



Transport and land use research symposium attracts international participants

The inaugural meeting of the World Symposium on Transport and Land Use Research (WSTLUR) attracted more than 70 participants from countries across the globe, received 72 original research submissions, and served as the launch pad for a new World Society on Transport and Land Use (www.wstlur.org). It was held July 28–30 in Whistler, British Columbia.

“This is the first time an organized group has gotten together with this particular focus,” explains **Gina Baas**, CTS assistant director for education and outreach and a member of the organizing committee. “WSTLUR brings together multiple disciplines, including planning, engineering, and economics.”

The symposium followed on the successful Access to Destinations conferences (www.cts.umn.edu/access-study) sponsored by CTS in 2004 and 2007.

Welcoming remarks were given by **Laurie McGinnis**, director of CTS; Braun/CTS Chair **David Levinson**, associate professor in the Department of Civil Engineering; and **Kevin Krizek**, professor in the Department of Planning and Design at the University of Colorado (formerly with the Humphrey School of Public Affairs). Levinson and Krizek led the CTS Access to Destinations Study.

Symposium highlights included plenary presentations by **Ed Glaeser**, Fred and Eleanor Glimp Professor of Economics at Harvard University; **Robert Cervero**, professor of city and regional planning at the University of California, Berkeley; and **David Banister**, professor of transport studies at Oxford University.



Ed Glaeser

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TERRA, TZD events this fall

As part of its Innovation Series, the Transportation Engineering and Road Research Alliance (TERRA) is holding a MnROAD Research Conference October 4 in Minneapolis.

The 2011 Toward Zero Deaths (TZD) Conference will be held November 16 and 17 in Duluth. The brochure is enclosed.

Information about both events is online at www.cts.umn.edu/Events. **CTS**

Executive Committee: new chair, members

The CTS Executive Committee has a new chair: **Jeff Hamiel**, executive director of the Metropolitan Airports Commission. He succeeds **Fred Corrigan**, executive director of the Aggregate and Ready Mix Association of Minnesota.

“Fred demonstrated exemplary leadership in moving forward the strategic goals and priorities of CTS,” says **Laurie McGinnis**, CTS director. “We look forward to Fred’s continued involvement on the committee.”

The following leaders recently joined the Executive Committee:

- **Bernie Arseneau**, deputy commissioner and chief engineer, Minnesota Department of Transportation
- **Jay Cowles**, co-chair, Itasca Project Transportation Task Force
- **Susan Haigh**, chair, Metropolitan Council



Laurie McGinnis, Fred Corrigan, Jeff Hamiel

- **Cheryal Lee Hills**, executive director, Region Five Development Commission
 - **Kevin McCarthy**, director of consulting services, C.H. Robinson
 - **Mark Phillips**, commissioner, Minnesota Department of Employment and Economic Development
- Terms have ended for the following committee members. “We thank them for

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Bernie Arseneau



Jay Cowles



Susan Haigh



Cheryal Lee Hills



Kevin McCarthy



Mark Phillips

Funding China's urban infrastructure: lessons for Minnesota?

As the need for urban infrastructure in China rises, the country is turning to private-sector sources for funding—with potential lessons for Minnesota.



Zhirong Zhao

Assistant Professor **Zhirong “Jerry” Zhao** and graduate student **Chengxin Cao** from the Humphrey School of Public Affairs recently completed a CTS-supported study on national trends and regional patterns of urban infrastructure funding and financing in China. The researchers’ analyses show that the government and market are now playing equally significant roles in supporting urban infrastructure development.

Zhao was one of the researchers in the CTS-led Value Capture for Transportation

Finance study (www.cts.umn.edu/Research/ValueCapture), which identified potential strategies to raise funding for transportation infrastructure investment in Minnesota. The study, completed in 2009, was funded by the Minnesota legislature.

Economic reforms that began moving China away from central planning sparked a transition in the country’s infrastructure investment from conventional budgetary funding to a more diversified system. Throughout the process of decentralization, Zhao and Cao say, China’s local governments increased their ability to fund urban infrastructure both by broadening revenue resources and diversifying financing approaches. Questions have arisen, however, about these approaches.

For example, China’s Urban Development and Investment Company

(UDIC) acts on behalf of the government to borrow funds from banks and other sources, issue bonds, enter into joint ventures with private companies, and sell local infrastructure assets. But because the UDIC is attached to the government, the researchers say, it has become a monopoly with no incentive to provide public goods and services at marginal cost levels.

Zhao and Cao’s evaluation found that overall, market financing is growing faster than fiscal revenue. Further, the main source of fiscal revenue has changed from primarily budgetary allocation and local earmarked taxes to land-transfer fees.

A final report on the project, *Funding China’s Urban Infrastructure: Revenue Structure and Financing Approaches* (CTS 11-10), is available on the CTS website.

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Glaeser discussed ideas from his book *Triumph of the City: How Our Greatest Invention Makes Us Richer, Smarter, Greener, Healthier, and Happier*. His presentation examined why, in an era in which transportation and communications costs are relatively low, cities are still so socially and economically important.

