California May Study Electronic License Plates as a Means of Raising Revenue

License Plates to Display Advertisements When Vehicle is Stationary

The California State Legislature is considering a bill that would allow the state Department of Motor Vehicles (DMV) to begin researching the use of electronic license plates as a means of raising state revenue. California is currently facing a deficit of $19 billion.

The bill, SB 1453, was passed unanimously by the State Senate. “State governments are facing unprecedented budget shortfalls and are actively rethinking the use of existing state assets to create new ongoing revenue opportunities,” said Senator Curren D. Price Jr., the author of the bill. He pointed out that the legislation provides a unique opportunity for California to work in partnership with some of the state’s most innovative enterprises to achieve greater efficiencies while generating new revenues for the state.

A digital electronic license plate would look like a standard license plate while a vehicle was in motion. But when the vehicle was stuck in traffic or stopped at a red light, the plate would switch to digital advertisements or other messages. Critical real-time traffic and public safety information, such as Amber alerts or emergency traffic updates, could be broadcast to the plates, Senator Price said. According to media reports, the license plate number would remain visible on some part of the screen at all times. At least one company, the San Francisco-based startup firm Smart Plate, is currently developing license plates that would function this way.

If enacted, the bill would authorize the DMV to “enter into a contract with a private vendor for the purposes of researching, reporting, developing, acquiring, and exploring the utilization of a digital electronic license plate. The contract shall include a requirement that the private vendor pay for the costs of all research, reporting, developing, acquiring, and exploring the utilization of a digital electronic license plate.”

New Mobile Software Helps Special Needs Riders Navigate Transit System

Toronto’s Ryerson University Developed Application Being Piloted in Paris Metro

Plotting a route through a city’s subways can be intimidating, and even more so for people with visual or hearing impairments or mobility issues. But a new navigation tool is on the horizon. Ryerson University’s Digital Media Zone (DMZ) has developed a mobile software application for smartphones that is designed to assist riders, particularly those with special needs, with successfully travelling a transit system.

The application uses context-aware self-adaptive computing to deliver live, customized data to passengers en route. The application, called the Mobile Transit Companion, was developed for the Google Android smart phone. It uses a touch screen, speakers and vibrating functions in order to give real-time, live updates to riders.

Hossein Rahnama, a postdoctoral researcher at Ryerson University and a member of the Steering Committee of Ryerson’s new Digital Media Zone (DMZ). (Photo: Courtesy of Ryerson University)
Strategies for Moving to a Performance-Based Federal Surface Transportation Policy Identified

Bipartisan Policy Center Emphasizes Need for Careful, Effective Transition

Steps should be taken during the extension of current surface transportation law to build the necessary foundation and capacity for transitioning to a performance-based federal transportation policy, according to the Bipartisan Policy Center’s National Transportation Policy Project. In its report, “Transferring to a Performance-Based Federal Surface Transportation Policy,” a call is made for the defining of national performance measures and the refinement of existing state and local measures to begin the shift toward performance-based transportation policies. Specifically, NTPP recommends that transportation investments be held accountable for demonstrating results in the areas of economic growth, metropolitan accessibility, national connectivity, environmental protection and energy security, and safety.

NTPP co-chair and former Congressman Sherwood Boehlert emphasized the need for transportation policy reform at a briefing on Capitol Hill June 23. “Moving toward a performance-driven framework will require deliberate and careful steps,” Boehlert said. “However, the goal of a performance-driven federal transportation policy, and ultimately a more competitive and prosperous nation, is so critical that no time can afford to be wasted laying the foundation for moving such policies forward.”

The NTPP report suggests several steps the U.S. can take immediately, while operating under a series of extensions, or as part of a future multi-year authorization bill, to move federal surface transportation policy toward a more performance-driven framework.

First, the report calls on states and MPOs to conduct an inventory and assessment of existing institutional capacity and data collecting techniques. Developing a clear baseline would serve as a critical first step for gauging available resources and would help inform an understanding of the timeline, resources and strategies necessary for full-scale development of a performance-based transportation system. The components of such an assessment program could include:

- Directly supporting state and local entities in developing baseline information on their existing performance management practices,
- Conducting an assessment at the federal level of practices and capacity to administer a performance-based program,
- Identifying and evaluating strategies to support and incentivize outcome-oriented investment by state and local recipients of federal dollars to advance clear national goals and performance measures.

Second, the report proposes that existing federal funds should be dedicated to the research and development of tools for establishing metrics and collecting data. In addition to research and development at the federal level, pilot programs are needed through which states and MPOs could begin rigorous testing of the application of national goals and performance measures.

If measures are to begin to capture, for instance, the linkages between transportation investments and larger national goals such as economic growth, then ongoing development, testing, and refinement of data and methodologies are necessary. For an effective transition to a performance-based program, there must be investments of time and resources to support development of meaningful and reliable data, analytical tools, and institutional capacity.

Next, the NTPP report outlines opportunities for implementation within a future authorization bill, including the application of performance measures to existing safety and asset-management programs.

Finally, the report also suggests that applying outcome-oriented performance measures to new or existing discretionary programs is a reasonable way to both improve the consistency and rigor of discretionary fund distribution. Such application would also provide a laboratory for thoroughly vetting performance measures.

NTPP was launched with the goal of bringing fresh dialogue and approaches to transportation policy. NTPP is co-chaired by former Senator Slade Gorton (R-WA), former Congressmen Sherwood Boehlert (R-NY) and Martin Sabo (D-MN), and former Mayor of Detroit Dennis Archer. In 2007, the Bipartisan Policy Center (BPC) was formed to develop and promote solutions that can attract the public support and political momentum to achieve real progress. The BPC focuses on issues including health care, energy, national and homeland security, transportation, science and economic policy.

For more information, the full report is available for download at http://bipartisanpolicy.org/sites/default/files/NTPP%20Workshop%20Summary%20Report.pdf or contact BPC Press Secretary Ashley Clark at (202) 637-1456 or aclark@bipartisanpolicy.org.
Practicing Traffic Engineers Have Mixed Opinions About Alternative Intersections and Interchanges

Need for More Information and Experience; Concern About Possible Increased Accidents

The Urban Transportation Monitor obtained opinions on alternative intersections and interchanges from a selected number of city, county, and state traffic engineers. The following intersections were considered:

- Displaced left turn intersections (also named continuous left turn intersection)
- Median u-turn intersections (left turns are not allowed at the intersection)
- Restricted crossing u-turn intersections (left turns are not allowed at the intersection and left and through movements are not allowed from the side road)
- Quadrant roadway intersections (the mainline left-turn movements are relocated to a connector roadway that is located in one of the quadrants)
- Double crossover diamond interchange
- Displaced left turn interchange (no reversal of through movements)

The table below provides opinions on specific types of intersections and interchanges.

### Opinions of Traffic Engineers on Alternative Intersections and Interchanges

<table>
<thead>
<tr>
<th>Agency</th>
<th>Type of Intersection or Interchange</th>
<th>Assessment of this Intersection or Interchange</th>
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| Alabama DOT 6th Division | 1) Median u-turn intersections  
2) Restricted crossing u-turn intersection | 1) We have several routes within the Division that have controlled accesses from the result of a corridor study. We provide right-in/ right-out every 660' and median crossovers every 1300'. So far everything has worked very well.  
2) As part of the corridor study mentioned above, some existing crossovers were modified (i.e. provide left in to development, but no left out). There was some resistance at first, but now these crossovers work very well. |
| City of Springfield, Missouri | Double crossover diamond interchange | This interchange works great if a heavy left turn is blocking through traffic. We are in the process of constructing our second interchange of this nature and it appears to be the right solution for a specific traffic issue. We would recommend this solution to other entities if they have the right set of conditions at an existing interchange. |
| Indiana Department of Transportation | 1) Restricted crossing u-turn interchange  
2) Double crossover diamond interchange | 1) Considered at an intersection with lower volumes, but significant percentage related to school traffic. Idea was to minimize conflict points.  
2) Due to superrevelation in the intersection, the left turning vehicles are routed onto a connector road in advance of the intersection and approach from the sidestreet, changing the left movement to a through movement. |
| Fort Lauderdale, Florida | Quadrant roadway intersection | Requires a lot of right of way, so not usually very practical; but if you have the space, this is an effective treatment. |
| Missouri Department of Transportation | 1) Restricted crossing u-turn interchange  
2) Double crossover diamond interchange | 1) We've constructed four of these intersections in a rural part of our district along Rt. 65 between the cities of Fair Grove and Buffalo. They opened to traffic in Nov. 2009 as part of a project to four-lane Rt 65. It is difficult to compare before and after since the before was only a two-lane highway, so we don't have experience with motorists crossing four lanes in these areas. Most people seem to like them, but a few don't like the extra travel distance.  
2) Also called a diverging diamond interchange (FHWA is trying to change the name). We finished construction of our first diverging diamond in June 2009, and we are getting ready to open our second in Springfield the weekend of July 10-11, 2010. |

A double crossover diamond interchange, also known as a diverging diamond interchange, in Springfield, MO. (Photo: Courtesy of MoDOT)
New Data Show Bicycling and Walking Up by 25 Percent; Report Looks at Efforts to Increase Bicycling and Walking in the U.S.
Washington, D.C.

Both bicycling and walking trips have increased 25 percent since 2001, according to new data from the Federal Highway Administration’s 2009 National Household Travel Survey. The FHWA-funded Pedestrian and Bicycle Information Center included this data in “The National Bicycling and Walking Study: A 15-Year Status Report.” The report details trends and changes in bicycling and walking since 1994.

The new report does not indicate how much of the increase in walking and bicycling trips is related to an increase walking or bicycling to work. But, according to the US Census Bureau’s 2008 American Community Survey (ACS), released in September 2009, 0.55 percent of Americans use a bicycle as the primary means of getting to work—an increase of 14 percent since 2007, 36 percent since the first ACS in 2005, and 43 percent since the 2000 Census. Moreover, according to the League of American Bicyclists, ACS methodology undercounts cycling trips for commuting purposes since it does not count bicycle commuters who biked just once or twice in the weeks they were surveyed or most cyclists who use a bike and public transportation for their trip to work.

The new report is online at http://www.walkinginfo.org/15_year_report. For more information, contact FHWA Public Affairs Specialist Kelly Hanahan at (202) 366-0877 or by e-mail at kelly.hanahan@dot.gov.

United Kingdom Moving Towards Regulating Traffic Camera Surveillance
London, England

Home Secretary Theresa May has ordered that a national camera network that records motorists’ movements is to be placed under statutory regulation. May has responsibility for national security and the police in the current Conservative-Liberal Democrat Coalition government.

This announcement means that the automatic number plate recognition (ANPR) network—which utilizes more than 4,000 cameras to logs more than 10 million motorists’ movements every day and holds 7.6 billion records will—in the future, be operated with accountability and safeguards. The database records include the number plate, location, date, time and a photograph of the front of the car. The information now can be held for two years.

Home Office Minister James Brokenshire said the move was necessary for public confidence: “Both CCTV and ANPR can be essential tools in combating crime but the growth in their use has been outside of a suitable governance regime.

“To ensure that these important technologies continue to command the support and confidence of the public and are used effectively, we believe that further regulation is required. We are examining a number of options and will also be considering the work of the interim CCTV regulator, who is due to report to ministers shortly.”

Options being considered for regulating the ANPR system include establishing a lawful right for the police to collect and keep such information as well as defining who can get access to the database for what purposes and for how long the data can be held. It may also require the police to be more open with the public about the number and location of most cameras, with exceptions made for legally authorized covert police operations.

