Support for the program of Future Urban Transport (FUT) comes from the Volvo Research and Educational Foundations (VREF).

Please see page 9 for detailed descriptions of the VREF and the CoEs.
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<tr>
<th>Time</th>
<th>Session/Activity</th>
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<tr>
<td>8-9am</td>
<td>Registration and Breakfast</td>
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<tr>
<td>9am-12pm</td>
<td>SESSION 1: WELCOME, INTRODUCTION, AND COE OVERVIEWS</td>
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<tr>
<td>9-9:30am</td>
<td>Welcome and Kickoff</td>
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<td></td>
<td>Harrison Fraker, Dean, College of Environmental Design, University of California at Berkeley</td>
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<td></td>
<td>Carlos Daganza, Berkeley CoE Director</td>
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<tr>
<td>9:30-10am</td>
<td>Status Report: What has happened since Delhi; plans for the future</td>
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<td>Volvo Research and Education Foundations</td>
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<tr>
<td>10-12pm</td>
<td>Overviews of CoEs (15 minutes each)</td>
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<td></td>
<td>(Australia) Nicholas Low, Australasian Centre for Governance and Management of Urban Transport (GAMUT), University of Melbourne</td>
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<td></td>
<td>(China) Yuling Jiang, China Urban Sustainable Transport Research Center (CUSTReC), China Academy of Transport Sciences, Ministry of Communications</td>
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<td>(India) Dinesh Mohan and Geetam Tiwari, Transportation and Injury Prevention Program (TRIPP), Indian Institute of Technology (Delhi)</td>
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<td></td>
<td>(South Africa) Roger Behrens, African FUT CoE for Studies in Public and Non-motorized Transport (ACET), University of Cape Town</td>
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<td>(UK) Harry Dimitriou, Omega Centre for the Study of Mega Projects in Transport and Development, University College London</td>
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<td>(USA) Elliott Sclar, Center for Sustainable Urban Development (CSUD), Columbia University</td>
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<td></td>
<td>(USA) Carlos Daganza, Volvo Center for Future Urban Transport, University of California at Berkeley</td>
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<tr>
<td>12-1pm</td>
<td>Lunch</td>
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<tr>
<td>1-6PM</td>
<td>SESSION 2: THE FUTURE OF URBAN TRANSPORT IN THE SAN FRANCISCO BAY AREA – a multi-center region with a reputation for innovation</td>
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<tr>
<td>1-1:20pm</td>
<td>Panel 1: Government Speakers: Challenges and Strategies</td>
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<td></td>
<td>Moderator: Robert Cervero</td>
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<td>1:20-1:40pm</td>
<td>The Politics of Brokering Transportation Initiatives in the San Francisco Bay Area</td>
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<td>Theresa McMillan, Executive Deputy Director, MTC of San Francisco Bay Area</td>
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<tr>
<td>1:40-2pm</td>
<td>Cars, Buses and Beyond: Toward a new people-moving balance in San Francisco</td>
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<td>Jose Luis Moscovich, Executive Director, San Francisco County Transportation Authority</td>
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<tr>
<td>2:00-2:15pm</td>
<td>Discussion</td>
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<td>2:15-2:35pm</td>
<td>Panel 2: NGO Speakers: Multiple Voices</td>
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<td>Moderator: Alexander Skabardonis</td>
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<td>2:35-2:55pm</td>
<td>Harnessing the Market for Transit Oriented Development</td>
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<td>Shelley Poticha, President, Reconnecting America</td>
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<td>2:55-3:10pm</td>
<td>Giving Multiple Voices to Regional Transportation Development</td>
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<td>Stuart Cohen, Founder and Executive Director, Transportation and Land Use Coalition</td>
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<tr>
<td>3:10-3:20pm</td>
<td>Coffee Break</td>
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<td>3:20-3:40pm</td>
<td>Panel 3: Industry Speakers: Innovations and Impacts</td>
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<td>Moderator: Alexandre Bayen</td>
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<td>3:40-4pm</td>
<td>Carsharing: Its Growth and Impacts</td>
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<td>Rick Hutchinson, CEO, Citycarshare</td>
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<td>4:00-4:20pm</td>
<td>Collaborative Location-Based Services and the Privacy Implications</td>
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<td>Quinn Jacobson, Nokia Research</td>
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<td>4:20-4:40pm</td>
<td>Making Public Transportation Information Easy to Find and Use</td>
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<td>Chris Harrelson, Google Transit</td>
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<td>4:40-4:55pm</td>
<td>Discussions</td>
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<td>4:55-5:15pm</td>
<td>Panel 4: Academics from outside the CoEs: New Directions</td>
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<td>Moderator: Raja Sengupta</td>
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<tr>
<td>5:15-5:35pm</td>
<td>Better Design and Smarter Transport Systems for Cities Ready to Change</td>
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<td>Elizabeth Macdonald, Assistant Professor, UCB</td>
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<td>5:35-6pm</td>
<td>Magical Thinking, Addictive Behavior, and Market Failures</td>
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<td>Harrison Fraker, Dean, College of Environmental Design, UCB</td>
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<tr>
<td>6:30-7:15pm</td>
<td>General Discussion and Conclusions</td>
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<td>7:15-9pm</td>
<td>Dinner</td>
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<td>7:30pm</td>
<td>Environmental Effects of Next Generation Biofuels</td>
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<td></td>
<td>Chris Somerville, Director, Energy and Biosciences Institute</td>
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OUR GUEST SPEAKERS

