Program Progress Performance Report for University Transportation Centers

PPPR #10: July 1 to December 31, 2016

Funded by U.S. Department of Transportation
Program Progress Performance Report for University Transportation Centers

Mineta National Transit Research Consortium (MNTRC)
Led by San Jose State University

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- Recipient Identifying Number or Account Number: Not Applicable
- Project/Grant Period: January 1, 2012 – June 30, 2017
- Reporting Period End Date: December 31, 2016
- Report Term or Frequency: This report covers the period from July 1, 2016 to December 31, 2016, per the Grant Deliverables and Requirements for UTCs instructions
- Signature of Submitting Official: [Signature]
1. ACCOMPLISHMENTS

Major Goals and Accomplishments
MNTRC complies with the provisions of the Office of the Assistant Secretary for Research and Technology (OST-R, formerly RITA) Grant Deliverables and Requirements for University Transportation Centers and any revisions to that document. Each MNTRC-funded project produces a peer-reviewed final report with a complete description of the problem, approach, methodology, findings, conclusions, and recommendations. Final reports are uploaded onto the Consortium and Transportation Research International Documentation Database (TRID) websites. Per the guidelines, these reports are also distributed to recipients that the US DOT identifies in the UTC reporting requirements. To drive traffic to the MNTRC website and widely disseminate the results, a news release, coordinated with partner institutions, is issued to regional, national and international media outlets. The reports are also promoted on MTI’s social media sites and through direct email to relevant legislators, transportation leaders, academics, practitioners, and others with an interest in transit research. Media interviews are also pitched to radio, TV, online, and print outlets. MTI is responsible for the final research publication process, which includes formal peer review, professional editing and formatting, distribution and promotion. Furthermore, MTI is responsible for collecting all performance metrics.

MNTRC allows all university partners to provide a higher level of service to the public transportation industry through research, education and workforce development, and technology transfer. MNTRC responds to OST-R’s desire for universities to collaborate more effectively, gain greater perspective through geographic diversity, and encourages the participation of minority-serving institutions. Collaboratively, MNTRC addresses both policy and technical challenges. Each Consortium partner realizes the importance of public transit to seniors, low-income people, and those with limited mobility. Often, this is a primary tool for employment and independent living and MNTRC is investigating ways to ensure that transit remains accessible and available for all people.

The major goals identified in the approved MNTRC proposal are listed by category below. Following each goal is the progress that MNTRC has made during this reporting period. Please note that all identified goals are to be fully achieved by the end of the grant period of performance.

Research Goals
- Select no fewer than 68 transit research projects for funding
  - To date, MNTRC has selected 78 research projects for funding, 35 in calendar year 2012, 30 in calendar year 2013, 8 in calendar year 2014, 3 in calendar year 2015, and 2 in calendar year 2016.

- Submit 68 project descriptions to the RiP database in accordance with the OST-R General Deliverables and Requirements
  - During this period of performance, two additional research project descriptions were submitted.

- Post to the MNTRC website no fewer than 68 project descriptions for the transit research projects
During this period of performance, two additional research project descriptions were posted and all UTC project information sheets were updated.

- Produce a final peer reviewed report for each research project
  - During this reporting period, MNTRC completed seven final research reports.

- Publish the full text of the final research reports on the MNTRC website
  - Seven final research reports were posted to the MNTRC website (http://transweb.sjsu.edu/mntrc/research/mntrc-publications.html).

- Submit 48 papers reporting transit research project results to peer-reviewed scientific or professional journals – such articles may be categorized as published, accepted, awaiting publication, submitted, or under review
  - During this reporting period, one additional paper based on MNTRC sponsored research was submitted to a professional journal. The specific details of this and other submissions are listed in the section titled “Journal Publications”.

Leadership Goals

- Present transit research project results at 140 academic and professional meetings (name of conference, date, and location will be tracked)
  - The results from MNTRC funded research have been presented at 180 academic and professional meetings. Eighteen of these presentations occurred during the current reporting period. Examples of such presentations follow.


  - **MNTRC Project #1225**: Edwards, Frannie & Goodrich, Dan. “Implementation of Earthquake Early Warning System in Trains” Presentation at the 41st Annual
Natural Hazards Research and Applications Workshop, Broomfield, CO, July 10, 2016.


