

University Transportation Centers A History

The national University
Transportation Center (UTC)
program began informally in the
1970s. The Surface Transportation
and Uniform Relocation Assistance
Act of 1987 formally authorized the
establishment and operation of the
first ten transportation centers, one
in each of the 10 standard federal
regions. The Intermodal Surface
Transportation Efficiency Act of
1991 (ISTEA) reauthorized the UTCs
for an additional six years and
added four national centers and six
University Research Institutes.

Subsequent surface transportation bills, TEA-21 and SAFETEA-LU, reauthorized the UTC Program and continued to expand the program. These bills also began to incorporate competition into the selection of UTCs, a process that RETRC supports.

In 2012, Congress passed MAP-21, which included a reauthorization of the UTC program for \$72.5 million/year for FY 2013 and FY 2014. In 2013, USDOT held an open competition to determine National Centers, Regional Centers and Tier 1 Centers.

RETRC is composed of 22 universities, which work with over 100 different universities spread across 42 states making it a truly national organization

MAP-21 Reauthorization Proposal



University Transportation Centers (UTCs) are where innovation begins. It is where we are training a transportation workforce for the 21st century. It is where projects are designed better, constructed faster and where our transportation system is made safer.

UTCs have used the \$72.5 million/year authorized by MAP-21 to leverage additional funds from private, state, and local sources to conduct research, train the workforce of tomorrow and produce studies that make our transportation safer, more efficient, and more secure.

Fast Facts about University Transportation Centers

- MAP-21 authorized \$72.5 million/year for university transportation centers (UTCs)
- There are 35 UTCs:
 - 5 national transportation centers
 - 0 10 regional UTCs
 - o 20 tier 1 UTCs
- Each UTC has a specific strategic goal and nearly all UTCs partner with other universities through the establishment of consortia
 - 120 Universities across the nation participate in the University Transportation Center program through these consortia

Reauthorization Requests

- Fully reauthorize the University Transportation Center program providing for increases consistent with program growth and keep the program in the Highway Trust Fund.
 - Specifically, we request that no less than \$92.5 million/year be authorized from the Highway Trust Fund for the UTC program.
- Expand transportation research funding overall, as it is an integral part of the Highway Trust Fund.



Research Education and Training Reauthorization Coalition

MAP-21 Reauthorization Proposal

University Transportation Centers is where.....

INNOVATION IS BORN

ITS Institute researchers at the University of Minnesota developed a system that automatically collects data and assesses performance of individual intersections and arterials in real time. It then creates performance measures, including information on the times and locations of congestion on a given roadway. Because it can also refine the traffic signal parameters intelligently using archived data, the system has been dubbed "SMART Signal," for Systematic Monitoring of Arterial Road Traffic Signals. The system has also benefitted the traveling public by providing the following: less congestion, less delay, and improved travel times throughout the corridor.





TRANSPORTATION IS MADE SAFER

At Carnegie Mellon the technology of tomorrow is making transportation safer today. Carnegie Mellon and the Technologies for Safe & Efficient Transportation UTC have been developing connected and autonomous vehicles. The technology used and developed not only will help build the car of the future, but is being used today to help make our roads safer by making it easier for vehicles to communicate with each other and the infrastructure around us.

WE ARE PREPARING A 21st CENTURY WORKFORCE

Our transportation system is getting older and is changing rapidly. The needs, demands, and capabilities of our transportation system are changing dramatically and so too must the workforce. University Transportation Centers are educating the next generation of civil engineers and transportation experts who can adapt and find solutions on how to

repair our aging infrastructures while at the same time making it smarter and more efficient. This includes involving new areas of education including electrical engineers, computer programming, and social behavior students. One example is at Texas A&M which sponsors Innovative K-12 programs, undergraduate summer fellowships, transportation curriculum enhancements, graduate degree programs and professional development opportunities to create a "pipeline" process that attracts and retains individuals in the field of transportation. Over 488 students have graduated from SWUTC advanced degree programs with 97 percent finding employment in the transportation sector. An additional 767 undergraduate and graduate students have been supported by SWUTC research over the life of the grant.



About RETRC -- RETRC is a legislative education corporation identified as a 501(c)(6). The purpose of RETRC is to educate, promote, and advocate for the University Transportation Centers. No Federal Funds have been used to support RETRC or its activities.