Stuart Cohen
Founder and Executive Director
Transportation and Land Use Coalition
stuart@transcaalition.org

Stuart Cohen is co-founder and Executive Director of the Transportation and Land Use Coalition (TALC), a master’s group of 110 environmental, social, justice, labor and community groups. By combining high-quality policy analysis with coalition building and strategic media efforts, TALC has become a powerful and effective voice for sustainable transportation in the Bay Area. TALC’s campaigns on transportation sales taxes, Regional Measure 2, and state funding measures have helped raise over $6 billion for sustainable and socially-just transportation.

Stuart has spearheaded a number of these efforts, as well as the coalition to initiate the regional Smart Growth Strategy. Stuart has been the primary author of eight Coalition reports, including the 120-page World Class Transit for the Bay Area. He is the co-founder and chair of ClimatePlan, a new statewide network that is promoting smart land use and transportation as critical components of California’s climate strategy. Previously, Stuart worked with ICLEI and Google Transit.

Harrison Fraker
Dean, College of Environmental Design
UCB
fraker@berkeley.edu

Chosen as the fifth Dean of the College of Environmental Design, Harrison Fraker was educated as an architect and urban designer at Princeton and Cambridge Universities and is recognized as a pioneer in passive solar, daylighting and sustainable design research and teaching. He has pursued a career-briding innovative architecture and urban design education with an award-winning practice. He was awarded the Distinguished Service Medal for creating a new College of Architecture and Landscape Architecture at the University of Minnesota and was appointed the founding Dean. He was granted Fellowship in the AIA College of Fellows for his distinguished career in bridging education and practice. He has published seminal articles on the design potential of sustainable systems and urban design principles for transit oriented neighborhoods. He teaches design studio and believes in integrating pragmatic and theoretical analysis to create new knowledge about the most critical environmental design challenges facing society. He is currently pursuing his beliefs through a whole systems design approach for entirely resource-self-sufficient, transit-oriented neighborhoods of 100,000 people in China.

Chris Harrelson
Google Transit, Project Founder
chrisrhir@gmail.com

Chris Harrelson received a Ph.D. in Computer Science from UC Berkeley in 2004. Since then, he has worked as a software engineer at Google. He is the project founder and tech lead for Google Transit.

Rick Hutchinson
CEO, CityCarshare
rick@citycarshare.org

As the Chief Executive Officer of City CarShare, Rick Hutchinson brings more than 25 years of leadership experience to the sustainable transportation marketplace. Emphasizing the development of market-directed organizations, he has led three companies, headed subsidiaries and divisions of major public corporations and consulted in a range of industries and specialties.

In his current role, Rick leads this grassroots-founded organization as it evolves and grows into a socially responsible, financially self-sustainable company. Under Rick’s direction, City CarShare has enhanced operations and expanded the range and scope of the business. During his tenure, membership has almost tripled and City CarShare’s environmental impact has soared: in 2008 CCS will help save one million gallons of gasoline and 20 million pounds of greenhouse gas emissions; up to 30,000 fewer miles will be driven on Bay Area roads each day. Rick has kept City CarShare as a dominant player in the San Francisco car sharing arena even as several for profit companies have entered the market. By providing a compelling transportation solution for the eco-logically minded citizens of the Bay Area, City CarShare has extended its reach by more than doubling the number of cars available.

Rick has served on various board and advisory groups, including La Dolce Vita, Diversity Inc., StockPower Inc., and Manor 5 Group. He is also an active supporter and member of SPUR, Housing Action Coalition and the San Francisco Bicycle Coalition. He attended the University of California at Berkeley where he received degrees in economics and journalism. He earned an MBA from Columbia University, with emphasis in marketing and finance.