- Provide 300 media interviews (media outlet, date, and topic will be provided) related to MNTRC activities and projects
  - There have been 701 media interviews related to MNTRC activities and projects, 75 of which were conducted during this reporting period. A sample includes:

  - *Fortune* (July 2, 2016): Chicago Bike-Share Death is First Ever in U.S.
  - *ABC7 News* (July 7, 2016): Caltrans launches pilot program to study state mileage tax for road maintenance.
  - *USA Today* (July 15, 2016): Nice attack comes amid heightened U.S. security going into conventions.
  - *ShareAEC.com* (July 22, 2016): Urban Infrastructure - Railway Projects Connecting People with Places. (LINK DOES NOT WORK ANYMORE, Page not found)
  - *USA Today* (August 3, 2016): Metro police arrest illustrates terror threat to transit.


• *The Globe and Mail* (CAN) (December 17, 2016): Death on the tracks: How bad is Toronto transit’s suicide problem?

- Track an average of 275,000 hits and/or uses per month on the MNTRC/MTI website:
  - For the period of performance of July 1 to December 31, 2016, the MNTRC/MTI website had an average of 368,867 hits per month

- Track an average of 75,000 documents downloaded per month from the MNTRC/MTI website (Google Analytics will track this information)
  - For the period of performance of July 1 to December 31, 2016, the MNTRC/MTI website registered an average of 122,461 document downloads per month

- Sponsor 30 MNTRC regional forums and national summits that will reach 6,000 attendees
  - During this period of performance, MNTRC sponsored eleven technology transfer events that reached 582 attendees; these are:

  - **Is the Gas Tax Here to Stay?** San Jose CA, July 2016 - Can the “gas tax” continue to serve as a primary source of transportation revenue for California? What are the advantages and disadvantages of the gas tax compared to alternatives such as mileage fees, vehicle registration fees, and sales taxes? MTI Research Associate Dr. Asha Weinstein Agrawal addressed these questions and presented results from year seven of the MTI national public opinion poll of more than 1,500 Americans on various tax options for raising federal transportation revenues.
Transportation Transformation: High Speed Rail in Silicon Valley, San Jose CA, July 2016 - What do businesses need to do to get up to speed on high-speed rail scheduled to arrive in Silicon Valley within a decade? This sold-out panel discussion sponsored by MTI brought together top officials from the California High-Speed Rail Authority, Caltrain, the Valley Transportation Authority, and rail infrastructure businesses to discuss frequently asked questions, including:

- What’s the master plan? How do high-speed rail, Cal Train, BART, ACE Train, Light Rail overlap, synchronize and work together?
- If not High Speed Rail, what are the options to address our transportation woes?
- How will the creation of this transportation hub affect the local quality of life?
- What economic impact is anticipate and where will is it most likely to occur? Where are the business opportunities?
- How will HSR be funded? What tax measures need to be approved?


Viva CalleSJ: Open Streets San Jose, San Jose CA, September 2016 - VivaCalleSJ was a free recreational program co-sponsored by MTI that closed miles of scenic San José streets to motor vehicles. Participants walked, biked, skated, played, and explored the city as never before. The route spanned six miles of streets, through some of San Jose's most iconic neighborhoods including JapantOWN, Willow Glen, Burbank and Downtown.
- **Podcar City & Advanced Transit – Automated Mobility on Demand**, Antwerp, Belgium, September 2016 - Tenth annual Podcar City conference focused on how autonomous vehicles can reshape the way we live our lives in the urban landscape. MTI co-sponsored this annual event where more than 100 city planners, transit planners, consultants, architects, engineers, investors, developers, elected officials, and others discussed this 21st-century opportunity.

- **Transit Oriented Development Conference: Accelerating Sustainable Communities**, Washington DC, September 2016 - Leading developers, cutting-edge designers, transit agencies, planners, elected officials, building users, and investors came together to network, discuss best practices, and share the excitement of Transit Oriented Development.

- **Green TRIP Connect Workshop**, San Jose CA, October 2016 - MTI hosted an invitation-only workshop with faculty, students, and staff at San José State University to introduce Transform’s GreenTRIP Connect tool. GreenTRIP Connect is a free online tool that instantly calculates the impact of smart location, affordable homes, and traffic reduction strategies on reducing emissions from driving and residential development.

