parker Master’s Report for Policy and Planning
Mr. Samuel Speronin, University of California, Los Angeles

❖ Neville Parker Master’s Report for Science and Technology
Mr. Xiaowei Shi, The University of South Florida
University Transportation Centers Grants Program
Students of the Year – Group 3

CUTC-HNTB Lifetime Achievement Award for University Transportation Education and Research
Dr. Fred Mannering, University of South Florida

Recognition of CUTC Past President
Dr. Thomas O’Brien, California State University, Long Beach

University Transportation Centers Grants Program
Students of the Year – Group 4

CUTC-Cambridge Systematics New Faculty Award
Dr. Eric Fitzsimmons, Kansas State University

CUTC-ARTBA Award for Administrative Leadership
Ms. Hau Hagedorn, Portland State University

CUTC Workforce Development and Technology Transfer Leadership Award
Morgan State University

University Transportation Centers Grants Program
Students of the Year – Group 5

Closing Comments & Adjournment
Dr. Laurence Rilett, University of Nebraska-Lincoln, Mid-America Transportation Center
Secretary Elaine Chao
U.S. Secretary of Transportation, U.S. Department of Transportation

Secretary Elaine L. Chao is currently the U.S. Secretary of Transportation. This is her second cabinet position. Previously, she served as U.S. Secretary of Labor, the first Asian American woman appointed to the President's cabinet in American history.

Secretary Chao comes to the U.S. Department of Transportation with extensive experience in the transportation sector. She began her career in public service working on transportation issues at the White House. She then served as Deputy Maritime Administrator, U.S. Department of Transportation; Chairman of the Federal Maritime Commission; and Deputy Secretary of the U.S. Department of Transportation.

As Secretary of Labor, Secretary Chao focused on increasing the competitiveness of America’s workforce in a global economy, promoted job creation, and achieved record results in workplace safety and health at that time.

As Secretary of Transportation, she is keenly aware of the role infrastructure and innovation play in our nation’s economic competitiveness and in strengthening economic growth. With this in mind, she has overseen changes at the Department that encourage safe innovation in every mode of travel. Regulations have been reformed to make them less prescriptive and more performance-based. The Department has also supported the development and growth of University Transportation Centers.

Finally, because many of the new transportation technologies can be applied across many different transportation systems, Secretary Chao established the Non-traditional and Emerging Transportation Technology (NETT) Council, as an internal body in the Department. It is tasked with identifying and resolving jurisdictional and regulatory gaps that may impede the development and deployment of new technology, such as tunneling, hyperloop, autonomous vehicles and other innovations under development.

Secretary Chao supports safe innovation because it has the potential to improve quality of life, increase mobility and create new opportunities for all. This has been a consistent theme of her career, which includes, prior to the Department of Labor, serving as President and Chief Executive Officer of United Way of America, and serving as the Director of the Peace Corps.

Secretary Chao earned her MBA from the Harvard Business School and is the recipient of 37 honorary doctorate degrees.
Ms. Diana Furchtgott-Roth
Deputy Assistant Secretary for Research and Technology, Office of Secretary for Research and Technology, U.S. Department of Transportation

Diana Furchtgott-Roth is the Deputy Assistant Secretary for Research and Technology at the US Department of Transportation. She seeks to ensure that research, development and technology activities across the Department and the 40 University Transportation Centers are fully aligned with the Department’s areas of interest. She manages the Department’s spectrum interests, including GPS and the 5.9 GHz band. She oversees the Bureau of Transportation Statistics, the Volpe National Transportation Systems Center in Cambridge, Massachusetts, and the Transportation Safety Institute in Oklahoma City, Oklahoma.

Prior to joining USDOT, Diana was Acting Assistant Secretary for Economic Policy at the U.S. Department of Treasury. She has been a senior fellow and director of Economics21 at the Manhattan Institute for Policy Research and an adjunct professor of economics at The George Washington University. She previously served as Chief Economist of the U.S. Department of Labor; Chief of Staff of the President’s Council of Economic Advisers; and Deputy Executive Secretary of the White House Domestic Policy Council. Ms. Furchtgott-Roth is the author or coauthor of six books and hundreds of articles on economic policy. She received her BA in economics from Swarthmore College and her M.Phil. in economics from Oxford University.
This award honors individuals who have contributed immensely throughout their professional lives to transportation research and education.

