20th Anniversary Celebration

October 23, 2007  McNamara Alumni Center, Minneapolis

University of Minnesota
20 Years of CTS Milestones

1987 – 2007

1985
• Professors Panos Michalopoulos, Yorgos Stephanedes, and Raymond Sterling of the Civil and Mineral Engineering Department prepare a proposal for the formation of a transportation research center.

1986
• The University’s Institute of Technology and Civil and Mineral Engineering Department establish CTS, and Richard Braun is named CTS director.

1987
• CTS begins operation using oil overcharge funds allocated by the state of Minnesota and funds from Mn/DOT.
• The Regional Transit Board provides funding to CTS for transit research.

1988
• Two million dollars of additional oil overcharge funds are allocated to CTS from the state of Minnesota.
• The Interim Advisory Committee recommends the role and direction of CTS, and the Advisory Board and Executive Committee are established.
• CTS issues the first Request for Proposals (RFP) to University researchers.
• CTS presents the first Matthew J. Huber Award for Excellence in Transportation Research and Education.

1989
• Six CTS Councils of faculty, staff, and practitioners are established to define issues and recommend directions in transportation research, education, and outreach.
• The interdisciplinary research study, Transportation and the Economy of the Upper Midwest, is initiated.
• CTS participates in the federal University Transportation Center consortium for federal region seven.

1990
• CTS holds the First Annual Transportation Research Conference.
• The Autoscope™ video imaging system for vehicle detection is patented by the University of Minnesota.

1991
• A state transportation bill is signed which includes operating funds for CTS.
• The Intelligent Transportation Systems (ITS) Institute is established in CTS by the Intermodal Surface Transportation Efficiency Act (ISTEA) as a federal University Transportation Center.
1992
- The Minnesota T² program is established with funding from the Local Technical Assistance Program (LTAP) of the Federal Highway Administration and Minnesota Local Road Research Board matching funds.
- Initial federal research funds are allocated to the Center as part of the Minnesota Guidestar ITS Program.
- CTS sponsors the Transportation Leadership Institute, a five-day executive education program.
- CTS initiates a Transportation Symposium Series and cosponsors the first symposium, “Transportation Infrastructure as Public Investment Strategy,” with the Humphrey Institute’s State and Local Policy Program.

1993
- CTS reports to the University’s Vice President for Research and Dean of the Graduate School.
- CTS sponsors a research symposium, “Bicycle Building Blocks: Current Research and Tools for Engineers and Planners.”

1994
- Richard Braun retires as CTS director and Robert Johns is appointed acting director.
- The Center moves from the Civil Engineering Building to new offices in the Transportation and Safety Building.
- The CTS Task Force on Logistics, Transportation and Distribution is created.
- The grand opening of the Minnesota Road Research Project (Mn/ROAD) pavement facility is held; Mn/ROAD is a partnership among Mn/DOT, FHWA, LRRB, the University, and others.

1995
- The Minnesota Transportation Libraries (MTL), a partnership among CTS, Mn/DOT, and the Minnesota Local Road Research Board, is formed; the CTS Library is developed.
- CTS hosts a Transportation Policymakers’ Forum on innovative finance.
- CTS formalizes their partnership for event services with the Department of Professional Development and Conference Services (PDCS) of University College.
- The Circuit Rider Van program, now known as the Circuit Training Assistance Program (CTAP), begins as a pilot.
- CTS hosts the TRB Sixth International Conference on Low-Volume Roads.
- The ITS Laboratory begins operations.

1996
- Gerard McCullough is named CTS director.
- CTS hosts the conference “Twin Cities to Chicago: Is High-Speed Rail Part of Our Future?”
- The ITS Institute hosts the “International Conference on Personal Rapid Transit (PRT) and Other Emerging Transportation Systems.”
- The First Annual Transportation Career Expo is held.
- The research study “Congestion Costs and Congestion Pricing for the Twin Cities” is completed.
- The planning guidebook Creating Bicycle Transportation Networks is completed by University researchers.
1997
• The Transportation and Regional Growth Study, a six-part interdisciplinary research study on the relationship between transportation and land use, is launched.
• CTS holds a Policymakers’ Forum on “Logistics—Keeping Minnesota Competitive.” This forum becomes the basis for the annual freight and logistics symposium.
• CTS hosts the First Annual Minnesota Pavement Conference.
• CTS sponsors the conference “Small Railroads and Economic Development – A Partnership.”
• Mn/DOT changes design standards for maximum concrete strength based on research conducted by University researchers.