Quinn Jacobson
Nokia Research
quinn.jacobson@nokia.com

Quinn Jacobson leads the Mobile Internet Services Systems team at the Nokia Research Center in Palo Alto. His expertise is in architecting and prototyping mobile services, including privacy and security-related challenges. Over the last two years Quinn has been leading an effort to look at how to construct collaborative location-based services, where individuals can share information in real-time, while preserving privacy.

Quinn Jacobson joined Nokia Research when the new Palo Alto lab was created in 2006. Before joining Nokia, Quinn worked at Intel Research and Sun Microsystems. At Sun he was the chief architect for the UltraSPARC IV family of microprocessors. Quinn holds a Ph.D. in Electrical and Computer Engineering from the University of Wisconsin at Madison.

Elizabeth Macdonald
Assistant Professor, UCB
e.macdonald@berkeley.edu

Elizabeth Macdonald, Ph.D., is an Assistant Professor of City and Regional Planning at UC Berkeley and Chair of the Design of Urban Places Graduate Group, which oversees an interdiscipli-nary program sponsored by UC Berkeley’s College of Environmental Design. Her academic research encompasses urban design theory, history of urban design, history of urban form, public space design, and environment-behavior research. Currently she is working on a project funded by Caltrans and University of California Transportation Center that is investigating the effects of transportation corridor features on driver and pedestrian behavior and community vitality. Her writings include The Boulevard Book: History, Evolution, Design of Multiway Boulevards (MIT Press 2002), The Urban Design Reader (Routledge, 2006), Pleasure Drives and Promenades: A History of Olmsted and Vaux’s Brooklyn Parkways (to be published shortly by the Center for American History at the University of Texas), and a number of journal articles. Macdonald practices urban design through her firm Cityworks. Recent professional projects include redécor for Octavia Boulevard in San Francisco, Pacific Boulevard in Vancouver, and International Boulevard in Oakland, and work on the San Francisco Better Streets Plan, the San Francisco-Octavia Neighborhood Plan, and the Urban Structure Framework Plan for Abu Dhabi, capital city of the United Arab Emirates.

Therese McMillan
Executive Deputy Director
Metropolitan Transportation Commission
for the San Francisco Bay Area
tmcmillan@mtc.ca.gov

Therese McMillan began working for the Metropolitan Transportation Commission (MTC) in January 1984. The MTC is the federal and state designated regional transportation planning agency for the nine-county San Francisco Bay Area. The Commission’s jurisdiction covers those nine counties and 101 municipalities, home to seven million people and almost four million jobs. The region’s transportation network includes 1,400 miles of highway, 19,600 miles of local streets, 23 public transit agencies, and eight toll bridges, seven of which MTC oversees as the Bay Area Toll Authority.

Therese was appointed to her current role as Deputy Executive Director-Policy in January 2001, and oversees MTC’s departments responsible for: strategic financial planning and MTC’s management of federal, state and regional fund sources for transit, highways and other modes; state and federal legislative advocacy, and public affairs and community outreach; planning, including the long range plan; transportation/land use, air quality and freight issues.

Prior to her current position as deputy executive director, she was a manager for seven years, most recently as MTC’s Manager of Funding and Externals Affairs. Therese has a B.S. degree in Environmental Policy and Planning Analysis from the University of California, Davis (1981) and a joint M.C.P./M.S. in city planning/civil engineering science (1984) from U.C. Berkeley. She was the President of the San Francisco Bay Area Chapter of the Women’s Transportation Seminar (WTS) in 1989 and 1990, and was named Member of the Year in 2002. She is currently a member of the Transportation Research Board’s Committee on Taxation and Finance. She has served on numerous federal and state task forces and working groups addressing various transportation planning and funding issues, including a current appointment to the National Research Council Committee for the Study of Funding Options for Freight Transportation Projects. For FY 1998-99, Therese served as chair of the statewide Regional Transportation Planning Agencies group, a coalition of transportation agencies that advises the California Transportation Commission on issues related to state program planning. Therese oversees MTC’s regional transportation funding and finance for the graduate transportation studies program for the Mineta Transportation Institute, California State University at San Jose.
Jose Luis Mosovich
Executive Director, San Francisco County Transportation Authority
jlmosovich@sfcta.org

José Luis Mosovich has been Executive Director of the San Francisco County Transportation Authority for more than seven years. He has 28 years’ experience in transportation planning and engineering, including project development and oversight, environmental studies, long-range plan development, and a number of assignments in the private sector as a strategic planning consultant, and as infrastructure development advisor to Latin American cities.