ANPR was first developed to monitor traffic and congestion charging. In 2006, the national system of traffic tracking cameras was introduced under the auspices of the Association of Chief Police Officers in order to help with such investigations as stolen cars and uninsured vehicles through checks against the Police National Computer. But the use of CCTV cameras has expanded rapidly in recent years. According to news reports, traffic and CCTV cameras in city centers, airports, and other locations have been connected to the police network to combat terrorism. The National Policing Improvement Agency (NPIA) says that every police force in Britain is now using ANPR as well as the Ministry of Defense, customs and tax investigators, and the Serious and Organized Crime Agency. The NPIA is a public body that was formed in April 2007 with the purpose making a contribution to improving public safety.

The NPIA revealed in June that there were 7.6 billion records at the National ANPR Data Center, and more than 4,000 fixed and mobile cameras across England and Wales were feeding reports to the national database each day. Following the release of the information, civil liberties groups called for the system to be scaled back and for a limit to be placed on storing records.

A Home Office spokesman said, “Like CCTV, the use of ANPR has developed in the absence of a specific regulatory framework. The coalition government is already committed to a review of CCTV and will include ANPR in it.”

For more information, visit http://www.homeoffice.gov.uk/ or contact Home Office Press Officer Caroline Jack at 020 7035 3535 or by e-mail at caroline.jack2@homeoffice.gsi.gov.uk.
Intelligence (continued)

Few Drivers Familiar with Advanced Vehicle Intelligent Sensing Features
New York, NY

Familiarity with advanced vehicle intelligent sensing features is very low among American drivers, with fewer than one in 10 indicating that they are very familiar with the following features: blind spot and cross-traffic detection systems (6% extremely/very familiar), driver recognition systems (5%) and night vision systems (6%).

Although slightly higher, only about one in 10 drivers are very familiar with parking assist systems (11%), according to information from the Harris Interactive 2010 Auto TECHCAST study. The study is an annual survey of adult vehicle owners that addresses 69 advanced automotive technologies spanning across several categories including intelligent sensing.

Despite this low familiarity, greater minorities of drivers indicate likelihood to purchase intelligent sensing features for their next new vehicle, indicating that if automakers and suppliers educated consumers more about these technologies, interest may increase. “Although these technologies are not well known today, expect many of them to become commonplace over the next few years,” says Dave Pulaski, vice president of Harris Interactive Automotive and Transportation Research. “Once consumers learn about these features and their benefits, they will clamor for them.”

Though only 6% indicate they are extremely or very familiar with blind spot and cross-traffic detection systems, there is interest in these features. Twenty-four percent of drivers said they would be extremely or very likely to purchase this for their next vehicle. Blind spot detection features identify people, other vehicles, or objects within vehicles’ blind spots and provide an instant warning to the driver. Similarly, cross-traffic detection systems can detect vehicles, people or objects in a vehicle’s path while backing out of a parking space and alert the driver.

Although only 5% of drivers said they were very or extremely familiar with driver recognition systems, interest in this feature has remained constant since 2005, with 22% indicating they would be extremely or very likely to purchase this for their next vehicle. This system allows multiple drivers of a vehicle the ability to program various vehicle settings including seat positions, mirror positions, and climate control that can all be activated when the driver enters the vehicle.

Familiarity with night vision systems is low also, with only 6% who are extremely or very familiar – but nearly one quarter (24%) would consider purchasing this feature for their next vehicle. This technology provides the driver with a high-beam image of the road ahead, without distracting other drivers, using an infrared light beam that is invisible to the human eye. An on-board camera is used to capture images up to 500 feet away that are then presented on a display in the vehicle’s cockpit.

Given the recent promotion of parking assist systems by car companies, it’s not surprising 11% are extremely or very familiar with this technology. However, compared to the other technologies, fewer drivers are likely to consider purchasing this technology (12%).

For more information, visit www.harrisiinteractive.com or contact Corporate Communications, Harris Interactive, at (212) 539-9600.

Scottish Road Casualties Drop 20 Percent in 2009 and 50% Below 1994-1998
Edinburgh, Scotland

The number of deaths on Scotland’s roads fell in 2009 by 20 percent to 216, the highest single year decrease in the 62 years that the annual statistics have been recorded.

The total number of road casualties was 15,013, four percent fewer (575 less) than 2008—the lowest since 1949.

There are currently three Great Britain-wide national targets for casualty reductions by 2010. Set in 2000, the United Kingdom’s government, the then Scottish Executive, and the National Assembly for Wales announced the new road safety strategy and casualty reduction targets. The targets are based on the annual average casualty levels over the period 1994 to 1998, and are for:

- a 40-percent reduction in the number of people killed or seriously injured in road traffic accidents;
- a 50-percent reduction in the number of children killed or seriously injured;
- a 10-percent reduction in the slight casualty rate, expressed as the number of people slightly injured per 100 million vehicle kilometers.

According to the Scottish government’s statistical news release, in all cases a larger reduction in casualties has been achieved:

- 2,485 people were killed or seriously injured in 2009, 49 percent below the 1994-98 baseline average level (target of 40 percent);
- 257 children were killed or seriously injured in 2009: 69 percent below the 1994-98 average (target of 50 percent);
- A 2008 slight casualty rate of 28.67 casualties per 100 million vehicle kilometres (the latest available traffic volume estimate): 38 percent below the 1994-98 average (target of 10 percent).

More detailed analyses of the final 2009 figures will appear later in the publication, "Reported Road Casualties Scotland 2009" due in November 2010. The Scottish Road Safety Framework was launched in June 2009. This outlines Scottish specific targets that will be adopted after the 2010 Great Britain targets.

For more information, visit http://www.scotland.gov.uk/News/Releases/2010/06/21100801 or contact the Scottish government at ceu@scotland.gsi.gov.uk.
Shift to All Electronic Tolling Gaining Momentum

Cashless Tolling Reduces Costs and Congestion, Increases Safety

More and more toll agencies are implementing all electronic tolling. Recent examples:

- In San Francisco a plan has been adopted to collect all Golden Gate Bridge tolls electronically by 2013.
- In Washington State, the SR 520 floating bridge plans to begin all-electronic tolls in spring 2011.
- All-electronic tolling is being implemented in Florida, Texas, Maryland, and North Carolina.
- The Kentucky Transportation Cabinet and the Indiana Department of Transportation are studying options for converting highway sections and bridges near Louisville to all electronic tolling in what media reports have said would be the first cashless tolling on interstates.

What is behind this quickening pace? According to experts, all electronic tolling (AET) offers benefits ranging from improved mobility and reduced congestion to reduced costs and, over time, increased revenue. AET facilities currently exist on facilities operated by the North Texas Tollway Authority (NTTA) near Dallas, Texas; on East 470 near Denver, Colorado; and on the 407 Express Toll Road near Toronto, Canada.

Both the President George Bush Turnpike in the Dallas area and the E-470 near Denver stopped collecting cash tolls in June 2009.

According to the NTTA, the Sam Rayburn Tollway (SRT), President George Bush Turnpike, Lewisville Lake Toll Bridge (LLTB) and the Wycliff Ave. Main Lane Plaza on the Dallas North Tollway (DNT) use AET. The NTTA is also in the process of converting the entire Dallas North Tollway, the Mountain Creek Lake Bridge, and the Addison Airport Toll Tunnel, will switch to cashless tolling on December 10, 2010.

Cashless tolling is an electronic system that allows tolls to be collected when cars pass through toll gantries and ramp plazas without stopping or, in some cases, without slowing below the prevailing speed limit. Parties responsible for toll payments are identified by a vehicle-mounted transponder or a picture of a vehicle license plate.

NTTA calls customers who are charged through license plate imaging technology ZipCash customers. ZipCash customers pay 50% more as a result of the higher costs associated with processing those transactions. An invoice is sent to the owner of the vehicle identified by the license plate information. There is an 82% success rate for payment in ZipCash status. Of the remainder, 15% are converted to a violation status and 3% are returned with a bad address. Out-of-state drivers make up only one-tenth of 1% of all ZipCash or unpaid transactions on NTTA toll roads.

An analysis was performed on the conversion to cashless tolling and it was determined that all of NTTA facilities, including the DNT, could be reconstructed to accommodate all-ETC inclusive of system and software enhancements for $92.6 million. The $92.6 million is the current budgeted amount, and NTTA is currently on track to deliver the conversion slightly under budget.

The decision to convert E-470 outside Denver was made in 2007. The E-470 Public Highway Authority (E-470PHA) told UTM that, in 2007, 70% of their customers were already paying electronically. It was found that it was not economical to continue to incur all the costs of cash tolling for 30% of their customers.

According to the E-470PHA, conversion to all electronic tolling requires good communication with customers. On E-470, the move to all electronic tolling was conducted in two phases in order to get drivers comfortable with the switch. In January 2009, motorists had the option of using open toll lanes with a transponder or being billed a video toll if they did not. But they also had the option of paying cash in lanes on the side. The second phase, mandatory electronic tolls, was implemented seven months later.

E-470 PHA currently provides two options for toll payments: EXpressToll for those who use a transponder and License Plate Toll for those who do not. EXpressToll customers save 10% on tolls compared to License Plate Toll customers. The E-470 PHA is working now to create an online option for license plate toll customers. Customers who don’t want to wait until the end of the month to receive a bill will have the option of going online to pay. They will also have the option of receiving a toll statement online at the end of each month.

The table on page 7 provides more detailed information on the application of electronic toll collection by the North Texas Tollway Authority and the 470 Public Highway Authority.

For more information, visit www.ntta.org or www.e-470.com, or contact Susan Slupecki at sslupecki@ntta.org or jsnell@e-470.com.
Shift to All Electronic Tolling Gaining Momentum

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<th>North Texas Tollway Authority</th>
<th>E-470 Public Highway Authority</th>
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<td>Dallas, Texas</td>
<td>Denver, Colorado</td>
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**Where is cashless tolling applied?**
- The Sam Rayburn Tollway (SRT), President George Bush Turnpike, Lewisville Lake Toll Bridge (LLTB), and the Wycliff Ave. Main Lane Plaza on the Dallas North Tollway are cashless. We are in the process of converting the entire Dallas North Tollway to cashless tolling. That roadway, along with two other NTTA facilities—the Mountain Creek Lake Bridge and the Addison Airport Toll Tunnel—will “switch” to cashless tolling on Dec. 10, 2010, and construction is scheduled to be complete by July 2011.
- E-470 is a 47-mile toll highway that runs along the eastern perimeter of the Denver metropolitan area. It became cashless on July 4, 2009.
- E-470 was not converted to a toll road from a tax-funded road. It was constructed as a toll highway in 1991.

**Were the toll road constructed as toll roads or are there sections that operated without tolling initially?**
- All NTTA roads are, and have been, built as toll roads. We have already converted one of our existing toll roads/facilities to cashless tolling (the President George Bush Turnpike), and we are in the process of converting three other of our existing toll roads—the Dallas North Tollway, Mountain Creek Lake Bridge and Addison Airport Toll Tunnel—this year. Otherwise, all other new NTTA roads have either already been, or are being built as cashless tolling roadways (such as the Sam Rayburn Tollway and the Lewisville Lake Toll Bridge)—meaning, the traditional toll booths are not there; the roadway is all-electronic using gantries—overhead structures that supports transponder readers, cameras and lights necessary for all-ETC.

**Please provide a general description of how electronic toll collection works on your cashless toll roads**
- Cashless tolling is a system through which all tolls are collected electronically. Parties responsible for toll payments are identified by a vehicle-mounted transponder (such as a TollTag), or a picture of a vehicle license plate (ZipCash customers). With TollTag customers, the toll is deducted from a pre-paid account linked to the transponder. With ZipCash customers, an invoice is sent to the owner of the vehicle identified by the license plate information.
- EXpressToll customers (the electronic toll collection system) pay $35 pre-paid tolls to their account. They must have a transponder in the vehicle, which is “read” when they drive through a toll collection point, and the toll is automatically deducted from their account. License Plate Toll customers (billed customers) have a picture of their license plate taken; we obtain ownership information from any state’s Dept of Motor Vehicles, and we bill the customer. If they don’t pay in full by the due date, they receive a second bill with a $5 late fee. If that isn’t paid, they receive a Notice of Violation with a $25 fine per toll they didn’t pay.