Mr. Phillip Washington
Los Angeles County Metropolitan Transportation Authority

Phillip A. Washington is the Chief Executive Officer of the Los Angeles County Metropolitan Transportation Authority. As the CEO of Metro, he leads an agency that runs the United States’ third-busiest transit system with 2,200 clean air buses, six rail lines covering 98 miles and four additional rail projects in construction.

Phil was instrumental in the 2016 effort to pass Measure M — a half-cent sales tax in L.A. County – that will help build 40 major highway and transit projects over the next 40 years and change the face of Los Angeles County. Measure M is the largest modern public works program in North America and includes new rail and bus rapid transit lines, as well as highway, active transportation, state of good repair and local transportation projects for LA County’s 88 cities.

Phil had a distinguished career in the military, retiring as a disabled veteran with 24-years of service in the United States Army. He held the rank of command sergeant major, the highest position a non-commissioned officer could achieve. Originally from the South Side of Chicago, Phil holds a B.A. in Business Administration from Columbia College, and an M.A. in Management from Webster University.
Sponsored by HNTB, this lifetime achievement award honors individuals who have contributed immensely throughout their professional lives to transportation research and education.

Dr. Fred Mannering
University of South Florida

Dr. Mannering is a highly respected scholar and educator who has made lasting contributions to education and research in transportation planning and engineering. His career spans nearly four decades and includes extensive experience in research, teaching, editing, and administration.

Dr. Mannering’s research has developed and applied new statistical and econometric methods to a variety of transportation problems. Topics of his research includes but is not limited to statistical and econometric methods, transportation policy, energy use in transportation, consumer demand, pavement management and pavement roughness, traffic safety, and travel demand and simulation. He has published over 150 peer-reviewed papers and has written two highly successful textbooks used by transportation engineering students worldwide. His published work has been influential over the year and has received several awards from the Transportation Research Board (TRB) and other organization. Although he has been active in a number of technical committees of the TRB, his impact on the profession has been most profound through his long and illustrious service as the as Editor-in-Chief of two transportation journals. For nine years he served as Editor-in-Chief of Transportation Research Part B, one of the most influential journals in the transportation research field. He also founded a new journal, Analytic Methods in Accident Research.

Known and loved by students for his engaging, meaningful teaching style, Dr. Mannering has supervised over 25 doctoral students and over 45 MS students. Many of his student have become transportation leaders, holding academic position in universities across the US.

Dr. Mannering currently serves as the Associate Dean for Research for the College of Engineering and a Professor in the Department of Civil and Environmental Engineering at the University of South Florida.
CUTC-ARTBA AWARD FOR ADMINISTRATIVE LEADERSHIP

Recognizes outstanding administrative leadership contributions to the transportation field by non-academic appointments.

Ms. Hau Hagedorn
Portland State University

Ms. Hau Hagedorn has served as the Associate Director of the Transportation Research and Education Center (TREC) at Portland State University since 2006. As the day-to-day manager of TREC’s activities and programs, Hau Hagedorn has been instrumental in managing and growing the center. She has demonstrated leadership in several programs within TREC including: the research program for PSU’s US DOT-funded UTCs; the Initiative for Bicycle and Pedestrian Innovation (IBPI), which delivers research based professional development programs; annual high school summer transportation camps; and a national bicycle and pedestrian transportation data archive.

Ms. Hagedorn has also been active in developing and deliver programs beyond TREC. This includes co-chairing TRB’s Innovation Implementation Committee (formerly the Conduct of Research Committee) and helping lead the TRB Back to Basics Initiative and Ahead of the Curve: Mastering the Art of Transportation Research Management training curriculum. She continually gives back to the profession, helping develop and replicate best practices at UTCs throughout the country through her involvement in TRB and CUTC. Finally, Hau shares her expertise in transportation by participating in several public committees in the Portland region and Oregon. This includes currently serving as chair of the Governor-appointed Oregon Bicycle and Pedestrian Advisory Committee (OBPAC).
Recognizes outstanding teaching and research contributions to the transportation field by a new, tenure-track member in transportation.