As Executive Director of the Authority, he spearheaded the development of the 30-year Countywide Transportation Plan for San Francisco, adopted in 2004, as well as the effort to reauthorize the local transportation sales tax, which culminated in November 2003 with a 75% vote on a new 30-year Expenditure Plan. Under his leadership, the Authority has achieved major milestones including development of the city’s activity-based travel demand model, preparation of a 30-year Strategic Plan for transportation investment in the city, completion of the environmental studies for the replacement of Doyle Drive, completion of the multiple award-winning Octavia Boulevard project to replace the double-decker portion of the Central Freeway, completion of two feasibility studies for implementation of a bus rapid transit network in San Francisco, development of a multimodal level of service measure, and initiation of a congestion pricing study and a parking pricing study for San Francisco. In 2007, he spearheaded the effort that resulted in a $405-million commitment from the California Transportation Commission to the Doyle Drive Replacement project. He also initiated the joint effort with the Metropolitan Transportation Commission that resulted in a $159-million discretionary grant from the federal government to the Bay Area under the Urban Partnership program, and made the Doyle Drive corridor the first one in the region to include a variable toll. Recently, the Authority was awarded the Employer of the Year award by the Bay Area Chapter of WTS.

Mr. Mosovich chaired the Self-Help Counties Coalition from 2005 to 2007. He chaired the California Transportation Foundation Board between 2006 and 2008. He also serves on the Advisory Board of the Lake Arrowhead Transportation and Land Use Program at UCLA. He holds a degree in Urban Planning from the University of Illinois in Chicago-Urbana, and a master’s degree in Transportation Engineering from the University of California at Berkeley. He is a member of the Institute of Transportation Engineers, the Transportation Research Board, and the American Planning Association.

When he’s not thinking about transportation, he’s usually conducting operas. He has two commercially released CDs including a new opera which received a GRAMMY nomination for Best Contemporary Classical Composition in 2005. He is a member of the National Academy of Recording Arts.

Michael O’Hare
Professor of Public Policy, UCB
mohare@berkeley.edu

Michael O’Hare first met an energy crisis in the 1970’s, when “400 years of coal” was reassuring rather than scary. Trained as an architect and engineer at Harvard, he has taught at MIT, at Harvard, and currently at the Goldman School of Public Policy at Berkeley. He ran a small policy shop at the Assistant Secretary level in the Massachusetts Executive Office of Environmental Affairs while that state was considering container deposit legislation, and had the politically dubious distinction of indirectly causing it to be enacted over his governor’s veto. His current research and teaching is mostly divided between arts and cultural policy, especially markets for non-rival goods like digital media, and biofuels. In the latter context, his main playpen is the Energy and Resources Group and its collaboration with the California Air Resources Board as it implements a low carbon fuel standard and related decarbonization policies.

Shelley Poticha
President and CEO, Reconnecting America
spoticha@reconnectingamerica.org

Shelley Poticha is president and CEO of Reconnecting America and oversees all activities of the Center for Transit-Oriented Development. Previously Shelley was executive director of the Congress for New Urbanism, where she guided CNU’s growth into a nationwide coalition with a prominent voice in national debates on urban revitalization, growth policy and sprawl. She also launched a number of key initiatives addressing inner-city revitalization, mixed-income housing, infill development techniques, environmental preservation, alternative transportation policies, and real estate finance reform. She has co-authored The New Transit Town: Best Practices in Transit-Oriented Development, “Hidden in Plain Sight: Capturing the Demand for Housing Near Transit,” the Charter of the New Urbanism, and The Next American Metropolis with Peter Calthorpe. She holds a Masters degree in city planning from University of California, Berkeley and Bachelor of Arts from University of California, Santa Cruz.

Chris Somerville
Director, Energy and Biosciences Institute
cs@berkeley.edu

Chris Somerville is the Director of the Carnegie Institution of Plant Biology and a professor in the Department of Biological Sciences at Stanford University. He also chairs the executive committee of the new Energy Biosciences Institute at UC Berkeley, University of Illinois and Lawrence Berkeley National Laboratory. He has published more than 200 scientific papers and patents in plant and microbial genetics, genomics, biochemistry, and biotechnology. His current research is focused on the characterization of proteins, such as cellulose synthase, implicated in plant cell wall synthesis and modification. He has served as a member of the scientific advisory boards of numerous academic institutions, corporations, and private foundations in Europe and North America. He is a member of the US National Academy of Sciences, The Royal Society of London and the Royal Society of Canada and has received numerous scientific awards.