1998
• The ITS Institute is designated as a University Transportation Center and is authorized to receive $2 million per year in the Transportation Equity Act for the 21st Century (TEA-21).
• CTS is a cosponsor of the “Transit Development Forum: Preparing for the Mobility Demands of the Next Century.”
• CTS helps hosts a TEA-21 listening session with the Humphrey Institute, Federal Highway Administration and Congressman James Oberstar’s office.

1999
• The University receives $2.65 million from the Federal Highway Administration for a three-year field operational test of ITS systems through the Intelligent Vehicles Program.
• The Minnesota T² Center and the Minnesota County Engineers Association sign a formal partnership agreement.
• CTS, the Humphrey Institute, and Mn/DOT sign a Memorandum of Understanding to formalize their partnership.

2000
• CTS helps plan a summit related to civil engineering workforce development.
• CTS hosts the workshop “Expediting the Delivery of Transportation Projects: Discovering New Roles for Mn/DOT and the Consulting Industry,” sponsored by Mn/DOT and the Consulting Engineers Council.
• CTS joins a delegation from Minnesota to travel to Siberia to explore a sister state relationship with two of their provinces.
• CTS, Mn/DOT’s Office of Aeronautics, and the Minnesota Council of Airports launch the new Airport Technical Assistance Program (AirTAP).
• CTS hosts the first Context Sensitive Design workshop for Mn/DOT and the Federal Highway Administration.
• CTS helps host a national workshop for chief executive officers and other leaders from state departments of transportation.
• CTS receives the Employer of the Year award from the Minnesota Chapter of Women’s Transportation Seminar.

2001
• A Graduate Certificate in Transportation Studies program is established and begins accepting students.
• The Northland Advanced Transportation Systems Research Laboratories (NATSRL) is established.
at the University of Minnesota Duluth.

- CTS hosts the Northstar Workshop “Connecting Minnesota’s Safety Agenda: Towards Zero Deaths” cosponsored by Mn/DOT, DPS, FHWA, and NHTSA.
- CTS hosts the “Conference on Community-Based Transportation: Improving Access for the Transportation Disadvantaged,” sponsored by Twin Cities United Way, Hennepin County, the Department of Human Services, the City of Minneapolis Planning Department, and the Children, Youth and Family Consortium.
- CTS helps coordinate a research study related to the role of the MSP airport and the Twin Cities regional economy.
- Three research projects that looked at ramp metering are completed and presented to Mn/DOT by University researchers.
- Robert Johns is named CTS director, and CTS is restructured.
- The HumanFIRST Program is created in the Department of Mechanical Engineering.
- The Intelligent Vehicles Program wins a $500,000 grant from the Federal Transit Administration to study lane-assist system technology requirements funded by NSF, which will expand bridge and other structures research.
- CTS cosponsors the forum “Getting There” with Minnesota Public Radio, the State and Local Policy Program of the Humphrey Institute, and the Minnesota Historical Society.
- The HumanFIRST Program’s new state-of-the-art simulator becomes operational and the program wins a research grant from Nissan.
- CTS reports to the University Executive Vice President and Provost.
- CTS receives an NCHRP contract to host a CEO workshop for state DOT leaders.

**2002**

- The first annual James L. Oberstar Forum on Transportation Policy and Technology is held.
- The CTS Richard P. Braun Endowed Chair is initiated in the Department of Civil Engineering with CTS royalty funds.
- CTS helps celebrate the groundbreaking for the Civil Engineering Department’s MAST lab, sponsored by NSF, which will expand bridge and other structures research.
- The HumanFIRST Program’s new state-of-the-art simulator becomes operational and the program wins a research grant from Nissan.
- CTS reports to the University Executive Vice President and Provost.
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**2003**

- The Transportation and Regional Growth Study is brought to a close with the publication of a synthesis titled *Market Choices and Fair Prices*. Findings from the study are incorporated into a Metropolitan Council blueprint and cited by local media.
- The CTS Research E-News, a showcase of University research distributed to an international audience, begins publication.
- CTS implements the CTS Scholars Program, which involves joint appointments of faculty and researchers.
- CTS plans and hosts the 2003 CEO Leadership Forum for state DOT leaders and creates a proceedings of the event.
- CTS supports the development of a new Interdisciplinary Transportation Student Organization (ITSO).
- The Second Conference on Community-Based Transportation is held as a follow-up to one held in 2001, and a proceedings is published.
2004
• The Center hosts the first Access to Destinations conference, using University funds gained through a University-wide competition. CTS produces a proceedings and supports a faculty-led initiative that results in a book of selected academic papers.
• CTS cosponsors a “Rethinking Transportation Finance” roundtable series and an inaugural Transportation Seminar for Policy Leaders together with the State and Local Policy Program at the Humphrey Institute.
• Minnesota LTAP and partners develop a truck weight compliance-training workshop designed to educate industry freight shippers, carriers, and public agency personnel on the proper application of Minnesota Commercial Vehicle Weight Laws.
• The Minnesota AirTAP Program holds the First Annual Fall Forum for Minnesota Airports, covering topics such as zoning, capital improvement plans, and equipment purchasing.