**How many (%) of vehicles using the toll facility do not have a transponder?**
- 20%
- 34%

**How are cars that do not have a transponder treated?**
- When a motorist without a TollTag travels through the NTTA’s all-electronic, a digital image of the vehicle’s license plate is captured and the owner information is verified by the Texas Department of Transportation DMV Division. The first invoice for the higher ZipCash rate toll payment is then mailed to the registered owner of the vehicle with a 30-day payment deadline. ZipCash customers pay 50% more as a result of the higher costs associated with processing ZipCash transactions. The NTTA uses all options currently available (including partnering with a third party to acquire out-of-state vehicle information) to charge everyone for their use of the toll road.
- A customer without an EXpressToll account is a License Plate Toll (LPT) customer. Cameras photograph the front and rear license plates of all vehicles, and ownership information is obtained from the Dept. of Motor Vehicles. All license plate toll customers are mailed a statement 30 days after the first transaction, and if the statement isn’t paid by the due date, we send a second statement with a $5 late fee. The LPT customer makes up 24% of our customer base so it is more effective than cash toll collection.

**What percent of the transactions without a transponder actually pay the toll?**
- Payment success rate on ZipCash: 82% success rate in the ZipCash status, 15% are converted to a violation status, 3% are returned with a bad address (No update in the Texas Department of Transportation DMV Division, no forwarding address, no hits in the NCOA – National Change of Address Data base from the United States Postal Service.)
- Currently, E-470 has a 96% toll collection rate which includes collections from both EXpressToll and LPT customers. E-470 collects 89% of all LPT transactions, and 71% of those LPT customers pay the first statement received in the mail.

**What happens if a customer without a transponder does not pay the bill (invoice)?**
- The first invoice is mailed to the registered owner of the vehicle with a 30-day payment deadline. If the invoice is not paid within 30 days, a late notice will be sent for the cost of the tolls AND an additional $2.50 late fee per invoice. The late notice will state that if payment is not received within 15 days, each transaction will become an independent toll violation. If the owner continues to avoid payment after the 45-day process, a violation invoice will be sent, listing each transaction plus an additional $25 violation fee per transaction. In March 2010, our collection and administrative fee policy was approved, reducing the $25 administrative fee on the violation invoice by 67 percent to $8.33 per transaction if the invoice is paid before the invoice is sent to the collection agency. The violation invoice allows 30 more days to pay the amount plus the additional fees before further action is taken. Should the account continue to go unpaid, the bill will be sent to a collection agency or to the Department of Public Safety (DPS) where a citation will be issued resulting in an appearance at a Justice of the Peace Court. Accounts with less than 100 unpaid transactions will be sent to a collection agency. If the collection agency is unable to collect after 180 days, legal action will be taken. Owners with more than 100 unpaid transactions are considered habitual violators, so their accounts are automatically sent to DPS for a citation.
- The License Plate Toll statement must be paid in full by the due date or a second statement with a $5 late fee will be mailed. If the second statement is not paid in full by the due date, a toll violation notice will be mailed to the registered owner of the vehicle which will include a $25 civil penalty for each unpaid toll.
San Francisco Bay Area’s First HOT Lane to Open

Will Operate in One Direction Only

Northern California’s first high occupancy toll (HOT) lane, covering 14 miles of Interstate 680 southbound from Pleasanton to Milpitas, will open on September 20, 2010.

Officials said June 23 that the opening will launch a new era in San Francisco Bay area congestion management because, for the first time, solo drivers will be able to choose to use the carpool lane by paying a toll electronically. Car pools with two or more riders, transit vehicles, motorcycles, hybrid vehicles (with a valid sticker) and emergency vehicles will continue to use the lane for free.

Approximately 80 percent (11 miles) of the I-680 Express Lane is located in Alameda County, with the remainder (three miles) in Santa Clara County. The one southbound lane was built and added to I-680 as a carpool lane to Silicon Valley; it opened in 2002, said Dave Hyams, a spokesman for the Express Lane Project, told UTM that the I-680 Express Lane will run southbound only, from 5am until 8 pm. The northbound lane was never constructed.

As asked to comment on the expected use of the express lane by “free” and “paying” vehicles, Hyams said that the lane was built to improve traffic flow when the U.S. economy was strong. “We’re studying the traffic right now to document changes in traffic patterns,” he said. Traffic congestion is not what it once was, but the express lane will offer solo drivers the option of trip reliability without the risk of a traffic jam. Solo drivers who want a more reliable trip on southbound I-680 will mount a FasTrak® toll tag on their windshields, and will be charged a toll each time they use the express lane. The operation will be fully electronic. There will not be any toll-booths or traffic gates, so customers will not need to slow down or stop to pay the toll. The toll amount will be deducted automatically from a solo driver’s FasTrak® account.

The existing express lane is being marked with new striping, three specific entry and exit points, and overhead electronic signs. The express lane will be separated from general purpose lanes by triple solid lines, two yellow and one white, except at three entry and exit points.

Limited access will be a new concept for Bay Area drivers, said Hyams. Carpool lanes in the Bay Area have traditionally been marked with a dotted line so that drivers of vehicles with two or more passengers could move back and forth freely, he said. Now drivers will only be able to enter or exit the diamond I-680 Express Lane at three access points, which are indicated by a quarter-mile access lane with chevron markings and a dotted line. An overhead electronic sign will display the current toll being assessed. Toll costs will vary based on real-time traffic levels in the express lane to ensure traffic in the lane continues to flow.

Hyams said that dynamic pricing will be applied. The toll price will change as often as every three minutes based on congestion in the express lane. The minimum and maximum toll prices have not yet been set but Hyams said that, based on research, the average price will be in the $4.00-$6.00 range during peak commuting periods, and lower in mid-day. By changing the toll in response to the level of demand, the express lane traffic will keep flowing smoothly. He added that drivers will be alerted to the current toll price by an electronic sign approximately one-half mile ahead of the express lane’s access points.

As asked to estimate the total capital cost to provide the HOT lane (including planning, design construction, road widening and repaving, etc), Hyams said the total project including construction of the new lane for carpool and ultimately express lane use was about $200 million. He said that the cost of the provision of the electronic toll collection infrastructure was
California May Study Electronic License Plates

activities identified and any additional related costs identified by the department.”

It directs the DMV to submit a report to the California State Legislature on the utilization of digital electronic license plates and to conduct real-world trials to gather data on the ability for digital electronic license plate technology to deliver cost savings, workflow efficiencies and revenue generation without compromising safety. The final report is due on or before January 1, 2013.

According to the bill, the report must contain the following:

- An explanation of how digital electronic license plates could function as both a vehicle identifier and a mobile message display unit, including all of the following: (1) Restrictions the department may impose upon the message displayed on the digital electronic license plate. (2) The control that a registered owner may have over the message displayed on the digital electronic license plate. (3) Options for the driver of the vehicle to display and to change the messages displayed on the digital electronic license plate.
- The effects of the use of the digital electronic license plates on traffic safety, including, in consultation with the Department of California Highway Patrol, a consideration of the on-road safety impacts of digital electronic license plates through on-road testing of these plates authorized by the Department of the California Highway Patrol.
- The revenues to the state that may be generated by the use of the digital electronic license plates, if any.
- Cost savings that may be realized by the department through improved efficiency in the registration of vehicles, if any.
- The security and reliability of the digital electronic license plates.
- Recommendations on the future use of digital electronic license plates.

Senator Price said that adoption of this emerging technology could potentially bring significant benefits to the state of California and its taxpayers by streamlining distribution, activation, and registration of license plates. Digital electronic license plate technology, developed and engineered in California, would create new jobs in technology, sales/marketing and service fields, he added. The legislative analysis of SB1453 does not include estimates of how much revenue could be saved or gained from license plate advertising, however.

Neither the California Highway Patrol nor the governor’s office have taken publicly taken position on the bill. The bill has not yet encountered any significant opposition.

For more information, visit http://dist26.casen.govoffice.com/ or contact, Fahizah Alim, spokesman for Senator Price, at (916) 651-4026.

San Francisco Bay Area’s First HOT Lane Set to Open

about $30 million. Annual operating and maintenance costs are estimated in the range of $1 million, Hyam added. The actual operating cost may vary due to the cost of contracting for additional highway patrol vehicles and officers on overtime to patrol the lane and use visual and electronic means to catch violators. A solo driver without a valid FasTrak® toll tag will be in violation of state law and subject to a fine.

Toll revenue from the express lane will pay for operating and maintaining the lane, for transit service on the I-680 corridor and for building other carpool lanes or express lanes in the I-680 corridor, including a future project on northbound I-680.

For more information, visit http://www.680expresslane.org/I-680.asp or contact Dave Hyams, Solem and Associates at (415) 296-2021 or info@680expresslane.org.

![I-680 Express Lane -- How It Works](http://www.680expresslane.org/I-680.asp)
Continued from Page 1

New Mobile Software Application Helps Special Needs Riders Navigate Transit System

find where he is on a map or to plan a route or to locate a restroom. Or it can be used to communicate with transit authorities in case of a service problem or an emergency situation.

The application is currently being piloted on phones in 10 stations of the Paris Metro. Now Regie Autonome des Transports Parisiens (RATP) commuters can download the free software and set up user profiles for interacting with the software. Information is automatically sent to their mobile phones according to their profile and contextual information.

“At Ryerson we see a very niche use for context-aware computing in public transit and Intelligent Transport Systems,” said Hossein Rahnama, project leader, Ryerson postdoctoral student and DMZ Steering Committee member. “We are specializing in context-aware consumer applications in airports, airlines, trains, subways, buses, etc. With RATP, our focus was on passengers with special needs because those communities could really benefit from such applications, even though they are often not considered when developing apps.

For blind and low-vision passengers, the Mobile Transit Companion uses a speech-enabled, gesture-driven user interface. Passengers can speak into the phone to get information, such as where is the elevator or to ask for help. The application will give a verbal response. For the elderly and passengers with hearing impairments, the application also offers an easy-to-use visual interface. Stated simply, a person can draw symbols on the touch screen. For example, by writing an ‘h’ on the screen, a person can indicate to the transit authority that he needs help. Passengers can receive information about the arrival of a train or the location of transfer points, information about nearby businesses, updated schedules for connecting trains, and the availability of services at each station.

The Mobile Transit Companion’s positioning function is integrated with a web-based monitoring service so that public transit staff can locate and assist passengers with special needs. It is the only social tracking application for public transit passengers, the university said. Context information including bandwidth, location and disability attributes of the passenger are aggregated and distributed to the monitoring service. Transit officials can select filters to view a particular passenger profile, for example, passengers who need wheelchairs. They can send a message to selected passengers, via text or speech, depending on the application settings that passengers have selected. Also, this monitoring service has the capability to be shared with friends and family.

“Passengers with reduced mobility have different needs,” Rahnama said recently. “[A] visually impaired passenger needs to interact with the phone using voice commands, but a passenger who has hearing problems would like to see things better. It’s a very interesting area of research for context-aware computing: How do you change the behavior of the software for different users? One option you have is to deliver different types of applications to different users, which will not be very cost-effective and will not be very consistent. But if you are able to develop one application that can adapt itself based on the needs of the passenger, that is a very interesting area of research for context-aware computing, and that’s exactly what we did for the Paris Metro. So, different passengers with different needs can use the same application in different models.”