Dr. Eric Fitzsimmons
Kansas State University

Dr. Fitzsimmons holds the Hal and Mary Siegele Professorship in Engineering and is the Director of the FRA Rural Railroad Safety Center at Kansas State University. His exemplary research experience has earned him the US DOJ Young Investigator Award, a High Priority Grant from the Federal Motor Carrier Safety Administration, and a multi-university, multi-year University Transportation Center grant by the Federal Railroad Administration. To date he has been PI or CoPI on over $7.8 million in funded research.

Dr. Fitzsimmons is well respected by his students and he has been awarded an Outstanding Assistant Professor and Outstanding Faculty award at KSU. He has served for two years as an Assistant Mentor for ASCE’s ExCEEd teaching workshop and conducted and published important research relating to U.S. Veterans retention in Engineering.

Dr. Fitzsimmons volunteers his expertise and time serving leadership roles on three TRB standing committees. He is lead organizer on the annual Kansas Transportation Conference which has over five hundred participants. He also manages a critical training program in Kansas, which has significantly contributed to improving safety on rural roadways.
CUTC WORKFORCE DEVELOPMENT AND TECHNOLOGY TRANSFER LEADERSHIP AWARD

Recognizes outstanding leadership in designing and delivering workforce development and technology transfer programs.

Morgan State University
National Transportation Center

Morgan State University (MSU), a Historically Black College and University, has focused in recent years on becoming a public urban research university, earning the designation of R2 status from the Carnegie Classification of Institutions of Higher Education.

The National Transportation Center at Morgan State University, a longtime member of CUTC, was established by Congress in 1992. It is a university-based research center that conducts research for state and federal agencies and to date is has conducted more than 100 research projects. In 2016, the U.S. Department of Transportation, as part of its University Transportation Centers Program, awarded a five-year $1.5M/yr grant to the Urban Mobility & Equity Center, a three-university consortium led by Morgan State University and administered through the NTC.

Since 2016, the NTC/UMEC has completed 22 research projects, archived in research databases and on the UMEC website. Researchers have presented at national and international conferences, and articles have been published in 32 peer-reviewed journals. In addition to these achievements, Morgan State University has hosted the Graduate School Internship Program with the Maryland Department of Transportation for over 30 years, becoming a national model and pipeline for employment. The MDOT/MSU program has offered significant work experience for over 650 interns. They work one-year, full time in the summer and breaks, and part time during school. Students offer expertise, manage projects and handle daily data.

The UTC also hosts an annual Summer Transportation Institute, introducing high school students to the transportation field. STI is four weeks of field trips and hands-on projects, funded by the FHWA and MDOT State Highway Administration. Covering all transportation modes, it expands students’ understanding of the math and science needed for these careers. More than 600 high school students have attended STI since 1998.
CHARLEY V. WOOTAN AWARD FOR OUTSTANDING
DOCTORAL DISSERTATION IN POLICY AND PLANNING

Given annually for the best doctoral dissertation in the field of policy and planning in transportation studies.

Dr. Jamey Volker
University of California, Davis

Exploring the Changing Faces of Housing Development and Demand in California: Millennials, Casitas, and Reducing VMT

California’s sprawling development patterns have come under increasing scrutiny as climate change accelerates, housing crises persist, and the largest generation in American history (millennials) floods the housing market. My dissertation explores three ways in which residential development and demand in California could change going forward.

My first study investigates how a change in California’s project-level environmental review law could affect urban development. The state recently mandated that agencies must replace “level of service” (LOS) with vehicle miles traveled (VMT) as the primary measure of transportation impacts in environmental reviews. I use a historical counterfactual approach to assess how replacing LOS with VMT could have impacted the approval process for 153 projects in Los Angeles. My results suggest that swapping LOS for VMT could reduce the environmental review burden for urban development.

My second study explores accessory dwelling units (ADUs). I use a survey of 502 single-family homeowners in the Sacramento metropolitan area to investigate homeowners’ willingness to consider building an ADU, and the motivations and barriers they face. My findings suggest that ADUs have significant potential to help California close its housing supply gap.