- **Getting it Right on Governance and on the Station-Neighborhood Interface at San José Diridon Station**, San Jose CA (invitation only), October 2016 - Diridon Station is one of the Bay Area’s best opportunities to improve mobility and to channel a significant amount of new growth near transit. Throughout the world, we have seen how new investments in intermodal transportation hubs have had transformational impacts on cities and regions. Concurrent with the Railvolution Conference, the MTI, in partnership with the German Marshall Fund of the United States, co-sponsored an invitation-only, bilateral exchange with SPUR San Jose to discuss best practices and cautionary tales from intermodal transportation hubs in Europe that are relevant to Diridon Station and San Jose. Keynote speakers included: Stephan de Fay, Executive Director of EPA Bordeaux-Euratlantique; Dr. Anastasia Loukaitou-Sideris, Professor of Urban Planning and Associate Dean of the UCLA Luskin School of Public Affairs, Research Associate at MTI; Dr. Deike Peters, Assistant Professor of Environmental Planning and Practice at Soka University of America, Research Associate at MTI; and Etienne Tricaud, President and CEO of AREP, the architecture office for the French Railway.
- **Solar-powered Automated Transit Networks: The Future of Sustainable Urban Transportation (sponsored by USDOT)** Free Online, November 2016 - MTI researchers and others discussed the concept behind solar-powered automated transit networks (ATNs); why they are an ideal alternative transit mode for dense, urban areas; their unique advantages; and how they can integrate into existing urban environments.

- **What Do Americans Think of Mileage Fees?** Online (sponsored by TRB), December 2016 - MTI’s National Transportation Finance Center Director, Dr. Asha Agrawal, and Director of Research and Technology Transfer, Dr. Hilary Nixon, analyzed three sources of information about public opinion on mileage fees. The researchers presented key findings about overall support levels for mileage fees and the specific reasons why people support or oppose them.

**Education and Workforce Development Goals**

1. A 5% increase over 2010-11 figures in the number of undergraduate and graduate students enrolled in transportation-related degree programs
   - To date, MNTRC partner universities have documented a 12.83% increase in enrollment figures (this figure remains the same as that reported in PPPR #9).

2. 50 undergraduate and graduate students participating in MNTRC transit research
   - For the period of performance of July 1 to December 31, 2016, 2 students were engaged in MNTRC research projects. From contract inception to date, 256 student researchers worked on MNTRC funded research.

3. 10 students participating in internships at transportation-related agencies
   - For the period of performance of July 1 to December 31, 2016, 2 students were participating in transportation-related internships. Please note that MNTRC is currently operating under a no cost extension which has impacted reporting metrics.

4. Sixteen K-12 outreach programs that will reach 800 students
   - One K-12 outreach events were held during this reporting period for 35 students:
     - **MTI Summer Transportation Institute**, San José CA, (Graduation date July 1, 2016): MTI conducted its twelfth annual Summer Transportation Institute (STI). STI was offered as a 3-week/5 day non-residential class for high school students (rising 10th through 12th graders) on the campus of San Jose State University, San Jose, California. With a special focus on a college-level three unit environmental education course with an emphasis on science, the equivalent of one week of aviation-oriented learning and related activities, field trips (30% of the curriculum), short talks by experts, and a job skills component, the SJSU/MTI STI is designed to be both academically challenging and fun for its participants. Overall, the program’s curriculum exposes students to key components of scientific inquiry, new frontiers in some of the major transportation-related topics of the day, and gave them the opportunity to see firsthand “behind the scenes” operations of major Bay Area transportation sites and agencies.
Thirty-five students participated, 99% of whom represented Hispanic, Asian, African American, and Pacific Islander ethnicities. The students went on 11 field trips and had 27 hours of direct instruction.

MTI produced a video of the participants who describe the program as a “once-in-a-lifetime experience.” A previous participant from Fremont High School in Sunnyvale, CA said, “The class was more than I imagined and surpassed all my expectations! The class lectures…were interesting. The projects and field trips were awesome!”

http://transweb.sjsu.edu/MTIportal/education/sti.html

This MTI video has been featured on the US Department of Transportation Federal Highway Administration’s Office of Innovative Program Delivery Center for Transportation Workforce Development page

5. Eight adult workforce development seminars
   o During this period of performance, MTI sponsored two events in San Jose, CA:

   **Chinese Delegation: Transportation Emergency Management (November 1, 2016)**
   Water and transportation are closely linked throughout the world. Water is used to move people and commerce in the maritime environment, and roads are used to truck water and water purifying chemicals to communities. Dams move water, create power and provide roadways for vehicles. In China the population is in the north but the water is in the south, so the government is planning to initiate water projects using dams, pipelines and parallel roadways. Chinese public administrators and emergency managers are looking to US colleagues at MTI to share their expertise on preparing for emergencies involving dams, roadways and pipelines to support the development of safe and reliable water accessibility for China's growing population. Dam safety, pipeline safety and roadway emergency management were topics of the presentation.