The project was part of a European funded research project called MUSIC (http://www.ist-music.eu) that was aimed at developing an open-source middleware platform. Ryerson was the partner of Stockholm’s Appear Networks and became the only North American player in the project. The application uses an active connection to the Internet so it can track a person’s position and provide information about different locations. In Paris, the infrastructure that is in place allows phones to be connected to a network while underground. In September, the pilot project is expected to expand to Toronto, where the application will available for commuters to test on suburban trains and buses. There are also plans to expand the application to other smart phones.

“There are a lot of advantages to research collaboration with international partners in the information and communications technologies sector,” said Rahnama. “In fact, one of our key objectives in this project is to demonstrate those advantages, such as combining the smartphone popularity and development of North America with the digital mobile telephony advances of Europe.”

Ryerson University’s DMZ provides students the opportunity to develop innovative, digitally based ideas into marketable consumer products with help from mentors and industry. According to the University, innovation and entrepreneurship are at the heart of this largely student-led, multidisciplinary initiative.

For more information, visit http://www.ryerson.ca/news/news/Genera1_Public/20100611_paris.html or contact Ryerson spokesman Heather Kearney at (416) 979-5000, ext. 4282 or Hossein Rahnama at Rahossein@ryerson.ca.
European Assessment Finds Road-User Charging To Be More Effective if Integrated with Other Policies

A project funded by the European Commission entitled Coordination of Urban Road User Charging Organizational Issues (abbreviated as CURACAO) found that road-user charging will be more effective if integrated with policies to promote public transport, to reallocate road space and to manage land use.

The shortfall between the potential of urban road-user charging and the progress of its actual implementation has been the focus of CURACAO. CURACAO has aimed to support the implementation of urban road-user charging as a demand management tool in urban areas by working with cities interested in pursuing road-user charging. The State of the Art Report, which is based on research to the end of 2008, addresses themes including:

- possible objectives of urban road-user charging schemes,
- ways in which road-user charging schemes can be designed to meet those objectives,
- technologies available to support such scheme designs,
- business systems affecting the technology choice and operation of the scheme,
- techniques for predicting the effects of road-user charging schemes, and
- specific evidence on traffic effects.

It also identified nine possible objectives of cities that are likely pursue urban road user charging. Efficiency, environment and revenue generation are the dominant objectives.

CURACAO reviews current experience with road-user charging and makes many recommendations. For example, although road-user charging can be implemented in many ways, CURACAO found evidence that distance-based pricing is the most efficient. It appears, however, that many cities will want to rely on cordon and area-based schemes. Regardless of which charging system is used, the design will need to determine the level of charge, variations by vehicle type, location and time of day, and exemptions and discounts. These elements will affect the effectiveness of the scheme and its acceptability. According to CURACAO, trade-offs will almost certainly be needed between these two objectives. The principal concern of cities is acceptability. The role of complementary policy instruments and of the use of road-user charging revenue are critical to increasing acceptability.

Road-user charging will be more effective if integrated with policies to promote public transport, to reallocate road space and to manage land use, CURACAO said. These measures are also likely to reduce the adverse impacts of urban road-user charging on the travelers most disadvantaged by it and to increase its acceptability. However, the best combination of these will depend on the city context in which they are being applied.

The principal technologies for charging, payment and enforcement are automatic number plate recognition, dedicated short-range communications and global navigation satellite systems. Satellite systems are experiencing rapid development and should enable a wider range of pricing systems, including distance-based charging. However, CURACAO found that automatic number plate recognition remains the principal tool for enforcement.

Experience with methods for predicting the impacts of urban road-user charging schemes has been growing, but the complexities of road-user charging make conventional prediction methods less reliable. Urban road-user charging schemes which have aimed to reduce traffic have typically reduced traffic entering the charged zone by between 14% and 23%. The London scheme reduced congestion by 30% initially, but this has since been eroded by extraneous factors.

CURACAO suggests that any evaluation of an urban road-user charging proposals should reflect the full range of a city’s objectives, and specify whether the appraisal is limited to the road-user charging scheme, the scheme together with any complementary measures, or the scheme and any measures financed from surplus revenue.

Transferability of results from one city to another remains little understood, not least because of the lack of empirical results. Implementation processes, including legislative frameworks and political structures, differ from one city and country to another. Effective monitoring of a scheme’s impacts will be important in sustaining and enhancing the scheme, and in increasing the body of empirical evidence. CURACAO recommends that a city’s objectives be made clear at the outset and be kept short and simple, while not omitting objectives that will help foster support for the policy. It should also be adhered to consistently.

CURACAO says that road-user charging design should follow a logical sequence, in which the overall strategy is determined first, and the role of road-user charging determined as part of that strategy. This will help demonstrate that road pricing is needed, and also help to identify those complementary policy instruments which are needed to support it.

The lead contractor for the report was the Institute for Transport Studies, University of Leeds. To view or to download the State of the Art Report, visit http://www.curacaoproject.eu/pdf/CURACAO%20D2%20SoAR%20FINAL%20v1.0.pdf.
Transportation Tort Liability: Case in Review

Texas Case Considers Sovereign Immunity of the Texas DOT
(Note: The findings of this case might change)

Late last month in a dissenting opinion to the majority findings, a senior justice argued that the case before the Texas Court of Appeals illustrated both the wisdom and necessity of sovereign immunity. He contended the only reason the Texas Department of Transportation (TxDOT) had been included in the litigation was because of its “deep pockets” and that “there are no pockets deeper than the public treasury which can be re-supplied by seemingly endless amounts of tax-payer dollars”. He also noted that recently the doctrine of sovereign immunity has fallen into disfavor, being characterized by some jurists as “archaic,” “feudal,” “primitive,” “absurd,” “a legal fiction,” “contrary to the public interest” and having “little relevance in the 21st century.”

The case arose when TxDOT appealed against a trial court’s findings, arguing it was entitled to sovereign immunity relative to all of plaintiffs/appellees’ claims, including that TxDOT was liable for various premise defects and negligent acts or omissions involving an intersection and a tollway, and that TxDOT was also liable under the joint-enterprise theory. Specific allegations included

- the lack of traffic-monitoring cameras caused a dangerous condition because there were no people monitoring the roadway;
- the intersection near to the accident site had confusing or misleading signs, signals, and warning devices, inadequate barricades, and insufficient traffic control;
- TxDOT had negligently placed warning signs on the wrong side of the road at or near the intersection;
- these deficiencies constituted negligent implementation of TxDOT’s policy to operate both roads safely.

Background
In the early morning hours of January 1, 2007, a severely intoxicated motorist drove the wrong way in the westbound lanes of a divided highway, the Westpark Tollway, for approximately eight and one half miles until he crashed head-on into the appellees’ vehicle, resulting in the death of one of the occupants.

It is not known how and where the driver entered the westbound lanes of traffic, but the case followed on the presumption that he entered at the closest possible point of entry, the intersection between an access road and the tollway. If so, then contrary to signage, he turned left, driving eastbound on a westbound access road. Contrary to signage on the access road he continued east until, contrary to traffic reflectors, he entered the exit ramp of the freeway. He then proceeded another eight and one half miles against oncoming traffic until the fatal crash.

Findings
TxDOT contended the trial court lacked jurisdiction over appellees’ claims because they had not demonstrated it’s sovereign immunity had been waived, in terms of the Texas Tort Claims Act (TTCA).

First, it argued it had no legal duties relative to the tollway, and submitted two agreements as evidence: (1) a contract with Harris County and Fort Bend County for different segments of the road; and (2) a contract with the Fort Bend County Toll Road Authority. These agreements provided for the construction of the roadway but made no provision for revenue sharing or the operation of the toll road.

However, the court found that the referenced evidence did not conclusively negate TxDOT’s responsibilities relative to the tollway in Harris County. With regard to the agreement with Fort Bend County Toll Road Authority (FBCTRA), which provided that FBCTRA would be responsible for maintenance of the main lanes and ramps of the Fort Bend County segment “upon completion of the project”, it found that TxDOT did not present evidence that the “Project” had entered the post-completion stage at the time of the accident.

TxDOT also challenged appellees’ claims concerning the placement, maintenance, and quality of traffic-control devices at or around the access road intersection (specifically the failure to install traffic-control devices; various traffic-control device deficiencies and the condition of the pavement markers) arguing that these allegations involved the exercise of discretion for which immunity is not waived under the TTCA.

TxDOT rejected the claims that it failed to install “non-discretionary” signs and devices after receiving “notice” that such signs and devices were necessary, and that it designed but failed to install warning flashers and cameras intended to monitor traffic for safety.

The court found that appellees did not clarify the reason or reasons why TxDOT failed to install these devices, specifically, whether TxDOT’s conduct involved negligent implementation of a discretionary policy decision (for which immunity is waived under the TTCA), or a discretionary policy decision, e.g., a decision to postpone installation or the failure to set an installation date, for which immunity is not waived. It also found it couldn’t determine whether appellees were alleging the absence of these items caused a premise defect or simply failed to warn of an existing defect.

Nevertheless it found that a plaintiff is entitled to an opportunity to amend if additional facts can overcome the governmental entity’s immunity from suit. Accordingly, it reversed the trial court’s denial of TxDOT’s plea and remanded for a trial court to allow appellees a reasonable opportunity to amend their pleadings.

The dissenting judge noted that the majority did not suggest, and he could not fathom, what “non-discretionary” acts are involved in deciding if, how, and when to install traffic signs and signals. He asserted that no purpose would be gained by a remand other than needlessly prolonging the litigation. Therefore he dissented to the remand.

TxDOT next challenged appellees’ claim that it failed to maintain pavement markers at the tollway exits. Appellees contended some of the traffic buttons on the access road and exit ramp were damaged and/or missing, and, thus, were not properly maintained. TxDOT argued that if the traffic buttons were in need of repair (which it did not concede), the appellees failed to allege or show it had knowledge
Texas Case Considers Sovereign Immunity of the Texas DOT (Continued)

of the danger.

However the court rejected this position claiming TxDOT had the burden of establishing sovereign immunity and therefore had to supply evidence it had not had notice of the alleged defect. The court therefore affirmed the trial court’s denial of the department’s plea to the jurisdiction on this issue.

The dissenting judge claimed that the court was requiring the department to prove the non-existence of an event, i.e. to prove a negative, or waive its sovereign immunity. He asserted that if the plaintiffs possessed evidence that the department was notified prior to the accident that the markers were in disrepair, it was not unreasonable to expect them to allege and prove such facts. Accordingly, he dissented.

TxDOT also argued that appellees failed to demonstrate how the allegedly dilapidated condition of the pavement markers proximately caused the underlying accident. The court found that proximate cause includes both cause in fact and foreseeability. TxDOT argued the casual connection was too tenuous to support jurisdiction because of the eight-mile distance between the deficient pavement markers and the accident site. However the court found a close relationship between the allegedly deficient markers, the driver entering the tollway in the wrong direction, and the head-on, wrong-way collision.

TxDOT argued that it was not “foreseeable that a severely intoxicated person would fail to see a pavement marking (allegedly in a state of disrepair), and the warning signs posted to deter wrong-way entry to the [tollway], and then travel approximately eight and a half miles in the wrong direction, ultimately crashing his car into motorists traveling in the proper direction.”

The court found these were factors for the trier of fact to consider and therefore overruled TxDOT’s causation challenge.

TxDOT had also rejected appellees’ claims that it had been negligent in its implementation of policy to operate the tollway safely, specifically that it did not erect traditional toll booths and wider road shoulders. Appellees argued that if traditional toll booths had been erected on the exit ramps, the driver might not have been able to enter the westbound lanes.

The court decided to remand this claim to permit the appellees to amend their pleadings, if possible.