My third study uses interviews of 20 households in the Bay Area to explore how millennials choose where to live once they decide to become homeowners. I find that most households chose to suburbanize as they partnered and began having children. Most households still valued urban amenities, but generally did not prioritize them when searching for their suburban homes, with one exception – proximity to commuter transit.
Mr. Zhiwei Chen
University of South Florida

Exploring the Equity Performance of Bike-Sharing Systems with Disaggregated Data: A Story of Southern Tampa

The rising adoption of bike-sharing systems brings significant benefits to individuals and society as a whole. However, whether these benefits are distributed throughout society in a fair manner is still an open question. This study presents a methodological framework for assessing the equity performance of bike-sharing systems, with Coast Bike Share system in southern Tampa as a case study. The framework integrates three different datasets: bike-sharing infrastructure, individual travel itineraries and individual sociodemographic attribute data. With these datasets, we model individual accessibility to activity locations using bike-sharing as the mode of transportation by analyzing the “walking-cycling-walking” process of a bike-sharing trip and the trip-chaining behavior in individuals’ travel itineraries. Further, a series of equity measures are used to analyze equity performance from the perspective of both horizontal and vertical equity. To assess horizontal equity, we apply the Lorenz curve, Gini index and mapped geographic differences. For vertical equity, we compare descriptive statistics by group, perform analysis of variance, and calculate the subgroup inequality index using disaggregated data.

Results reveal that accessibility to bike-sharing is not evenly distributed among individuals in the population, within the geographic space, and among different sociodemographic groups of southern Tampa. Further, our results also highlight the need to incorporate high-resolution disaggregated data and tour-based analysis to address the equity performance of bike-sharing systems.
MILTON PIKARSKY AWARD FOR OUTSTANDING DOCTORAL DISSERTATION IN SCIENCE AND TECHNOLOGY

Given annually for the best Ph.D. dissertation in the field of science and technology in transportation studies.

Dr. Osman Erman Gungor
University of Illinois at Urbana-Champaign

Optimization of Lateral Position of Autonomous Truck Plaotons to Improve Roadway Infrastructure Sustainability

The adaptation rate of connected and autonomous vehicle (CAV) technologies correlates with the condition of transportation infrastructure. In fact, an aging and deteriorating infrastructure represents one of the main barriers to advancing CAV technologies. An accurate representation of traffic input is needed to predict the performance of a transportation infrastructure. Currently, the nature of human drivers characterizes traffic input for transportation analysis and design tools. However, the introduction of CAVs drastically changes the characteristics of such inputs, which in turn may require significant modifications to existing infrastructure design guidelines. Therefore, we need a new pavement design framework to quantify the effects of CATs on pavement structures.

This dissertation first addresses this gap by developing a new pavement design framework for CATs. This framework may allow for the modification of analytical pavement design approaches. It does so by explicitly considering loading lateral position and resting periods through a combination of statistical methods and function approximation techniques. After describing this framework, this dissertation presents two control strategies for platooning CATs: decentralized and centralized.

In the last part of this dissertation, we use the developed pavement design framework to demonstrate the importance of incorporating wheel wander while comparing the effects of wide-base tires (WBT) and dual-tire assembly (DTA) on pavement life cycle costs. Historically, research has shown that WBT inflict greater damage on the pavement than do DTAs. However, these two tires have been assumed to have the same wheel wander characteristics. Our results showed that the damage difference induced by these two tires is reduced when wheel wander is incorporated into pavement life cycle cost analysis. In other words, the negative effects of WBT may be overrepresented if wheel wander is not considered.
Ms. Tyler Wellik
University of Texas at Austin

Evaluating Land Use Impacts of Self-Driving Vehicles and Leveraging Intelligently Charged Electrified Transit to Support a Renewable Energy Grid in the Austin, Texas Region

This thesis is divided into two parts. The first part focuses heavily on the land use model SILO and its implementation in the Austin, Texas six-county region over a 27-year period of full adoption of self-driving vehicles. It discusses the model framework and capabilities and critically evaluates SILO’s specifications. SILO was then integrated with the agent-based transportation model MATSim for the Austin region. Land use and travel results were generated for a business-as-usual case (BAU) of 0% self-driving or “autonomous” vehicles (AVs) over the model timeframe versus a scenario where households’ value of travel time savings (VTTS) is reduced by 50%, to reflect the travel-burden reductions of no longer having to drive. A third scenario is also compared and examined against BAU to understand the impacts of rising vehicle occupancy (VO), and/or higher roadway capacities, due to dynamic ride-sharing (DRS) options in shared AV (SAV) fleets.