One reason, Glaeser suggested, is that cities are connectors of both people and ideas. Cities allow people to network more easily with others, provide cross-industry fertilization, and encourage innovation. “The combination of smart people in urban areas can often produce miracles—the remarkable intellectual breakthroughs that have really made human civilization,” Glaeser said, citing the mass-produced automobile in Detroit

as an example. This also helps explain how cities can become centers of a particular industry, he said, such as biotechnology in Minneapolis and Boston.

Glaeser also suggested that the development of new technology has made cities more, rather than less, important. Because of the complexity of new ideas, face-to-face contact and communication is more important than ever, he said. “Our greatest gift as a species is our ability to learn from the people around us. Cities still cater to that—cities make that happen.”

Today’s cities also face many challenges, Glaeser acknowledged, including poverty and congestion, but transportation and land-use policies can be instrumental in solving them. “Cities need management. The future of cities requires changes in policy and investment to make them more livable.”

Cervero focused on connecting transportation and land use in developing countries. As populations increase and cities grow in the developing world, the



Robert Cervero



Kevin Krizek



David Levinson

focus should be on advancing mechanisms that encourage long-term planning, the improvement of public transit, and the creation of mixed-use corridors to balance travel patterns, he said. “We need to demonstrate that creating a clean city with good transport and good urbanism is part of a long-term strategy to promote economic success.”

Banister examined how transport and land-use planning can be used to achieve sustainability. According to Banister, one of the most important factors for increasing transportation sustainability is reducing travel distances. In addition to reduced congestion and decreased fuel consumption, shorter distances could also result in quieter urban spaces and better air quality. Land use and development can be used to promote these shorter travel distances by improving the quality of the pedestrian network and placing more emphasis on proximity, Banister said.

Three University of Minnesota researchers gave concurrent-session presentations:

- Levinson, “An Agent-Based Model of Worker and Job Matching”
- **Yingling Fan**, assistant professor, Humphrey School of Public Affairs, “Impact of Light-Rail Implementation on Labor Market Accessibility: A Transportation Equity Perspective”
- **Jason Cao**, assistant professor,

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WSTLUR Society open for membership

The symposium steering committee is now forming the World Society for Transport and Land Use Research to further promote the understanding and analysis of the interdisciplinary interactions of transport and land use. The society will also organize a second symposium in 2014.

To learn more about the society or to become a member, visit www.wstlur.org. **CTS**

National experts discuss integrating transit with jobs and housing policies

On August 4, a panel of national experts discussed the growing interest in integrating transit, economic development, and housing policies. The two-hour seminar was presented by CTS, the Humphrey School of Public Affairs, and the McKnight Foundation.



Yingling Fan



Patrick Pontius

The experts were in Minneapolis as part of a national advisory panel for a research project being led by Humphrey School assistant professor **Yingling Fan**. The project, funded by the Surdna Foundation, McKnight Foundation, and Jay and Rose Phillips Family Foundation of Minnesota, is exploring the potential of transitways for promoting regional competitiveness, social equity, and integrated land-use and transit planning. The research team also includes co-investigators **Lee Munnich**, director of the State and Local Policy Program at the Humphrey School, and **Laurie McGinnis**, CTS director.

Munnich gave welcoming remarks at the seminar and introduced **Eric Muschler** of the McKnight Foundation. “We collaborate so well in the Twin Cities,” Muschler said. “In this time of very challenging resource outlooks, we need to integrate.”

Moderator **Scott Bernstein** of the Center for Neighborhood Technology in Chicago cited examples of public policy moving toward integration, such as a Department of Housing and Urban Development (HUD) strategic plan that for the first time calls for sustainable communities—which it defines

as energy and location efficient. “The Twin Cities may be in one of the best positions” to take advantage of these opportunities, he said.

The seminar then turned to presentations by three national experts. **Dena Belzer** of Strategic Economics, a Berkeley, California, consulting firm, stressed that commute trips—which account for 60 percent of transit ridership—are critical to the function of transit itself. But from 2002 to 2008, transit zones nationally were home to a declining share of regional jobs. “If we continue to allow jobs to sprawl away from transit,” she said, “we will undermine the efficacy of our transit systems and will never have transit as a viable alternative to driving.” She advised encouraging employers to view transit—specifically, the access it provides to a large and diverse workforce—as an incentive for business location decisions.

Greg Leroy, executive director of Good Jobs First, called for a “cease-fire” between public transportation investments and state-enabled economic development programs. His organization analyzed 1,500 economic development programs around the country and found that none required or even preferred that jobs be accessible by public transit. The “policy punch line,” he concluded, “is pretty simple...eligibility criteria for economic development programs should be specifically targeted to areas served by public transportation.”

Jeffrey Lubell of the Center for Housing Policy said that for housing to be affordable, “the combined costs of housing, transportation, and energy must be as low as possible.” The ultimate goal is to

ensure people can live near jobs or near places where they have good transportation access to jobs—which in turn makes the region more competitive, he said.

In the following reactor panel, Fan emphasized the private sector’s role in making transit work. “We need to know what businesses want and how we could help them take advantage of transit accessibility,” she said. From a research perspective, Fan added, she looks forward to focus-group analysis and in-depth interviews with top executives in the region to learn what types of incentives they would be interested in and how they could increase their access to labor.