The dissenting judge noted that the TTCA does not waive sovereign immunity for roadway design, and argued that the decision whether or not to install toll booths or wider shoulders was a matter of roadway design. He also noted there were no suggestions of negligent implementation of construction plans in the record and pleadings before the court. Therefore he dissented to the remand of this issue.

Finally, appellees had alleged that the TxDOT was liable under a “joint enterprise” theory, claiming that TxDOT and various other parties, including Fort Bend County, Harris County, the roadway authorities and the developers, had an express or implied agreement to construct, develop, operate, and maintain the Westpark Tollway.

In reply, TxDOT asserted that the only two agreements were the TxDOT-FBCTRA agreement and an agreement between Harris County and Fort Bend County (“Counties’ agreement”).

However, the court found that nothing in the record supported that no other agreements existed and held that TxDOT did not conclusively negate appellees’ allegation.

The dissenting judge claimed to be perplexed as to how TxDOT might prove the non-existence of alleged contracts. Again he challenged the appellees, if they were aware of any additional agreements, to offer the documents or evidence in rebuttal.

Continued from Page 3

Practicing Traffic Engineers Have Mixed Opinions About Alternative Intersections and Interchanges

Opinions were not obtained on roundabouts since it was assumed that this type of intersection is reasonably widely applied and understood.

In addition, the following general conclusions can be derived from the general comments received:

• It is accepted that these intersections might provide advantages under the right circumstances.

• Concern was expressed about the significant amount of right-of-way required by some of the alternative intersections and interchanges.

• If communities do not understand the intersections and interchanges, it is unlikely that they will support their implementation. The use of 3D animation was suggested as an excellent way to explain a new type of intersection or interchange.

• Concern was expressed by some of the traffic engineers that unfamiliar designs will cause an increase in accidents for a considerable length of time. However, others stated that they experienced a decrease in accidents.

• Most traffic engineers expressed a need for more information and experience on the alternative intersections and interchanges despite the fact that the FHWA has been conducting classes and publishing information including their "Alternate Intersection/Interchanges: Informational Report."
The International Transport Forum (ITF) and the International Association of Public Transport (UITP) have announced the winners of global competition for their joint Award for Outstanding Innovation in Public Transport.

The overall winner was the Consorcio Regional de Transports de Madrid (CRTM), Spain for its integrated transport plan. The CRTM is an autonomous body of the Regional Government of Madrid. Its responsibilities cover the provision of public transport services to the whole region of Madrid and associated municipalities. Its board includes members of the regional government, city of Madrid and other municipalities, central government, trade unions, and private operators and users associations.

ITF called CRTM’s winning plan “extremely ambitious” and said that the “Madrid transport interchange stations are an example of innovation and a global benchmark.” CRTM itself describes the plan as a network of interchange stations that can move more than a million users a day and includes the entire flow of passengers accessing the city.

CRTM’s integrated transport plan is based on the idea that transport interchange stations which promote modal integration are a crucial part of the public transport system. Called the Madrid Transport Interchanges Plan, it is the culmination of a unification process between the interchange points of the intercity bus lines and the circular Metro line. According to CRTM’s award application, with the adequate construction and improvement of new transport interchange stations, a modal interchange network has been organized around Madrid’s entrances in relation to the highways that provide access to the city and the circular underground Metro line. The Madrid region has seven important highways that connect the region with Madrid City. In each entrance, CRTM is building an interchange station connected with the Metro underground network for the metropolitan and urban bus lines. CRTM said, for the design of the stations, the following services have been taken into account:

- New technologies: To guarantee the functional viability of the transport interchange stations, a system is required to supply the stations with data and information efficiently and responsively. It should provide the user with a comfortable environment, in which the safety, rapidity and integration of all the transport available can be appreciated through clear, intuitive and efficient information.

- Fire protection: The design of the installations is based on a fundamental requirement: to limit the evacuation time to six minutes, sufficient time for those in the building to evacuate and be in a safe external space. This requires that the study specifically deal with all the fire safety criteria used as a basis for the development of current regulations.

- Accessibility: Actions cover a wide range of areas including design, furniture, signs, etc., and include special measures for the visually impaired.

- Mobility simulators: As a result of studies, it was possible to verify the designs, operational plans and evacuation times and conditions for the transport interchange stations, making this infrastructure safer and more comfortable for passengers.

- Traffic control: Management of several thousand vehicles per day represents a considerable challenge, on top of the challenge posed by the unique underground configuration of the traffic interchange station, itself.

- Safety plan: Safety is one of the most important pillars of any transport infrastructure, and this is particularly true of transport interchange stations, which are used on a daily basis by hundreds of thousands of passengers.

The joint runners-up are Arriva Southern Counties and Kent County Council, United Kingdom, and Ahmedabad Janmarg, India, both for their bus rapid transit systems. In addition, three “Special Mentions” were awarded to:

- Leipziger Verkehrsbetriebe (LVB), Germany, for the easy GO mobile travel information and ticketing service.
- Bangalore Metropolitan Transport Corporation, India, for application of innovation through their operations incorporating management, leadership, technology, and employee services.
- Swedish Public Transport Association, Sweden, for doubling the market share of public transport across the country, in line with the UITP strategy for the public transport sector.

UITP and ITF officials were pleased with the global response to the competition: “We were delighted to receive over 25 strong applications from 23 countries all of which demonstrated commitment to improving public transport through innovation,” said Jack Short, Secretary General of the International Transport Forum.

UITP (International Association of Public Transport) is the international network for public transport authorities and operators, policy decision-makers, scientific institutes and the public transport supply and service industry. It is a platform for worldwide cooperation, business development and the sharing of know-how between its 3,200 members from 90 countries.

The ITF (International Transport Forum) is a strategic think tank for the transport sector. An intergovernmental organization linked to the Organization for Economic Co-operation and Development, the Forum’s goal is to help shape the transport policy agenda, and ensure that it contributes to economic growth, environmental protection, social inclusion and the preservation of human life and wellbeing.

For more information, visit http://www.internationaltransportforum.org/ or www.uitp.org, or contact UITP Press Officer Sarah D’Angelo at +32 2 663 66 39 or sarah.dangelo@uitp.org or ITF Communications Director Michael Kloth +33 (0)1 45 24 95 96 or michael.kloth@oecd.org.
This Month’s Survey Results (Survey 1)

Essential Transportation Publications

Last month the *The Urban Transportation Monitor* conducted a survey among transportation professionals to obtain their opinions on and information about what are considered to be the most essential transportation publications. Questionnaires were sent by e-mail to a random sample of 300 traffic engineers, transportation planners and transit professionals. Altogether 37 completed surveys were obtained for a 12% return rate. Questionnaire recipients were asked to list what they believe are essential publications (reference/manual/guide/book/report) that every transportation professional should have on his/her bookshelf. They were also asked to provide a reason for listing a particular publication as essential. The results of the survey are published here.

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**Essential Transit, Pedestrian and Bicycling Publications**

- This is the bible for transit operations planning for all service modes; the benchmark for all major New Starts projects and for system reviews.
- Currently the MPO where I work is developing performance measurements for all modes as part of our congestion management program.

*APTA Public Transportation Fact Book, American Public Transportation Association, 2009*
- Timely, relevant transit information.

*Designing Walkable Urban Thoroughfares, Institute of Transportation Engineers, 2009*
- Best new guide on developing context sensitive designs.

- Until the new guide is released, this is the definitive design guide on all things bicycle, from shared-use paths to bike lanes.

*Guide for the Planning, Design, and Operation of Pedestrian Facilities, American Association of State Highway and Transportation Officials (AASHTO), 2004*
- If you only have one book on pedestrians, it should be this one. It provides the information you need to ensure pedestrian facilities will be built in the right place and the right way.

*Accessing Transit, Florida DOT, 2008*
- This book is a compendium of transit accessibility knowledge. It has everything a transit agency needs to know about facilities, signage, etc. for getting on and off transit.

- The San Joaquin Regional Transit District is planning Bus Rapid Transit (BRT). This publication provides essential information, guiding the development of a successful BRT system, including details on the elements that provide a comprehensive BRT service.

*Sound Transit Commuter Rail Design Standards, Sound Transit, 2005*
- Clearances and vehicle information on local commuter rail line as beginning of comparison point for discussions and technical follow-up.

*The Canadian Transit Handbook, Canadian Urban Transit Association, 1993*
- This edition lists the current practices utilized by Canada’s transit systems.

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**Essential Traffic Engineering Publications**

- This publication is essential for standardizing traffic control devices use and installation in the U.S. to better protect the road and highway users.
- The MUTCD helps bring uniformity to the way we communicate our designs on public facilities and assists with driver expectancy.
- Study Bible for all types of traffic studies.
Essential Transportation Publications (continued)

Essential Traffic Engineering Publications (continued)

- A must have resource for everything dealing with signs and markings.
- This text is essential for any designer dealing with freeways on down to city streets.
- I use this in the traffic engineering portion of my job — probably weekly if not more.
- You cannot design/construct a transportation improvement without meeting the MUTCD guidelines.
- All new road facilities must follow. Also, contains warrants for traffic signals which is used in planning activities.
- Used as a standard for all traffic control devices, signing, pavement markings and traffic signals. Various States have their own version of the MUTCD that they use, which overrides the national MUTCD.

Highway Capacity and Quality of Service Manual, Transportation Research Board, 2010

- This brand new edition has now includes quality of service instead of just capacity and has been expanded to cover pedestrian, bicycle and transit levels of service. This new edition should be required for all new roadways in the U.S.
- The HCM is the bible of traffic operations analysis. It has been and remains the place to find the best-supported empirical methods for assessing service quality on transportation facilities.
- The authority for capacity analysis.
- This is used about 3-4 times a year depending on what research/activities we are currently doing with our clients.
- Contains procedures for evaluating congestion of intersections, road segments, pedestrian and bike facilities.


- This is the essential reference for acceptable design for all roadways from the interstates down to local access residential roads. The information provided has been researched for decades and represents the state of the art for road design.
- Minimum design criteria, and authority for developing roadway designs.
- Used as a standard for highway geometric design, provides information for all manners of geometric design.
- The “Bible” for the design of US streets and highways.
- Contains geometric design guidelines for highways & streets in the U.S. Many state & local jurisdictions reference these guidelines.
- This is where engineering happens; although it’s not perfect, most of the very basic things traffic engineers do to balance safety and mobility are done in this book.


- Needed for all site impact analyses
- Most comprehensive source for trip generation for a variety of land uses.
- The accepted national standard for developing traffic projections for new development and redevelopment. Used to determine the effect upon the surrounding highway system.
- You cannot plan for a development without using this book and knowing the impacts on the roadway. It is used constantly.
- Used for conducting traffic impact studies, analyzing on-site traffic patterns, access management studies and signal timing analysis.
- Standards for not only highway design, but also design elements for various types of streets including bike and bed facilities

Highway Safety Manual, AASHTO, 2009

- This publication is essential to bringing safety to the forefront of any highway or roadway design.
- Brand new publication that should become an essential design tool for all roadway planners and designers to ensure the safest possible roadway network.
- State of the art analysis of safety. Predicts safety performance (number of accidents) for various kinds of improvements.


- This provides guidance in all areas of traffic engineering.
- An essential reference.
- Good basic traffic engineering principles

Traffic Signal Timing Manual, Kittelson & Associates Inc. in association with the Texas Transportation Institute, the University of Maryland, Purdue University, Siemens ITS and the Institute of Transportation Engineers, FHWA, 2008

- Most comprehensive list of traffic signal timing procedures
- The Traffic Signal Timing Manual establishes a good baseline for signal timing engineers and lays the groundwork for future discussions about improving our signal operations.
Essential Transportation Publications (continued)

Essential Traffic Engineering Publications (continued)

- This publication is essential for protecting the travelling public on any road.
- Used for analyzing safety treatments for roadways.