Tom West
Director, California Center for Innovative Transportation
tomwest@calcit.org, 510-289-7661

Thomas West is Director of the California Center for Innovative Transportation (CCIT) at UC Berkeley. CCIT’s role is to facilitate partnerships between University researchers, transportation agencies, and private industry in order to quickly reach full scale deployment of the most promising new innovations. Examples of CCIT’s success include the first implementation of travel time messages on changeable message signs in California, and the recent partnership with Nokia, Inc. in the development and field demonstration of traffic data using GPS-enabled mobile devices. Prior to coming to the University, Tom served as the single focal point at Caltrans for all activities related to GoCalifornia, the Governor’s Strategic Growth Plan, and the resultant general obligation bonds for transportation passed by the California voters in November 2006. Tom was the responsible coordinator for activities necessary to implement the 10-year, $105-billion transportation component of the Strategic Growth Plan.

Tom also served as the Chief of Research and Innovation at Caltrans, where he provided leadership and direction to the most effective research and development program in the nation. This includes 85 employees managing and/or conducting $55 million of annual research on strategic solutions to California’s most pressing transportation issues.
The Volvo Research and Educational Foundations (VREF) is a generic term for four independent foundations. VREF focus their activities on Future Urban Transport (FUT). According to VREF’s FUT-Policy Statement (2005):

“The vision of the FUT programme is to inspire and support new, equitable solutions for urban transport, which improve accessibility and safety as well as efficiency and environmental sustainability.”

“The main theme of the FUT programme is ‘how to cope with the complexity of urban transport development’. The main mission of the new initiative by VREF is to initiate and financially support:

New scientific approaches for the understanding of how successful development may be created and implemented in larger urban areas.

Constructive processes of change through the combination of new knowledge with coordinated actions.”

“The FUT programme rests on three cornerstones:

• A number of globally distributed Centres of Excellence (CoE), with the objective of establishing an international network of multidisciplinary and interdisciplinary collaboration through the funding of research projects of the highest international standard.

• A somewhat larger number of Smaller Projects (SP), with the objective of supporting research complementing the CoEs, through the funding of smaller international research projects relevant to the main theme of the entire programme, emphasizing the role of young scientists in the development of new knowledge.

• Recurring international FUT conferences, to create a meeting place (and thereby increased interaction) for politicians, urban planners, administrators, and researchers (especially the grant holders of the FUT programme).”

The Transportation Research and Injury Prevention Programme (TRIPP)

Project Leaders: Dinesh Mohan and Geetam Tiwari, Indian Institute of Technology (Delhi), India www.iitd.ernet.in/tripp

The Transportation Research and Injury Prevention Programme (TRIPP) at the Indian Institute of Technology Delhi is an interdisciplinary programme focusing on the reduction of adverse health effects of road transport. TRIPP attempts to integrate all issues concerned with transportation in order to promote safety, cleaner air, and energy conservation. Faculty members are involved in planning sustainable urban and inter-city transportation systems, and developing safer designs for vehicles and road infrastructure for the future. Activities include applied research projects, special courses and workshops, and supervision of student projects at post graduate and undergraduate levels. Projects are done in collaboration with associated departments and centres at IIT Delhi, government departments, industry and international organisations. At TRIPP expertise has been developed in: (a) urban transportation planning dealing with vulnerable road users (VRU) - pedestrians, bicyclists, motorcyclists, bicycle facilities, public transport and traffic flow analysis, bus rapid transit systems, (b) vehicle crash modelling with special reference to India specific vehicles and VRUs, head impacts and helmet design, (c) development of vehicle outing algorithms (d) pre-hospital care, and (e) development of an integrated approach to urban transportation planning.

The UC Berkeley Center for Future Urban Transport

Project Leader: Carlos Dagnino, University of California, Berkeley, USA www.its.berkeley.edu/volvocenter/

The UC Berkeley CoE studies how technology and policy, considered together, can improve urban accessibility, particularly in the developing world. A central theme of our work is managing the competition for urban road space by different modes and user groups, recognizing the intimate connection between transportation and land use. In our view, this competition is a defining issue for urban transportation in developing countries for the foreseeable future. The CoE is organized around five interacting research tracks that cover a broad range of issues. On a strategic level, Track 1 emphasizes the creation of accessible cities. Track 2 studies the physics of sustainable urban mobility, and Track 3 aims at providing an environmental impact evaluation framework to inform decision making. At the tactical and operational level, Tracks 4 and 5 address the urban congestion problem and explore new technological solutions. Examples of issues analyzed in Track 1 are: (i) the mobility implications of transit-oriented development; (ii) the mobility, accessibility and sustainability impacts of informal, paratransit services; and (iii) equity and environmental justice issues related to sustainable transportation initiatives. Track 2 examines the physics and engineering of urban transportation systems. It has unveiled the physical limits of auto-mobility by analyzing the physics of gridlock. This track is also researching the performance of other modes, both alone and together, and how accessibility may be delivered. Track 3 has concluded a study of municipal recycling logistics, and has two ongoing projects: (i) green city logistics and (ii) decoupling assessment of passenger transportation. The goal of Track 4 is designing and testing new methods for managing urban traffic, reducing delay on both freeways and streets. Experiments are being conducted in both Japan and the U.S. Expansions in scope to less auto-centric traffic systems are being planned; this will require field work in countries such as India and China. The goal of Track 5 is to create software tools to enable advanced traffic and transportation control strategies. This track has two thrusts with much to offer the developing world: (i) tool development for large-scale urban traffic control over cheap, commercially available communication and computing hardware; and (ii) traffic monitoring tools using moving sensors.