Patrick Pontius of HUD’s Office of Policy Development and Research said his agency supports alignment and integration. “This president and this secretary [HUD secretary **Shaun Donovan**] have a focus that is pretty radical for the federal government in terms of looking at how government disperses its dollars and tries to approach and tackle solutions through a holistic, integrative lens.”

Sam Zimbabwe of the Center for Transit-Oriented Development/Reconnecting America said that over the past year, Minneapolis and St. Paul, Ramsey and Hennepin counties, the Metropolitan Council, and the Minnesota Housing Finance Agency have looked at the investments—public and private—needed to make the vision for the Central Corridor a reality. The line is one of 14 transitways planned by 2030. “There needs to be a regional understanding of what it will take in total to build out this whole vision of the region over the next 25 to 30 years,” he said. **CTS**

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Humphrey School, and **Daniel Chatman**, University of California, Berkeley, “How Will Land Use Policies Affect Travel? The Importance of Residential Sorting”

The symposium was organized by CTS with support from the Georgia Transportation Institute, University of California Transportation Center, UC Davis Sustainable Transportation Center, University of Connecticut Center for

Transportation and Livable Systems, University of Vermont Transportation Research Center, University of Colorado Boulder College of Architecture and Planning, University of Colorado Denver College of Engineering and Applied Science, and Transport Canada.

The organizing committee was chaired by Krizek and included Levinson, McGinnis, Baas, and **Stephanie Malinoff** of CTS.

Select papers from WSTLUR will be published in the next several issues of the *Journal for Transportation and Land Use*, a peer-reviewed journal launched by Levinson and Krizek following the 2007 conference and published by CTS. To subscribe, please see www.jtlu.org/index.php/jtlu.

Symposium presentations and selected recordings are at www.wstlur.org. **CTS**

Call for Presentations: 2012 research conference

CTS has issued a Call for Presentations for its 23rd Annual Transportation Research Conference, to be held May 23–24, 2012, at the Saint Paul RiverCentre

The call (enclosed) invites all interested individuals to submit a one-page abstract and presenter biographies. All abstracts must be submitted electronically

by November 18. Go to the CTS website at www.cts.umn.edu/events/rescon and follow the instructions to submit your abstract.

For further information, contact **Nicole Freese**, 612-624-3708, cceconf5@umn.edu. **CTS**

Research reports available

The enclosed insert lists research reports written by University researchers and published by CTS, MnDOT, the Minnesota Local Road Research Board, and other sponsors from March through July 2011. **CTS**

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their ideas and guidance on CTS activities and initiatives,” McGinnis says.

- **Mark Hoisser**, retired, Dakota Area Resources and Transportation for Seniors
- **Colleen Landkamer**, U.S. Department of Agriculture Rural Development
- **Robert McFarlin**, Twin Metals Minnesota LLC
- **Richard Murphy Jr.**, Murphy Warehouse Company
- **Adolph Ojard**, Duluth Port Authority
- **Khani Sahebjam**, HDR Engineering, Inc.
- **Charles Zelle**, Jefferson Lines **CTS**



Corrigan, Richard Murphy Jr., Charles Zelle, Colleen Landkamer, Robert McFarlin, Khani Sahebjam, McGinnis

Upcoming events *To see other events or publicize yours, visit www.cts.umn.edu/Events.*

Oct. 4	TERRA Innovation Series: MnROAD Research Conference, Minneapolis. See www.terrroadalliance.org/events .	Nov. 16–18	American Public Works Association–Minnesota Chapter Fall Workshop and Conference, Brooklyn Center, Minn. See www.cce.umn.edu/APWA-Minnesota-Chapter .
Oct. 4	ITS Minnesota Fall Forum, St. Paul, Minn. See www.itsmn.org .	Dec. 2	Freight and Logistics Annual Symposium, Minneapolis, Minn. See www.cts.umn.edu/Events/FLOGSymposium .
Oct. 5–6	Minnesota Fall Maintenance Expo, St. Cloud, Minn. See http://mnfallexpo.com .	Dec. 7	58th Annual Asphalt Conference, St. Louis Park, Minn. See www.asphaltisbest.com .
Oct. 6–7	AirTAP Fall Forum, Breezy Point, Minn. See www.airtap.umn.edu .	Dec. 8	Annual Concrete Conference, Minneapolis, Minn. See www.cce.umn.edu/concrete .
Oct. 12–14	Minnesota Public Transit Conference, St. Paul. See www.mpta-transit.org/events/conference .		
Oct. 18–19	Water Resources Annual Conference, St. Paul. See www.wrc.umn.edu/waterconf/index.htm .		
Nov. 16–17	Minnesota Toward Zero Deaths (TZD) Annual Conference, Duluth, Minn. See www.minnesotatzd.org .		

Submit or view transportation-related jobs:

CTS website: www.cts.umn.edu/Education/Careers/JobPostings

LinkedIn: www.linkedin.com/groups?gid=2316997&trk=hb_side_g