- You can’t plan or build sidewalk in the public right-of-way without this book. All of the ADA standards are here.
- This draft document will eventually replace ADA Accessibility Guidelines for designing pedestrian facilities in the public right-of-way, and has already been adopted by FHWA as best recommended practice for all federally funded roadway projects.

- A basic reference.

- This repository of traffic flow theory was a huge leap forward in the explanation of the complex traffic flow concepts that underpin the analysis and design of restricted-flow transportation facilities.

Traffic - Why We Drive the Way We Do (And What It Says About Us), Tom Vanderbilt, Alfred A. Knopf, 2008
- Provides an interesting link between every day driving experiences and traffic engineering.

Traffic Engineering for Small Cities and Counties, Automobile Club of Southern California, 1975
- Very good “basics,” which are many times overlooked in identifying solutions. Old, however, still applicable.

Traffic Engineering, Roger P. Roess,, Elena S. Prassas, William R. McShane, John MacAdam Publisher, 2008

- Provides minimum standards and some guidelines for design, construction and maintenance.

Highway Design Manual, Sixth Edition, California Department of Transportation (Caltrans), 2009
- The go to resource for roadway design guidelines.

Essential Transportation Planning Publications

- This provides good, basic guidance for all aspects of transportation planning.

The Death and Life of Great American Cities, Jane Jacobs, Vintage (a division of Random House), 1961
- Timeless and ahead of its time, it takes on directly the firmly held tenets and methods of city planning (transportation or otherwise) that led two generations of planners to create nearly everything deplorable about urban transportation as we know it. Jane Jacobs is a cynical tour guide on the road to urban planning hell and the good intentions with which it was paved.

The High Cost of Free Parking, Donald Shoup, APA Press, 2004
- Nothing has more impact on the decision to drive alone than free parking. Shoup discusses the history of parking, how it affects driving decisions, and its affect on land uses in an entertaining, memorable way.

- Good discussion on interaction between transportation and community planning - essential.

- To be aware of the extent to which bicycle use can/should change our approach to traffic and transportation planning.

- Base year was 2006 for regional transit study.

Planning for Transportation in Rural Areas, FHWA, 2002
- Good basics, and includes many references.
This Month’s Survey Results (Survey 2)

Traffic Counting

The Urban Transportation Monitor conducted a survey among traffic engineers at cities primarily in the U.S. and Canada to obtain information and opinions about traffic counting issues. Altogether 500 transportation professionals at public agencies were contacted via email earlier this month. Replies were received from 61 cities for a return rate of 12%. The results of the survey are published here.

Do you have permanent count stations installed in your jurisdiction?

<table>
<thead>
<tr>
<th>Multiple Choice Answer</th>
<th>Percentage of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>42%</td>
</tr>
<tr>
<td>No</td>
<td>58%</td>
</tr>
</tbody>
</table>

If you have permanent count stations, can you collect data via telemetry from any of your permanent counters?

<table>
<thead>
<tr>
<th>Multiple Choice Answer</th>
<th>Percentage of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>59%</td>
</tr>
<tr>
<td>No</td>
<td>41%</td>
</tr>
</tbody>
</table>

If you have permanent count stations, how do you decide where to place permanent counters?

(Answers in order of frequency provided.)

- They are placed along major arterial roads and highways, especially where communications are available. We place them near or at traffic signals.
- They were placed by or in agreement with the state to collect and monitor such data as ADT (annual daily traffic) adjustment factors.
- Funding availability, importance of corridor/essential locations, highest volume AADTs (average annual daily traffic), and hurricane evacuation routes. Historical data required.
- We have established a cordon line around the city and its downtown.
- Locations that provide good traffic flow data that will be integrated into our ITS Advanced Traveler Information System, which is currently under development. Both surface streets and interstate monitoring included.
- Mostly during street overlays, we look for permanent count station opportunities.
- We started with chokepoints (the five grade separated railroad crossings) and now are working on corridors that are difficult to count manually.
- They are part of the SCATS adaptive signal system.
- They are placed at different geographical corners of the county.
- Part of a system of deployed to collect real time volume, speed, occupancy and travel times at 8 locations spaced 2 miles apart on a major Parkway.
- We place them in the vicinity of major trip generators.

If you have permanent count stations, what type of technology do you presently use for your permanent count stations?

<table>
<thead>
<tr>
<th>Multiple Choice Answer</th>
<th>Percentage of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inductive loops</td>
<td>32%</td>
</tr>
<tr>
<td>Pneumatic hoses</td>
<td>0%</td>
</tr>
<tr>
<td>Video</td>
<td>13%</td>
</tr>
<tr>
<td>Microwave</td>
<td>10%</td>
</tr>
<tr>
<td>Other</td>
<td>6%</td>
</tr>
</tbody>
</table>
Traffic Counting (continued)

If you have permanent count stations, what data do you typically obtain from your permanent counters?

<table>
<thead>
<tr>
<th>Multiple Choice Answer</th>
<th>Percentage of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Volume</td>
<td>42%</td>
</tr>
<tr>
<td>Speed</td>
<td>17%</td>
</tr>
<tr>
<td>Classification</td>
<td>10%</td>
</tr>
<tr>
<td>Weigh-in-motion</td>
<td>0%</td>
</tr>
<tr>
<td>Other</td>
<td>4</td>
</tr>
</tbody>
</table>

What type of technology do you presently use for your short-term counts?

<table>
<thead>
<tr>
<th>Multiple Choice Answer</th>
<th>Percentage of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inductive loops</td>
<td>21%</td>
</tr>
<tr>
<td>Pneumatic hoses</td>
<td>82%</td>
</tr>
<tr>
<td>Video</td>
<td>23%</td>
</tr>
<tr>
<td>Microwave</td>
<td>8%</td>
</tr>
<tr>
<td>Manual</td>
<td>55%</td>
</tr>
<tr>
<td>Other</td>
<td>6%</td>
</tr>
</tbody>
</table>

What data do you typically obtain from your short term counts?

<table>
<thead>
<tr>
<th>Multiple Choice Answer</th>
<th>Percentage of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Volume</td>
<td>100%</td>
</tr>
<tr>
<td>Speed</td>
<td>77%</td>
</tr>
<tr>
<td>Classification</td>
<td>69%</td>
</tr>
<tr>
<td>Weigh-in-motion</td>
<td>4%</td>
</tr>
<tr>
<td>Other</td>
<td>10%</td>
</tr>
</tbody>
</table>

What percentage of your counts do you have to repeat because of some technical problem associated with the counter?

Average percentage: 9%

How frequently does your agency have counts collected at specific locations?

<table>
<thead>
<tr>
<th>Multiple Choice Answer</th>
<th>Percentage of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>More than once a year</td>
<td>4%</td>
</tr>
<tr>
<td>Annually</td>
<td>25%</td>
</tr>
<tr>
<td>Biannually</td>
<td>14%</td>
</tr>
<tr>
<td>Every three to five years</td>
<td>35%</td>
</tr>
<tr>
<td>Other</td>
<td>22%</td>
</tr>
</tbody>
</table>

How does your jurisdiction collect traffic counts?

<table>
<thead>
<tr>
<th>Multiple Choice Answer</th>
<th>Percentage of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Use dedicated agency staff</td>
<td>27%</td>
</tr>
<tr>
<td>Use agency staff that has other assigned duties</td>
<td>62%</td>
</tr>
<tr>
<td>Outsource to consultants</td>
<td>31%</td>
</tr>
<tr>
<td>Other</td>
<td>17%</td>
</tr>
</tbody>
</table>
Traffic Counting (continued)

How is your count data used?

<table>
<thead>
<tr>
<th>Multiple Choice Answer</th>
<th>Percentage of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Annual monitoring (volumes only)</td>
<td>79%</td>
</tr>
<tr>
<td>Annual monitoring (level of service)</td>
<td>38%</td>
</tr>
<tr>
<td>Special studies</td>
<td>92%</td>
</tr>
<tr>
<td>Traffic growth projections</td>
<td>65%</td>
</tr>
<tr>
<td>Project prioritization accident rate calculations</td>
<td>62%</td>
</tr>
<tr>
<td>Other</td>
<td>17%</td>
</tr>
</tbody>
</table>

How do you test your counter equipment?

<table>
<thead>
<tr>
<th>Multiple Choice Answer</th>
<th>Percentage of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>In the field</td>
<td>60%</td>
</tr>
<tr>
<td>With test equipment</td>
<td>26%</td>
</tr>
<tr>
<td>No testing is done</td>
<td>19%</td>
</tr>
<tr>
<td>Other</td>
<td>4%</td>
</tr>
</tbody>
</table>

Who completes quality control (QC) reviews of the data?

<table>
<thead>
<tr>
<th>Multiple Choice Answer</th>
<th>Percentage of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Staff engineer</td>
<td>63%</td>
</tr>
<tr>
<td>In-office only engineering technician</td>
<td>25%</td>
</tr>
<tr>
<td>Field data collection engineering technician</td>
<td>35%</td>
</tr>
<tr>
<td>Consultant</td>
<td>15%</td>
</tr>
<tr>
<td>Other</td>
<td>2%</td>
</tr>
</tbody>
</table>

What type of software do you use to QC traffic counts?

<table>
<thead>
<tr>
<th>Multiple Choice Answer</th>
<th>Percentage of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>None</td>
<td>23%</td>
</tr>
<tr>
<td>Software provided by counter manufacture</td>
<td>65%</td>
</tr>
<tr>
<td>Software provided by third party</td>
<td>8%</td>
</tr>
<tr>
<td>Software developed for the agency</td>
<td>8%</td>
</tr>
<tr>
<td>Other</td>
<td>4%</td>
</tr>
</tbody>
</table>

What inherent level of inaccuracy (error) would you say your traffic counts have on average (after any routine adjustments have been made)?

<table>
<thead>
<tr>
<th>Multiple Choice Answer</th>
<th>Percentage of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>0% error</td>
<td>2%</td>
</tr>
<tr>
<td>+/- 5% error</td>
<td>76%</td>
</tr>
<tr>
<td>+/- 10% error</td>
<td>22%</td>
</tr>
<tr>
<td>+/- 15% error</td>
<td>0%</td>
</tr>
<tr>
<td>&gt;+/ 15% error</td>
<td>0%</td>
</tr>
</tbody>
</table>
Traffic Counting (continued)

Who do you share your count data with?

<table>
<thead>
<tr>
<th>Multiple Choice Answer</th>
<th>Percentage of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>State</td>
<td>67%</td>
</tr>
<tr>
<td>County</td>
<td>50%</td>
</tr>
<tr>
<td>City</td>
<td>58%</td>
</tr>
<tr>
<td>MPO</td>
<td>65%</td>
</tr>
<tr>
<td>Private entities</td>
<td>71%</td>
</tr>
<tr>
<td>Other</td>
<td>12%</td>
</tr>
</tbody>
</table>

Are your count data available on your web site?

<table>
<thead>
<tr>
<th>Multiple Choice Answer</th>
<th>Percentage of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>No</td>
<td>20%</td>
</tr>
<tr>
<td>No, but we are planning to do this</td>
<td>25%</td>
</tr>
<tr>
<td>Yes, some data</td>
<td>31%</td>
</tr>
<tr>
<td>Yes, most of the data</td>
<td>22%</td>
</tr>
<tr>
<td>Other (please specify):</td>
<td>2%</td>
</tr>
</tbody>
</table>

Do you have any inter-local agreements that coordinate traffic count activities among agencies?

<table>
<thead>
<tr>
<th>Multiple Choice Answer</th>
<th>Percentage of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>18%</td>
</tr>
<tr>
<td>No</td>
<td>82%</td>
</tr>
</tbody>
</table>

What improvements need to be made with counter equipment? (Answers in order of frequency provided.)