In addition to research, the UC Berkeley CoE also advances VREF’s educational goals by: producing graduates who pursue the Center’s agenda; hosting long-term visiting scholars with whom we forge working partnerships; and integrating the CoE’s ideas in our courses, which have strong international participation; and organizing and participating in many seminars and workshops – both intramural and extramural.

The Center for Sustainable Urban Development (CSU&D)

Project Leader: Elliott Sclar, Columbia University, New York, USA www.e3.iitd.ernet.in/tripp

The Center for Sustainable Urban Development (CSU&D) at Columbia University’s Earth Institute fosters research and education towards the creation of physically and socially sustainable cities. We work primarily in low- and middle-income countries, but we also carry out similar activities in our home community, metropolitan New York.

CSU&D focuses its substantive efforts on understanding the institutional linkages among multiple levels of government, urban public services (transport especially), land use, economy, demographic change, population health, climate change and seismic risks. We and our local partners use the knowledge gained to assist urban residents with the design of plans for meeting their sustainable development goals and to link residents to local decision makers and urban professionals. The methodological basis of our work is interdisciplinary social science. We typically collaborate with Earth Institute colleagues with expertise in engineering, design, health sciences, climate change and geophysical sciences in carrying out our research and educational mission. We also collaborate with colleagues at research and educational institutions around the world. We particularly seek to collaborate with CoE colleagues on projects of mutual interest.

Our ongoing foundational project is located in the Nairobi, Kenya, metropolitan area. We conduct our work there in conjunction with local partners in academic and research institutions. Our principle partnership is with the University of Nairobi’s Department of Urban and Regional Planning (DURP). Together we have created a pilot project within the municipality of Ruiru, a satellite city of Nairobi, to demonstrate an effective model of comprehensive urban planning that can operate at the metropolitan scale. Because there is a local consensus about the urgent necessity for metropolitan planning, we believe that positive outcomes in Ruiru will help in the success-
Newly created transport systems and land use planning processes that are now beginning in and around Nairobi and in other parts of Kenya. We seek to integrate science-based findings about local physical conditions and risks (e.g., climate change) as well as social conditions and vulnerabilities into policy and planning considerations. We are also carefully documenting our efforts to discern what is unique and transferable from what is specific to the local situation, and the extent to which lessons knowable by many other cities can be reached.

We work from the assumption that transport and land use are inseparable and must be planned simultaneously in rapidly urbanizing places. In line with this strategic vision, we have developed a GIS map of Nairobi which includes detailed information about road networks, population densities and land use. We will distribute this map widely and explain what it means in order to broaden and heighten local interest in metropolitan planning and to foster inclusive planning processes. CSUD is also developing a unique set of Nairobi-based transport models: a four-step transport demand model, a discrete choice model and a traffic simulation model. This last model is being developed in cooperation with the University of California-Berkeley CoCo through a smaller project grant from VREF. Our local partner is the Kenya Institute for Public Policy Research and Analysis.

CSUD also seeks to train a new generation of urban and development professionals who can comfortably and effectively work through the new realities of contemporary urban complexity.

We do this via our educational partnerships with the faculty, staff and students of DURP in Nairobi, and the Columbia University School of Architecture, Planning and Preservation, the Australian National University, the Sydney University of Technology, and the University of Technology Sydney.

The Australasian Research Centre for the Governance and Management of New Urban Transport (GAMUT)

Project Leader: Nicholas Hiw, University of Melbourne, Australia

GAMUT is a collaborative research center at The University of Melbourne dedicated to promoting and supporting sustainable transport in the Asia-Pacific region. The center includes a Melbourne hub, with partners from the Australian cities of Perth and Brisbane, and from Shanghai and Tokyo in our East Asian region. There are research projects in Singapore, Hong Kong, Shanghai and Tokyo as well as in Australia.