   **Chinese Delegation: Transportation Career Education and Training (November 7, 2016)**
   China has an ancient tradition of higher education for its public servants, but modern preparation of professionals for highly technical government positions requires more than a classical education. Students must acquire knowledge, skills and abilities through classroom and practical education. This education must be evaluated to ensure that the desired outcomes are achieved and that students are prepared for the professions and tasks that confront them. Chinese colleagues have turned to MTI higher education leaders for guidance on evaluating high level professional and technical education, and best practices for assessment. The MTI Master of Science in Transportation Management and the closely related Master of Public Administration program (in which MTI faculty also teach) were the models for demonstrating approaches.
Technology Transfer Goals

- The MNTRC/MTI website will average 275,000 hits and/or uses per month (Google Analytics will track this information)
  - For the period of performance of July 1 to December 31, 2016, the MNTRC/MTI website had an average of 368,867 hits per month

- Track an average of 75,000 documents downloaded per month from the MNTRC/MTI website (Google Analytics will track this information)
  - For the period of performance of July 1 to December 31, 2016, the MNTRC/MTI website registered an average of 122,461 document downloads per month

- A minimum of 100 research citations based on MNTRC funded work
  - One hundred and forty nine (149) citations were documented.

- A 20% increase in the number of MNTRC/MTI Facebook fans
  - During this reporting period, 35 Facebook fans were added bringing the total to 802 (over a 100% increase since contract inception).

- A 20% increase in the number of Twitter followers
  - During this reporting period, MNTRC/MTI received 293 new Twitter followers, bringing the total number of followers to 2,804. Followers include Secretary Anthony Foxx, AASHTO, APTA, ENO Center for Transportation, ITS America and ITS Congress, academics, practitioners, students, and others.

Collaboration Goals

- Three MNTRC digital newsletters will be published per fiscal year
  - Two MNTRC digital newsletters were published during this reporting period.
    - [http://transweb.sjsu.edu/mntrc/about/newsletters/2016/fall/index.html](http://transweb.sjsu.edu/mntrc/about/newsletters/2016/fall/index.html)
    - [http://transweb.sjsu.edu/mntrc/about/newsletters/2016/winter/index.html](http://transweb.sjsu.edu/mntrc/about/newsletters/2016/winter/index.html)

- Twelve technology transfer activities (summits/forums; K-12 outreach) will involve more than one partner
  - During this reporting period, there was one technology transfer activity that involved more than one partner.

- Twenty MNTRC project teams will include researchers from more than one partner university
  - During this reporting period, MNTRC universities continued to partner on two research projects. These are:
    1. **MNTRC Project 1233** “The Nexus between Infrastructure and Accessibility”, a jointly funded project between the Mineta Transportation Institute and Rutgers University. This project was completed during this reporting period and the revised title is “Improving Pathways to Transit for Persons with Disabilities”.
    2. **MNTRC Project 1234** “Analysis of the US Transit Bus and Paratransit Vehicle Manufacturing Industry”, a jointly funded project between the Mineta
Transportation Institute and Pennsylvania State University. This project was completed during this reporting period.

- Ten percent (10%) of MNTRC summits and forums and/or funded research projects will have international collaboration
  - Two MNTRC summits and forums had international collaboration during this period of performance.

- Sixty-seven percent (67%) of MNTRC projects will have interdepartmental research team members
  - No additional interdepartmental research teams were funded during this period of performance.

**Dissemination of Results**

Seven MNTRC-funded projects were completed during this reporting period. The final reports appear on the MNTRC website, and have been distributed per the federal reporting guidelines. These are:

1. **Project 1203**: Benefit-Cost Analysis for Transportation Planning and Public Policy: Towards Multimodal Demand Modeling [http://transweb.sjsu.edu/project/1203.html](http://transweb.sjsu.edu/project/1203.html)

2. **Project 1233**: Improving Pathways to Transit for Persons with Disabilities [http://transweb.sjsu.edu/project/1233.html](http://transweb.sjsu.edu/project/1233.html)

3. **Project 1234**: The US Transit Bus Manufacturing Industry [http://transweb.sjsu.edu/project/1234.html](http://transweb.sjsu.edu/project/1234.html)

4. **Project 1245**: Experimental Modeling of NOx and PM Generation from Combustion of Various Biodiesel Blends for Urban Transport Buses [http://transweb.sjsu.edu/project/1245.html](http://transweb.sjsu.edu/project/1245.html)