- Newer equipment is needed that that can be setup and used in an easier, non-intrusive way.
- They need to be made more reliable, particularly in regards to retaining their data. We have not found any video or camera counter equipment to very dependable.
- Water causes problems requiring maintenance, when it gets into the traffic counter unit.
- Counters need longer-lasting batteries.
- Better data management and standardization of data fields.
- Software improvements are needed.
- Quicker download speeds, using more up to date transfer methods. Most of our counters still use Rs-232 connections.
- We need more counters and staff dedicated to counting.
- The tubes sometimes get kinks in them that disrupt traffic data.
- Need an automatic intersection turning movement count device that works; what technology comes after road tubes?
- There was no option above for 1% variance. We are working with counter providers to replace defective items.
- Video cameras need to make sure you can see in between vehicles and stay away from shadows.

What improvements need to be made with software used for QC purposes? (Answers in order of frequency provided.)

- It needs to be more user-friendly and flexible in its reporting capabilities.
- More interchangeable with other brands, some type of standard protocol would be beneficial.
- Testing of equipment, interface to tube counters
- Need to develop better filters to screen out unusual events
- QC portion is works well. I suggested only improvements in interface, report use, etc.
1. Traffic Consultant Services
Agency: New York State Bridge Authority
Deadline: 2010-07-30 17:00:00
Contact: Proposals may be requested by FAXING or sending an email to John Sewell at 845-691-3360 or jsewell@nysba.state.ny.us. John Sewell Administration Bridge Authority P.O. Box 1010 Highland, NY 12528 Phone: 8456917245 Fax: 8456913360 jsewell@nysba.state.ny.us jsewell@nysba.org
Description: The New York State Bridge Authority (“Authority”) is seeking proposals from experienced firms to act as Traffic Consultant for the Authority. The successful proposer must be an independent traffic consultant or firm of independent traffic consultants of recognized standing having a favorable reputation for skill and experience in the traffic engineering or traffic management matters relating to bridge facilities of comparable size and character as the New York State Bridge Authority system.

2. Corridor Modeling Support
Agency: Minnesota Department of Transportation
Deadline: 2010-07-27 14:00:00
Contact: Debbie Forchen. Contract Administrator debbie.forchen@state.mn.us
Description: Mn/DOT requests responses for on-going technical support for the Corridor Modeling application that is included in the new software being implemented within Mn/DOT. This application is critical to the pilot projects from the 3D initiatives, therefore on-going and highly skilled technical support is required.
Website: http://www.dot.state.mn.us/consult/files/notices/rfs/97135.DOC

3. Feasibility Studies, Planning/Environmental Studies
Agency: Louisiana Department of Transportation
Deadline: 2010-08-09 15:00:00
Contact: All inquiries concerning this advertisement should be sent in writing to Debbie. Guest@LA.gov.
Description: The selected Consultant will provide all planning, public outreach, engineering and environmental services necessary to develop feasible improvements and obtain an environmental decision to implement improvements to I-10 and I-12 from the LA 415 interchange to the I-10 and I-12 exchanges at Essen Lane. The project will be conducted in two stages. The first stage will be the Stage 0 Feasibility Study. During this stage, the purpose analysis and conceptual alignment of the I-10 corridor through Baton Rouge will be developed and the means to address identified deficiencies will be proposed. The second stage will be the Stage 1 Planning and Environmental Study. This will be for the preparation of the necessary environmental document to obtain approval to construct the preferred improvement alternative. Detailed descriptions of the tasks will be developed after the Consultant has been selected. This will include the extent to which previous studies prepared for improvements to this section of I-10 will be used towards obtaining approval.
Website: http://webmail.dot.state.la.us/agreest.nsf/59f2ae9315e25ef8165f17e050165e2e3eb8bd750858d825775b004ceedc8F1?LE=700-17-02P9.pdf

4. Center City Tourist and Visitor Wayfinding Study
Agency: City of Rochester, NY
Deadline: 2010-08-26 16:00:00
Contact: For additional information regarding this Request for Proposal, please contact Doug Benson at (585) 428-6824, or via email at bensonjd@cityofrochester.gov
Description: The City of Rochester is seeking proposals from experienced consultants for the completion of a Center City Tourist / Visitor Circulation and Pedestrian Wayfinding Study. The purpose of this study is to prepare a plan for improving the tourist/visitor experience and the overall pedestrian circulation and wayfinding system into, through and within Rochester’s Center City. The study will produce a conceptual plan to connect, enhance and expand existing pedestrian trails and wayfinding systems while providing connections to vital Center City attractions, destinations, entertainment venues and other transportation infrastructure. The study area includes the Center City district of the City of Rochester, defined as the area within and immediately surrounding the Inner Loop Expressway including the High Falls District.
Website: http://www.rccityrochester.gov/WorkArea/link.aspx?linkId=1&itemID=8589943521

5. Sustainable Communities Strategy/Regional Transportation Plan Performance Assessment
Agency: Metropolitan Transportation Commission, Oakland, CA
Deadline: 2010-08-04 16:00:00
Contact: Lisa Klein will be MTC’s Project Manager and point of contact for this contract. Proposals and all inquiries relating to this RFP shall be submitted to Lisa Klein, Project Manager, at the address shown below. For telephone inquiries, call (510) 817-5832. E-mail inquiries may be directed to lklein@mtc.ca.gov
Description: The Metropolitan Transportation Commission (MTC) invites your firm to submit a proposal to assist MTC in conducting a performance assessment for the 2013 Sustainable Communities Strategy/Regional Transportation Plan (SCS/RTP).
Website: http://www.mtc.ca.gov/jobs/contracts/RTP_SCS_Perf_Assessment.pdf

6. Transportation Planning Professional Consultant Services
Agency: McHenry County, IL
Deadline: 2010-08-03 14:00:00
Contact: Ms. Charlie Linken, CPPB Director of Purchasing Phone: (815) 334 4818 Fax: (815) 334 4680 E mail: purchasing@co.mchenry.il.us
Description: This Request for Qualifications based submittal (RFQ) is for the purpose of contracting with a qualified firm or firms to assist the County of McHenry in engaging the public, County Board members, and other key stakeholders in McHenry County to envision, debate, and identify transportation priorities. Technical information to support the planning process will be prepared by County staff.
Website: http://www.co.mchenry.il.us/departments/purchasing/PDFDoc s/10-33%20TRANSPORTATION%20PLANNING%20PROFESSIONAL%20CONSULTANT%20SERVICES.pdf

7. Program Management Services
Agency: Washington Metropolitan Area Transit Authority
Deadline: 2010-08-13 14:00:00
Contact: William Geroux Contract Administrator Tel. (202) 962-2467 Fax: (202) 962-6235 Email: wgeroux@wmata.com
Description: The Washington Metropolitan Area Transit Authority (“WMATA”) is seeking an innovative, effective, proactive Program Manager (“PM”) to assist in the execution of its Capital Improvement Program ("CIP"), which consists of acceleration of the Information Technology renewal program ("ITRP") and bringing assets into a state of good repair. Sustained ridership has substantially increased above predicted levels, increasing the rate of asset degradation. To meet critical milestones, the capital program will increase from $400 million to approximately $1 billion annually. For the current year FY 2011, the CIP is funded at $709 million. An additional $300 million is projects funded by jurisdictions which are called “Reimbursable” capital projects and projects funded under the American Reinvestment and Recovery Act (ARRA).
Website: http://www.wmata.com/business/procurement_and_contractin g/solicitations/view.cfm? solicitation_id=2641

Agency: San Francisco County Transportation Authority
Deadline: 2010-07-30 14:00:00
Contact: Questions may be submitted in writing on or before July 15, 2010 at 2:00 p.m. by mail, fax or e-mail to the attention of Michael Schwartz, Transportation Planner (fax: 415.522.4829; e-mail michael.schwartz@sfcta.org ). The answers to questions and addenda will be made available on the Authority’s website by July 16, 2010, at 5:00 p.m.
Description: The San Francisco County Transportation Authority (the Authority) is inviting responses to this Request for Qualifications (RFQ) from interested parties for planning, urban design, conceptual engineering, outreach, and environmental analysis services for the Better Market Street (BMS) Planning and Environmental Studies. Responses must relate to specific activities described in Section III of this RFQ.

Agency: Virginia Department of Transportation
Deadline: 2010-08-12 16:00:00
Contact: Jeff Rodiger, 804-371-6785, Jeff.Rodigers@vdot.virginia.gov
Description: The Virginia Department of Transportation is seeking expressions of interest from consulting environmental firms who wish to be considered to provide professional services for completion of a Tier 1 Environmental Impact Statement and supporting studies for consideration of improvements to the existing Interstate 66 Corridor from State Route 15 in Prince William County to Interstate 495 in Fairfax.
Website: http://virginiadot.org/business/resources/LdExs/RFP0924201 0.pdf

10. Countywide Transportation Plan Update and Expenditure Plan Development
Agency: Alameda County Transportation Improvement Authority
Deadline: 2010-08-19 15:00:00
Contact: Contact Liz Brazil at L.Brazil@acmma.ca.gov
Description: The Alameda County Transportation Improvement Authority (ACTIA) and the Alameda County Congestion Management Agency (ACAMA) are seeking proposals for professional and technical planning services to update Alameda County’s Countywide Transportation Plan (CTP) and develop a new Transportation Expenditure Plan (TEP). Services include project management; analysis of existing relevant documents and policies and procedures; coordination with stakeholders; research, knowledge of and implementation of best practices including transportation policies, funding and modeling; assistance in public and stakeholder involvement including meeting preparation and attendance for three advisory committees and general public meetings; facilitation of meetings and presentations; development of transportation project and program funding scenarios; and preparation of technical memoranda and the plans documents.
Website: http://www.acema.ca.gov/Documents/14_285_RFP_A10-015 _Countywide_Transportation_Plan.pdf

NOTE: If you wish to receive these and other RFP notices IN ADVANCE VIA THE INTERNET OR BY FAX, please call us at (703)764-0512 for details.