For the sprawling, car-dependent cities of Australia, major social and environmental problems lie ahead as the world confronts the complex challenges of climate change, economic development and uncertainty. Australia has among the highest rates of greenhouse gas emissions per capita in the world. So the environmental problems of transport lie, first of all, at home. The high density East Asian cities are very different in form and function from the Australian cities, and offer a different and contrasting perspective on transport solutions. Yet even high density cities may experience problems of urban sprawl, and the problems experienced in Australia should not be exported.

Adapting the transport systems of cities to the emerging environmental reality is, we believe, only partially a matter for technology – inventing new technical means of providing and managing mobility.

It is also a matter of governance: adapting the institutions which have developed around one set of solutions and assumptions to incorporate a new world view, with all it implies: a world where perfect individual mobility provided by the internal combustion engine, fueled by carbon-based urban transport fuels. So in our research, looking worldwide, we seek best practice solutions to the governance of mobility. The GAMUT agenda is to elaborate and promote a new practical vision of sustainable urban transport. In order to do this we are researching certain specific questions:

• What exactly is the future of the private car when climate change mitigation is taken as an imperative?
• What specific changes to transport systems and mobility behavior could in combination deliver the order of reduction of greenhouse emissions necessary to stabilize the climate within a framework of global action?
• How can integrated collective transport solutions be applied to urban environments and policies that are the implications for the governance of transport?
• What is the nature of the institutional barriers stopping best practice transport solutions being quickly applied – and what does ‘path dependence’ mean for transport?
• How might new developments in infrastructure be better evaluated to demonstrate their real value for communities and the environment?
• How do Australian cities compare with East Asian cities in the way transport is delivered and governed – and how did they get where they are?
• How much freedom to move around the urban space do older children under driving age have, and what is stopping them having more freedom of movement?
• How are transport systems and infrastructure developed and funded, and what are the processes of development and funding become fairer and more transparent?
• What social effects result from the market delivery of transport viewed as a public good?

Our research is coupled with both advocacy and education. In Australia GAMUT seeks to influence government and lead public debate. Our approach is to treat the fine line between offering government agencies internal assistance and providing open public critique. In Australia, the change of federal government has created a major opportunity to discuss transport in relation to climate change, and to look ahead in the long term. There is a mood for change in Australia, and GAMUT has provided input to several governmental inquiry processes. Educationally, GAMUT offers education in three forms: doctoral research, Masters programs and professional workshops. We also promote opportunities for student exchange.

The China Urban Sustainable Transport Research Center (CUSTRc)

Project Leader: Yujiing Jiang, China Academy of Transport Sciences (CATS), Ministry of Communications, Beijing, China

The China Urban Sustainable Transport Research Center (CUSTRc) is a think tank within the Ministry of Transport, formerly within the Ministry of Communications. CUSTRc was endowed by the Volvo Research and Educational Foundation (VREF) as a project of the Urban Mobility & Gender programme. VREF is a non-profit, non-governmental, non-commercial organization with its head office in Gothenburg, Sweden. CUSTRc employs 2 full-time research staff for academic exploration and collaboration, and frequently hosts international experts and researchers.

CUSTRc studies the transport challenges of China today and the environmental problems of transport lie, first of all, at home. The problems experienced in China are defined as large investments in transport infrastructure such as projects. Much of the world’s pre-existing urban infrastructure is in the process of being modernized. The stage has been set for increased administrative efficiency, and also for real innovation in transportation policy.

CUSTRc has been a vocal proponent of reorganization, and is taking a leadership role in the institutional reform process. The center has quickly acted to organize summits and meetings of key administrators and international experts. Policy precedents determined today will set the agenda for the next five years and beyond.

CUSTRc is also a major institution in Chinese urban transport governance. It is also a matter of governance: adapting the institutions which have developed around one set of solutions and assumptions to incorporate a new world view, with all it implies: a world where perfect individual mobility provided by the internal combustion engine, fueled by carbon-based urban transport fuels. So in our research, looking worldwide, we seek best practice solutions to the governance of mobility. The GAMUT agenda is to elaborate and promote a new practical vision of sustainable urban transport. In order to do this we are researching certain specific questions:

• What exactly is the future of the private car when climate change mitigation is taken as an imperative?
• What specific changes to transport systems and mobility behavior could in combination deliver the order of reduction of greenhouse emissions necessary to stabilize the climate within a framework of global action?
• How can integrated collective transport solutions be applied to urban environments and policies that are the implications for the governance of transport?
• What is the nature of the institutional barriers stopping best practice transport solutions being quickly applied – and what does ‘path dependence’ mean for transport?
• How might new developments in infrastructure be better evaluated to demonstrate their real value for communities and the environment?
• How do Australian cities compare with East Asian cities in the way transport is delivered and governed – and how did they get where they are?
• How much freedom to move around the urban space do older children under driving age have, and what is stopping them having more freedom of movement?
• How are transport systems and infrastructure developed and funded, and what are the processes of development and funding become fairer and more transparent?
• What social effects result from the market delivery of transport viewed as a public good?
The center is currently collaborating with nine other academic partners in as many countries across four continents. These include the: Universities of Amsterdam, Thessaly and Lund, the Free University of Berlin, Ecole Nationales Ponts et Chaussées, New York University, Melbourne University, Tokyo Institute of Technology, Hong Kong University and National Taiwan University. Each academic partner collaborates in turn with several local stakeholders.