This thesis’ second part looks at how electric buses can support a power grid that relies heavily on renewable energy sources, like wind and solar. The transportation sector is a major greenhouse gas (GHG) emitter. Concurrent electrification of vehicles and investment in renewable energy is required to deeply decarbonize this and other sectors of our economies. The introduction of intermittent renewable energy sources, like solar and wind, at a large scale presents major challenges to grid operators and utility companies. This study examines the benefits and costs that a Vehicle-to-Grid (V2G) Battery Electric Bus (BEB) fleet offers Austin, Texas by buffering against sharp shifts in renewable energy production to help smooth power demands from traditional energy sources (like coal, natural gas, and nuclear power plants).
Given annually for an outstanding non-thesis paper in the field of policy and planning in transportation studies.

Mr. Samuel Speroni
University of California, Los Angeles

School Transportation Equity for Vulnerable Student Populations through Ridehailing. An Analysis of HopSkipDrive and Other Trips to School in Los Angeles County

Every Student Succeeds Act (2015) gave foster youth additional legal protections in school, including the right to transportation and the right to remain at their school despite any moves, similar to protections already in place for students experiencing homelessness and students with disabilities. California’s compliance with this mandate was relatively more difficult than other states’, as less than ten percent of students in California travel by school bus, compared nearly 40 percent in the rest of the United States. Thus, California schools could not simply tap into their existing services to provide transportation for foster youth.

Ridehailing offers a solution to this gap. HopSkipDrive, a ridehailing company designed to transport children, engages in contracts with school districts and county governments to provide school transportation for these vulnerable student populations. In 2018–2019, HopSkipDrive provided 32,796 trips to school in Los Angeles County, with massive time savings over the logical alternative: transit. Using Google’s Directions API, I determine that HopSkipDrive offers time savings of nearly 70 percent compared with the same trips simulated on transit. HopSkipDrive’s trips average 28 minutes in duration, yet on transit only 30 percent would have taken less than 45 minutes. This is despite 90 percent of all origins and destinations being located within a half-mile of a transit stop. This service has important social equity implications beyond just time savings offered to vulnerable student populations, as HopSkipDrive contract trips tend to originate in neighborhoods with high percentages of low-income households and people of color.
Mr. Xiaowei Shi
University of South Florida

**Trajectory Planning for an Autonomous Vehicle with Conflict Moving Objects over a Fixed Path**

Trajectory planning of autonomous vehicles (AV) by considering conflicting moving objects (CMO) is a challenging problem to realistic AV operations. This paper investigates an AV trajectory planning problem where the AV follows a given spatial path and the trajectories of the CMOs are known. This paper converts the traditional two-dimensional trajectory planning problem to a one-dimensional speed planning problem that decides optimal speeds and accelerations of the AV along the spatial path. This paper first analyzes a conflict area caused by one single CMO in a space-time diagram, which reveals upper and lower bounds to the conflict area. Then a multi-area fusion algorithm is proposed to extend the upper and lower bound analyses to a relatively complex traffic scenario that includes multiple CMOs. To facilitate the computation of the investigated problem, a customized dynamic-programming-(DP)-based algorithm is developed, which employs the obtained upper and lower bounds and arriving time constraints to cut invalid trajectories at each stage. With this, the number of states, as well as the computational time at each stage are largely reduced. At the end of this paper, a set of numerical experiments are conducted to evaluate the performances of the customized DP-based algorithm. The experiment results show that the proposed customized DP-based algorithm solves the investigated problem much more efficiently than a state-of-the-art commercial solver, Gurobi, especially for the multi-object scenario.
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