PUBLIC AGENCIES — RFP notices are published here FREE OF CHARGE — call
## CONFERENCES

**July 18-21** Transportation-Related Noise and Vibration Committee Summer Meeting (TRB)  
Denver, CO  
Brown Palace Hotel and Conference Center  
This meeting aims to look at transportation-related noise and vibration and to evaluate alternative strategies and control techniques for reducing noise and vibration levels and for evaluating their environmental impact.  
N/A  
$350  
http://www.adc40.org/  
Christine Gerencher  
(202) 334-2968  
cgerencher@nas.edu

**July 22-23** 4th International Symposium on Transportation Network Reliability (CTS)  
Minneapolis, MN  
McNamara Alumni Center, University of Minnesota  
The symposium will focus on analysis and design to improve network reliability, including: user perception of unreliability, public policy and reliability of travel times, the economics of reliability, network reliability modeling and estimation, reliability of public transportation, travel behavior under uncertainty, risk evaluation and management, and ITS to improve network reliability.  
60  
$545  
http://www.cts.umn.edu/Even ts/instr/  
Nicole Freese  
Conference Coordinator  
University of Minnesota  
612-624-3708  
cceconf5@umn.edu

**July 26-28** 2010 Multimodal Operations Planning Workshop (APTA)  
New York, New York  
Westin New York Times Square  
This workshop focuses on state of the art techniques for scheduling, service planning, operating procedures, and facility design, illustrating best practices through real-world applications drawn from transit operators throughout North America. Whether it is “Flex Routing using Paratransit,” “Lessons Learned from Service Reductions,” or “Improving Transist Station Design with Passenger Simulation Software,” this workshop will provide information that you can implement. It also includes technical tour options and a vendor showcase.  
80  
$475 m  
$975 nm  
Program Information  
Kevin Dow  
(202) 496-4831  
kdow@apta.com  
Registration Information  
Jenima Maweny  
(202) 496-4874  
maweny@apta.com

**Aug. 1-3** Annual Meeting (Missouri Public Transit Association)  
Osage Beach, MO  
Lodge of Four Seasons  
The theme is “Thinking Forward,” and session topics include advancing planning for operations, St. Louis Metro’s success with the sales tax increase, and sustainable communities.  
150  
$315 m  
$455 nm  
http://mptaonline.typepad.co m/mrtmissouri_public_transit a/conference-information.html  
MPTA  
(573) 634-4314

**Aug. 1-4** National Rural ITS Conference (FHWA, ITS America)  
Huntington, WV  
Pullman Plaza Hotel  
The theme of the conference is “The Bridge to Success: Engineering the Future of Rural ITS” which will be addressed in technical and training sessions.  
250  
$175 m-ITS-  
$225 nm  
http://www.nritsconference.or g/index.html  
Meetings Northwest  
406-273-7224 or  
866-633-8110  
info@nritsconference.org

**Aug. 2-5** “Forming Partnerships with Transit,” online conference on Accessible Transportation (Easter Seals, TRB)  
Online  
This webinar series consists of four 90-minute sessions, one each day from 2:00 p.m. -3:30 p.m. EDT, which are being produced by Easter Seals Project ACTION with assistance from TRB’s Committee on Accessibility. Topics include: accessible taxis, transit technology, public right-of-way accessibility, and transit-oriented development and livable communities.  
N/A  
Free – Must register by July 28, 2010  
http://projectaction.easte rseals.com/site/Calendar/?view=D etail&id=32641&autologin=tr ue  
Kristi Ross  
(800) 659-6428  
espadistancelearning@easte rseals.com

**Aug. 4-6** 2nd International Conference on Transport Infrastructures (National Association of Transportation Infrastructure and International Society for Maintenance and Rehabilitation of Transport Infrastructures)  
Sao Paulo, Brazil  
Bourbon Convention Ibirapuera  
Papers will address enhanced methods, ideas, techniques and advanced technologies in any of the phases that improve the sustainability of transport infrastructure. Scope of the conference includes roads, railways, airports, ports and harbors, intermodal systems and mass transit.  
N/A  
$730 - professionals  
$510 - associates  
$365 - students  
http://www.civil.uminho.pt/l/ICT1201 t  
Information:  
Ms. Andrea Pompeu  
andrea@adeventosbrasil.co m.br

**Aug 8-11** 2010 Annual Meeting and Exhibit (ITE)  
Vancouver, BC Canada  
Vancouver Convention & Exhibition Center  
The meeting offers four key technical tracks—designing and engineering, safety, planning and transportation operations. Meeting content will be shared via dynamic: technical and design workshops, conversation circles, technical tours and paper presentations.  
1,200-  
$585 m  
$665 nm  
Before July 12:  
After:  
$635 m  
$710 nm  
http://www.ite.org/AnnualMee ting/  
Sallie Dollins:  
(202) 289-0222 ext. 149  
sdollins@ite.org

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### Transportation Conferences

<table>
<thead>
<tr>
<th>Date</th>
<th>Event Description</th>
<th>Location</th>
<th>Venue</th>
<th>Fee</th>
<th>Notes</th>
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<tbody>
<tr>
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<td>Dean International, Inc. (214) 750-0123 Karen Brown <a href="mailto:kbrown@dean.net">kbrown@dean.net</a></td>
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<td>Cindy Conaway (717) 234-7211, ext. 100</td>
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<tr>
<td>Aug. 15-18</td>
<td>International Public Works Congress and Exposition (APWA)</td>
<td>Boston, MA</td>
<td>Boston Convention &amp; Exhibition Center</td>
<td>$675 m $835 nm $400 retired m</td>
<td><a href="http://sites.apwa.net/congres">http://sites.apwa.net/congres</a> s/2010/home.aspx</td>
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<td>Dana Pridgy 816-695-5241 <a href="mailto:dpriddy@apwa.net">dpriddy@apwa.net</a></td>
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<td>CMC &amp; Associates (850) 224-7775 <a href="mailto:krcrawford@cmc-associates.com">krcrawford@cmc-associates.com</a></td>
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<td>FHWA Catherine O’Hara (785) 271-2448</td>
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<tr>
<td>Aug. 19-20</td>
<td>2010 Mid-Continent Transportation Research Symposium</td>
<td>Madison, WI</td>
<td>Madison Concourse Hotel</td>
<td>$159</td>
<td><a href="http://www.mrnutc.org/midcon/">http://www.mrnutc.org/midcon/</a></td>
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<td>Jason Bittner 608-262-7246 or <a href="mailto:cfere@engr.wisc.edu">cfere@engr.wisc.edu</a></td>
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<tr>
<td>July 30-Aug. 1</td>
<td>Annual Meeting (Kansas Public Transit Association)</td>
<td>Hutchinson, KS</td>
<td>Grand Prairie Hotel</td>
<td>$100 m $150 nm</td>
<td><a href="http://katransit.org">http://katransit.org</a> <a href="mailto:KPTCentral@yahoo.com">KPTCentral@yahoo.com</a></td>
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<tr>
<td>Sept. 6-8</td>
<td>3rd International Conference on Transportation and Logistics (T-Log)</td>
<td>Fukuoka, City of Japan</td>
<td>Nishijin Plaza, Kyushu University</td>
<td>N/A</td>
<td>Coming soon. <a href="http://www.t-log2010.com">www.t-log2010.com</a></td>
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<td>Dr. Mitko Takebayashi or Dr. Ryuichi Shibasaki <a href="mailto:secretary@t-log.info">secretary@t-log.info</a></td>
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<tr>
<td>Sept. 13-17</td>
<td>Pro Walk/Pro Bike 2010 (National Center for Bicycling &amp; Walking, FHWA Safe Routes to School and Recreational Trails Programs)</td>
<td>Chattanooga, TN</td>
<td>Chattanooga Marriott at the Convention Center</td>
<td>600+</td>
<td>By July 31: $530 m $620 nm By Aug 31: $560 m $650 nm After: $650 m $750 nm</td>
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<td><a href="http://www.trbtoolsforthetra">www.trbtoolsforthetra</a> de.org Marsha Fiol (804) 786-2985 <a href="mailto:Marsha.Fiol@VDOT.Virginia.gov">Marsha.Fiol@VDOT.Virginia.gov</a></td>
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Sept 26-29  Annual Conference and Exhibition (TAC)  Halifax, Nova Scotia Canada  World Trade and Convention Center  The theme is “Adjusting to New Realities.” Topics include road safety, sustainable transportation, traffic control measures that encourage a shift in travel modes, managing the risk of aging infrastructure, among others.  900+  By Aug. 13: $775.00 m
$970.00 nm
After: $860.00
$1025.00  www.tac-atc.ca
Gilbert Morier, TAC
(613) 736-1350, ext. 234
gmorier@tac-atc.ca

Oct. 3-6  Annual Meeting (APTA)  San Antonio TX  Grand Hyatt Hotel  Topics include: Authorization/ Legislative Update, High-Speed Rail, Sustainability, Economic Issues, Workforce Development and Green Jobs, Technology, Safety and Security, Public-Private Partnerships, Mobility Management, and Multimodal Systems.  1,500-1,800  By Aug. 24: $600 m
After: $650
$1,150 nm  http://www.apta.com/mc/conf erences/allother/2010annual/ Pages/default.aspx

Oct. 3-7  First African Public Transport Congress and Exhibition (African Association of Public Transport, Executive Council of Dakar Urban Transport (CETUD), SENBUS Industries, UITP)  Dakar, Senegal  Meridien President Hotel  Urban mobility is becoming an increasing concern in Africa. The lack of: adequate transport infrastructures, institutional and regulatory framework, the increased CO2 emission, the fares fluctuation, and the proliferation of informal transport operators are among key issues to be addressed for the sustainable development of public transport in Africa.  N/A  Before Aug. 15
By Sept. 28
$1,150 nm
€700
€520
€620
€460
€870 m
€910 m
€1160 nm
€1044 m
€1334 nm
€1508 nm
€1160 nm
€870 m
€910 m
€1044 m
€1334 nm
€1508 nm
Joseph Aka Asafoua
uatp@uitp.org
Eric Kouakou
eric.kouakou@uitp.org

Oct. 10-13  9th Conference on Access Management (TRB, FHWA, MDOT)  Natchez, MS  Natchez Convention Center  This conference, dubbed “A Key to Economic Vitality,” is aimed at those interested in a sustainable approach to improving roadway safety and efficiency. Sample topics include: State DOT Access Management Programs, Stakeholder Involvement/Outreach, Corridor Access Management Plans, Safety and Economic Impacts, Land Development and Access, and A Developer's Perspective.  200-400  Before Aug.15:
By Sept. 28:
$325
$520
$425
$225
$1,150 nm
http://www.accessmanagement.inf o
Jeff Altman
(601) 359-7675
AMConference@modot.state ms.us

Oct. 18-20  10th Light Rail Conference & Study Tour (UITP)  Madrid, Spain  Hotel Meliá Princesa  The theme is “LRT — Good for People, Good for Cities.” Sessions will focus on measures for guaranteeing efficient light rail integration into the cityscape, looking at state-of-the-art safety and security measures as well as methods for modernizing and renewing light rail systems. Study tour to 5 LRT developments available for 25 UITP members before conference.  N/A  (VAT included)
By June 30:
By Oct 9:
$1,180 m
$1,508 nm
$1,400 m
$870 m
$1,180 m
$1,508 nm
$1,400 m
$870 m
$1,180 m
$1,508 nm
$1,400 m
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$1,400 m
$870 m
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$1,508 nm
$1,400 m
$870 m
http://www.uitp.org/madrid2010
Samira Mezghad
+32 2 663 66 66
Samira.mezghad@uitp.org

Oct. 19-22  AMPO Annual Conference (AMPO and East West Gateway Council of Governments)  St. Louis, MO  Hilton St. Louis at the Ballpark  Topics likely to include travel modeling, funding and finance issues, efficient operation of transportation, land-use planning, among others.  250  Coming mid-July  http://www.ampo.org/content/index.php/?pid=216
Maria Staunton
(202) 296-7051, ext. 4
mstaunton@ampo.org

Oct. 25-26  Using National Household Travel Survey Data for Transportation Decision Making: A Workshop (TRB)  Washington DC  Keck Center of the National Academies  Aims include: sharing the results of NHTS-based investigations and other data sources to provide a more complete picture of U.S. travel behavior; identify emerging trends and issues in travel behavior; illustrate the use of NHTS and other travel sources to support transportation decision making; and share case studies and methods for enhancing the effectiveness of NHTS.  N/A  By Aug. 31
By Sept. 28:
$285
$335
$385
$285
$335
$385
www.trb.org/Conferences/NHTS2010.aspx
Thomas Palmerlee
tpalmerlee@nas.edu

Oct 25-29  17th World Congress on Intelligent Transport Systems (ITS, ITE)  Busan, South Korea  N/A  Topics include: Policy and Decision Making; Research Design and Services (including traffic management, payment systems, traveler information, public transport, freight and commercial transport, intelligent vehicle safety, intelligent road infrastructure, vulnerable users and communications and technology); Global Concerns and Interests (including legal issues, environment issues, education, and architecture and standards).  N/A
N/A
In Asia-Pacific: Ms. Okada, Ikuko, intl@its-jp.org
In Americas: Ms. Oliphant, Nicole NOliphant@itsa.org
In Europe: Ms. Mindlin, Valerie vmindlin@mail.itscongress.or g

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