The dialogue between the academics, the local stakeholders is deemed critically important for achieving relevant results. The center has an explicit goal that all knowledge that is acquired throughout the duration of the study should be shared with all its stakeholders. An important purpose of the project is, therefore, to acquire and share knowledge that is useful for planners and policy-makers (both in the private and public sectors), investors, politicians and other decision makers - and to disseminate this knowledge by creating a database with information about the projects that the center and its international partnership is reviewing. This database is to be made available via a web page hosted by the OMEGA Centre at UCL so that it is easily accessible for everyone who is interested.

Each case study database is to be complemented by a story-line and related narratives that tell how decisions were made in the planning, appraisal and evaluation of the MUTPs in question, what analyses were used to support different decisions that led to their implementation, and why the costs of the various measures/ phases were estimated to be at the level they were, and why they finally cost what they did. These narratives offer an insight and knowledge that cannot be discerned from the technical documentation or statistics and promise to provide a totally new appreciation of how many MUTP priorities were set and changed over time.

The African FUT CoE for Studies in Public and Non-motorized Transport (ACET)

Project Leader: Roger Behrens, Centre for Transport Studies, University of Cape Town, South Africa

The African FUT CoE for Studies in Public and Non-motorized Transport (ACET) is comprised of interacting academics and funded postgraduate research students from three main partner universities: the University of Cape Town (Centre for Transport Studies), the University of Dar es Salaam (Department of Transportation and Geotechnical Engineering) and the University of Nairobi (Institute for Development Studies). Collectively the partners represent a multi-disciplinary team of engineers, planners and social scientists with a shared interest in urban passenger transport systems. ACET’s objective is to produce and disseminate knowledge on the development and governance of public and non-motorized transport in African cities, and to serve as a hub for research and capacity building. The CoE aims to empower researchers in Africa to set their own research agendas and engage directly with the transport challenges they face. A challenge is to build African research capacity in the ‘Future Urban Transport’ field. Overarching objectives are, therefore, to facilitate an increase in journal publication, and greater involvement of African researchers in international conferences and in other forms of scholar interaction.

The ACET research program is focused in two main areas. The first is public transport and paratransit. African cities have experienced decline in scheduled public transport and the emergence of unregulated, unscheduled and unsafe paratransit. A major challenge facing authorities is the transformation of these services into integrated, regulated, safe and efficient systems. Many previous attempts to do this have been developed without sufficiently grounded knowledge of ‘real world’ business, operating and regulatory conditions, and of governance capacities. The second research area is non-motorized transport. African cities have inadequate infrastructures to support the non-motorized transport (NMT) modes upon which large impoverished populations depend. Poor levels of NMT accessibility and unsafe and uncomfortable travel conditions are the inevitable result. For many decades NMT has been ignored or underestimated, and treated as an add-on or afterthought. Both these research areas are situated in a context of responsible government agencies with low capacities, limited resources and poorly developed planning frameworks.

The key objectives of the research program are: (1) to develop an in-depth and critical understanding of the urban, socio-economic and institutional contexts within which public and non-motorized transport systems operate, and of the operation of these systems in the case cities (Cape Town, Dar es Salaam and Nairobi); (2) to analyze public transport and NMT problems facing African cities and recommend strategies on how they might be most appropriately addressed, particularly with respect to prevailing poorly developed institutional frameworks and resource limitations within implementing agencies; and (3) (in later years) to demonstrate appropriate interventions through training, and assisting, as opportunities emerge, with project identification and implementation.

ACET research projects to be undertaken between 2008 and 2012 include the following: (1) Transport systems and travel behavior; (2) Transport planning practices and governance systems; (3) Road safety; (4) Paratransit operations; (5) Paratransit regulation, rationalization and integration; (6) Public transport system assessment; (7) Non-motorized travel analysis; (8) Non-motorized transport infrastructure improvement; (9) Intelligent transport systems; (10) Travel behavior change; (11) School travel planning; and (12) City restructuring.