2005
• The Intelligent Transportation Systems Institute is reauthorized in the federal SAFETEA-LU transportation act at a level of $16 million over five years.
• CTS coordinates and hosts a workshop for Mn/DOT and FHWA on the new SAFETEA-LU legislation and its implications for Minnesota.
• The new interdisciplinary research and outreach study, Access to Destinations, gets under way. The study builds on the successful Transportation and Regional Growth Study.
• CTS completes facilitation of a task force of government, industry, and University representatives to develop a new governance structure for the Mn/ROAD pavement facility and road research. A CTS staff role is defined for the subsequent Transportation Engineering and Road Research Alliance (TERRA).
• CTS expands its partnership with Hennepin County on the Community Transportation (CT) program, implementing a Web site and an electronic newsletter.
• CTS coordinates and hosts the 2005 Midwest Regional Workshop on Context Sensitive Design/Solutions.

2006
• CTS receives a $225,000 grant from the McKnight Foundation to disseminate findings from the Access to Destinations study to public policy decision-makers and others.
• The National Cooperative Highway Research Program awards CTS a contract to host the third state DOT CEO Leadership Forum. CTS oversees research on strategic issues facing state DOTs in preparation for this forum and creates a proceedings of the event.
• CTS establishes the Security in Transportation Technology Research and Applications (SECTTRA) Program in partnership with the Department of Computer Science to position the University to attract federal funds for transportation security research.
• CTS defines an outreach, training, and administration role in support of the Humphrey Institute’s Center for Excellence in Rural Safety, which was funded in SAFETEA-LU over four years at a total of approximately $3 million.
• The American Institute of Architects asks CTS to partner with them on
a $2 million FHWA initiative from SAFETEA-LU on transportation and community design research and outreach. CTS puts together an interdisciplinary team to develop a $1 million research proposal. Research begins in the summer of 2006.

• The Richard P. Braun CTS Chair in Transportation is fully funded with the completion of a fundraising effort of $500,000. David Levinson is named the inaugural chair.

• CTS coordinates and hosts a four-day international meeting for the Performance of Road Administrations Technical Committee of the World Roads Association (PIARC).

• CTS is invited to participate in the advisory group and in a pilot project for the University Libraries’ University Digital Conservancy Program.

• CTS and Mn/DOT host a field hearing for the National Transportation Policy and Revenue Study Commission.

• CTS develops pilot training and a consultant reference guide to support MnDOT’s improved utility coordination process. CTS also creates an outreach strategy to promote adoption of the new process.

• CTS coordinates the first phase of research for the Nonmotorized Transportation Pilot Program funded by SAFETEA-LU. The first research report is edited, along with a condensed chapter for Congress.

• The Toward Zero Deaths (TZD) Conference and Mn/DOT Environmental Stewardship and Streamlining Workshop are established as recurring events that CTS hosts on behalf of their sponsors—Mn/DOT and the Department of Public Safety.

2007

• CTS staff work with CTS Faculty and Research Scholars to provide coordination services on federal proposals, submitting several SHRP 2 and FHWA proposals.

• The ITS Institute works with the Department of Civil Engineering to develop new traffic laboratory facilities, moving the previous ITS lab to the Civil Engineering building. The new lab is named the Minnesota Traffic Observatory and includes state-of-the-art software and hardware for traffic analysis.

• CTS sponsors two policy seminars for Minnesota state legislators, attended by approximately 25 legislators each.

• CTS launches the Fleets and Fuels program with the sponsorship of an event on plug-in electric hybrids.

• CTS coordinates and hosts Urban Partnership Agreement Stakeholder Workshops to gather input for Minnesota’s proposal to the USDOT to fund a congestion reduction demonstration project.

• CTS establishes a framework to launch Mn/DOT’s Cost Estimation and Cost Management Project, including project operating structure and project consultant team.

• CTS hosts the second Access to Destinations conference.

• CTS receives an appropriation from the Minnesota Legislature to assess public policy and technology options for reducing the volume of greenhouse gases emitted from the transportation sector in Minnesota.

• Faculty receive grants for research related to the I-35W bridge collapse.
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