5. **Project 1247**: Safety of Lithium Nickel Cobalt Aluminum Oxide Battery Packs in Transit Bus Applications [http://transweb.sjsu.edu/project/1247.html](http://transweb.sjsu.edu/project/1247.html)

6. **Project 1252**: The Impact of Transit-Oriented Development on Social Capital [http://transweb.sjsu.edu/project/1252.html](http://transweb.sjsu.edu/project/1252.html)


**2. PRODUCTS**

**Publications, Conference Papers, and Presentations**

During this reporting period, the results from MNTRC funded research were presented at 18 academic and professional meetings. Details of these presentations can be found under the heading “Leadership Goals.”
Journal articles (publication details for articles that have been published prior to this reporting period can be found in prior PPPR reports - http://transweb.sjsu.edu/mntrc/about/pppr.html)


Books or other non-periodical, one-time publications
Seven final MNTRC research reports were published during this period of performance. The titles and links to these one-time publications can be found in the section titled “Dissemination of Reports”. All of these publications acknowledge federal support and contain the appropriate disclaimer.

Website(s) or other Internet site(s)
- An MNTRC web site has been maintained at www.transweb.sjsu.edu/mntrc
An MNTRC presence has been established, and continues to grow, in conjunction with the existing MTI Facebook page - www.facebook.com
www.twitter.com - “@MinetaTrans” feed on Twitter
A LinkedIn page at www.linkedin.com - “Mineta Transportation Institute”
A second LinkedIn page for the “MTI Alumni Association” at www.linkedin.com
A YouTube Channel - http://www.youtube.com/user/MinetaTrans

Technologies or Techniques
No new information to report during this period.

Inventions, Patent Applications, and/or Licenses:
Nothing to report

Other Products
- No new products were developed this reporting period.

3. PARTICIPANTS & OTHER COLLABORATING ORGANIZATIONS

What Organizations Have Been Involved as Partners?
During the period of July 1 to December 31, 2016, MNTRC universities have partnered with the following organizations:

1. **Organization Name and Location:** Toledo Area Regional Transit Authority (TARTA: Toledo, OH)
   - Partner’s Contribution to the Project: In-kind support (transit buses are made available for testing), Facilities, and Collaborative research (a staff member helps the project team select buses for experimentation).
   - Project: Combustion Chemistry of Biodiesel for the Use in Urban Transport Buses: Experiment and Modeling (MNTRC Project 1245)

2. **Organization Name and Location:** PyroPhobic Systems, Ltd (Barrie, Ontario, Canada)
   - Partner’s Contribution to the Project: Financial support
   - Project: Safety of Lithium Nickel Cobalt Oxide Battery Packs in Transit Bus Applications (MNTRC Project 1247)

Have Other Collaborators or Contacts Been Involved?
- Several organizations have participated as experts in MNTRC summits, conferences and other events. These include but are not limited to the Federal Transit Administration; Federal Railroad Administration; International Union of Railways; Office of the Secretary of Transportation; Transportation Research Board; and the California High-Speed Rail Authority.

4. IMPACT

What is the Impact on the Development of the Principal Disciplines of the Project?
- The results of MNTRC-sponsored research programs continue to improve the content of undergraduate senior level logistics courses as well undergraduate and graduate
engineering and urban planning courses.

- The MTI/MNTRC web sites have become a repository for scholarly transportation research, available to anyone for free download. They are also a resource for attracting and enrolling students into the transportation education programs.

What is the Impact on Other Disciplines?

What is the Impact on the Development of Transportation Workforce Development?
- MTI once again hosted the SJSU Summer Transportation Institute - a three-week, non-residential program that provided high-school students with a summer experience that was both academically challenging and fun. With an emphasis on science and related transportation issues, the curriculum introduces key components of scientific inquiry and major transportation-related topics of the day. Field trips to major Bay Area transportation sites and agencies provide a first-hand look at potential career paths.

What is the Impact on Physical, Institutional, and Information Resources at the University or Other Partner Institutions?
The MNTRC and MTI web sites provide an online resource for professionals and the public to access a repository of transportation-related research.

What is the Impact on Technology Transfer?
- MNTRC transfer the results of research and outreach activities through news releases, all of which include active links, and through media interviews, which are actively pitched. News releases are issued through Meltwater’s national media distribution and are sent directly to MTI/MNTRC’s proprietary list of email addresses that include policy makers, transportation professionals, research associates, students and alumni, and others. This list is continually updated as new contacts are made. MTI also leverages diverse methods and media to disseminate research findings to those responsible for managing change. Such methods include research publication, seminars, workshops, websites, social media, and webinars, among others.

- On an average weekday, MNTRC research reports are downloaded more than 5,000 times. An analysis revealed frequent site use by the U.S. Department of Transportation, House of Representatives and Senate, National Academy of Sciences, multiple state DOTs, city governments, transit agencies, and other universities.

What is the Impact on Society Beyond Science and Technology?
The long-range purpose of MNTRC research and outreach activities is to help legislators, policy leaders, transportation professionals, and others to understand the issues facing the nation’s mobility infrastructure and to make optimum decisions based on factual data.

5. CHANGES/PROBLEMS

Changes in Approach and Reasons for Change: Nothing to report
Actual or Anticipated Problems or Delays Encountered: A 6-month no cost extension was approved, the period of performance now ends on June 30, 2017.

Changes that Have a Significant Impact on Expenditures: Nothing to report

Change of Primary Performance Site Location from that Originally Proposed: Nothing to report

ADDITIONAL INFORMATION REGARDING PRODUCTS AND IMPACTS

Outputs

- Publications, conference papers, and presentations: Eighteen presentations were based on MNTRC funded research projects during this reporting period.

- Websites: MNTRC maintains a website to document consortium-related activity (http://transweb.sjsu.edu/mntrc/index.html)

- Technologies or Technology Assessments; Databases, Software or Models:

- Outreach activities: MNTRC sponsored fifteen outreach activities, one of which focused on K-12 during this period of performance. Details of these events can be found under the heading “Leadership Goals”.

Outcomes

Nothing to report this period.

Impacts

MNTRC selects research projects with immediate and practical value for transportation officials and practitioners with the intent to increase mobility for all by improving the safety, efficiency, accessibility, and convenience of our nation’s transportation system.
The Mineta Transportation Institute (MTI) was established by Congress in 1991 as part of the Intermodal Surface Transportation Equity Act (ISTEA) and was reauthorized under the Transportation Equity Act for the 21st century (TEA-21). MTI then successfully competed to be named a Tier 1 Center in 2002 and 2006 in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Most recently, MTI successfully competed in the Surface Transportation Extension Act of 2011 to be named a Tier 1 Transit-Focused University Transportation Center. The Institute is funded by Congress through the United States Department of Transportation’s Office of the Assistant Secretary for Research and Technology (OST-R), University Transportation Centers Program, the California Department of Transportation (Caltrans), and by private grants and donations.

The Institute receives oversight from an internationally respected Board of Trustees whose members represent all major surface transportation modes. MTI’s focus on policy and management resulted from a Board assessment of the industry’s unmet needs and led directly to the choice of the San José State University College of Business as the Institute’s home. The Board provides policy direction, assists with needs assessment, and connects the Institute and its programs with the international transportation community.

MTI’s transportation policy work is centered on three primary responsibilities:

**Research**
MTI works to provide policy-oriented research for all levels of government and the private sector to foster the development of optimum surface transportation systems. Research areas include: transportation security; planning and policy development; interrelationships among transportation, land use, and the environment; transportation finance; and collaborative labor-management relations.
Certified Research Associates conduct the research. Certification requires an advanced degree, generally a Ph.D., a record of academic publications, and professional references. Research projects culminate in a peer-reviewed publication, available both in hardcopy and on TransWeb, the MTI website (http://transweb.sjsu.edu).

**Education**
The educational goal of the Institute is to provide graduate-level education to students seeking a career in the development and operation of surface transportation programs. MTI, through its San José State University, offers an AACSB-accredited Master of Science in Transportation Management and a graduate Certificate in Transportation Management that serve to prepare the nation’s transportation managers for the 21st century. The master’s degree is the highest conferred by the California State University system. With the active assistance of the California Department of Transportation, MTI delivers its classes over a state-of-the-art videoconference network throughout the state of California and via webcasting beyond, allowing working transportation professionals to pursue an advanced degree regardless of their location. To meet the needs of employers seeking a diverse workforce, MTI’s education program promotes enrollment to under-represented groups.

**Information and Technology Transfer**
MTI promotes the availability of completed research to professional organizations and journals and works to integrate the research findings into the graduate education program. In addition to publishing the studies, the Institute also sponsors symposia to disseminate research results to transportation professionals and encourages Research Associates to present their findings at conferences. The World in Motion, MTI’s quarterly newsletter, covers innovation in the Institute’s research and education programs. MTI’s extensive collection of transportation-related publications is integrated into San José State University’s world-class Martin Luther King, Jr. Library.

**Disclaimer**
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