California’s SR 91 HOT Lane Project Receives “A” Long Term Rating on Toll Road Revenue Bonds

Resilient Corridor Traffic, Congestion Pricing Structure, and Strong Reserve Fund Cited as Key Factors in Bond Rating

Despite fluctuations in traffic volume and decreasing toll revenue, the Orange County (CA) Transit Authority secured an “A” long-term rating on toll road revenue bonds (valued at $165.7 million) for its SR-91 Express Lanes from Fitch Ratings in a report released Dec 6.

The SR 91 corridor is a ten-mile stretch of multi-lane highway that connects Orange and Riverside counties in Southern California. With authorization from the California state legislature, OCTA acquired the SR-91 Express Lanes (HOT lanes) in 2003 to improve congestion and commute times between the two counties. The express lanes are located in the median of SR 91 and provide an alternative commute option that operates on a varying fee schedule, depending on time of travel. Currently, tolls range from as low as $1.30 in non-peak periods to $9.75 at peak travel times. Annual express lane volume is approximately 12 million, which represents an overall average of 15 percent of total SR-91 volume. During peak hours, express lane volume is 25-30 percent of total volume.

Even with the express lanes, SR-91 continues to be “one of the most congested traffic arteries in Southern California,” according to the Fitch Ratings report. However, in spite of overall sustained congestion patterns, OCTA experienced fluctuations in volume and toll revenue in fiscal year 2011 due to volatile fuel prices and the regional economic downturn. Toll revenue over the past five years has been as high as $10.25; minimum tolls have been as low as $1.15.

“Commuter Pain” Gauged in Cities -- US Cities Faring Relatively Well

Over 8,000 Commuters in 20 Cities Surveyed by IBM

Think traffic is bad in major US cities? Would you ever imagine congestion in cities like New York, Chicago, and Los Angeles to be at the lower end of a spectrum ranking commuter woes worldwide? Based on the most current commuter responses to the IBM Commuter Pain Survey released in September this year, these US cities rank low on the scale compared with cities like Johannesburg and Shenzhen (pop. 10 million—a little higher than New York’s 8 million), just north of Hong Kong.

The Commuter Pain Survey is conducted by IBM to better understand consumer thinking toward traffic congestion as the issue reaches crisis proportions in some parts of the world and higher levels of auto emissions stir environmental concerns.

This second annual global survey
Leasing Arrangement May Be Considered for Ohio Turnpike

KPMG to Study Turnpike Revenue Options

Like many states, Ohio is trying to find new ways to raise the funds necessary to repair and expand state highways, but a possible plan to lease the Ohio Turnpike is drawing fire. Critics worry tolls may go up and maintenance levels decline if the highway is put up for lease.

The leasing possibility was raised again last month when the Ohio Office of Budget and Management (OBM) and Ohio Department of Transportation (ODOT) announced they had chosen KPMG, LLP to offer Ohio advice on ways “to possibly use funds from the Ohio Turnpike to cope with shrinking resources to maintain and expand Ohio’s highways.”

ODOT spokesman Steve Faulkner notes the KPMG team could recommend anything from doing nothing and leaving the turnpike “as-is” to placing the turnpike under ODOT’s management or possibly seeking a leasing arrangement. He declined to speculate how any such leasing arrangement might work. Faulkner also pointed out that KPMG could make recommendations “that simply have not been considered or mentioned to this point.”

According to Faulkner, ODOT is committed to proceeding with an open mind and thoroughly consider every recommendation it gets from KPMG. The state has noted, “Given the importance of Ohio’s manufacturing and agriculture sectors to job creation, sustaining adequate funding for the roads that keep these sectors moving is essential.”

Faulkner says once a contract is agreed to with KPMG, it will have until July 1, 2012 to make “an objective, third-party recommendation about how the state could proceed with managing the Ohio Turnpike.” He makes clear that leasing is only one potential option on the table.

The Ohio Turnpike stretches for 241 miles across the state and brought in revenues of more than $232 million in 2010. Funds are used for operation, maintenance and improvement of Ohio Turnpike infrastructure.

In 2010, E-Z Pass rates were $0.042 per mile for cars and $0.133 per mile for five-axle trucks. More than 49 million vehicles traveled the highway last year, and the operational and maintenance costs topped $171 million.

Ohio Governor John Kasich has been talking for months about the possibility of privatizing the turnpike, which he has called an “underutilized asset.” However, local press reports have quoted state lawmakers critical of the KPMG study itself and those who fear higher tolls could encourage motorists to abandon the turnpike and use adjacent toll-free highways instead. Others worry simply about the loss of control over a state asset.

If Ohio chooses to adopt a leasing arrangement, it will be following the lead of neighboring Indiana, which entered into a $3.8 billion lease of its toll road in 2006. Funds from the leasing deal have been used to finance infrastructure projects over the past five years, but tolls along the highway have nearly doubled in that time. In Ohio’s case, Faulkner says it’s in everyone’s best interest “to maintain the turnpike’s high-quality level of service and ensure that tolls are market driven to maximize the number of vehicles using the turnpike.”

For more information, contact: Steve Faulkner, Central Office Communications, at (614) 644-7101 or Steve.Faulkner@dot.state.oh.us.
Paris Launches Extensive Car-Sharing Network Using Electric Cars

Plans to Expand to 3,000 Cars

The city of Paris is touting “a world first.” On December 5, the French capital launched an extensive car-sharing network using electric cars, named Bluecars. The name of the service is Autolib,’ which is a play on the word liberté’—the French word for liberty.

With the Autolib’ service, any person with a valid driver’s license and a subscription to the program is at liberty to rent an electric car 24 hours a day, seven days a week. The program launched with 250 stations in December, and plans call for more than 1,000 stations by June 2012. Eventually the service hopes to have 3,000 cars to rent in Paris and 45 communities of the Ile-de-France.

Autolib’ says renting a car is a simple. Drivers must first take a driver’s license, proof of identity and a credit card to an Autolib’ station to register with the service, a process which is supposed to take five minutes or less. Once drivers decide on a subscription plan, they’ll get a printed personal Radio Frequency Identification (RFID) badge to gain access to the program. With the badge, drivers can rent at the station of their choice. A sensor will unlock an Autolib’ Bluecar, the driver un-plugs the vehicle, recoils the charging cable and gets ready to drive. When done, drivers share the car with others by returning it to an Autolib’ station and plugging it back in. The transaction is not complete until the car is charging and getting ready to be shared with the next customer. A map of the participating towns can be found on the Autolib’ website.

Autolib’ is also the name of a private company owned by the group Bolloré. It uses Bolloré Bluecars, which are a metal gray in appearance, 100 percent electric and able to carry four passengers. The cars are equipped with a radio and GPS and have a range of 250 km (160 miles). They use 30kW lithium metal polymer batteries and take about four hours to recharge. Bluecars do not have air conditioning.

Drivers must stay within the Ile-de-France region, which is the region to which Paris belongs. Those who try to go to beyond the region will get a message from the service asking them to turn around. The service is designed for short-term rentals of two to three hours. Cars must be recharged every 250 km, and the rental term ends when the car is returned for re-charging.

There are three subscription plans available: daily, weekly and annual. Prices range from €10 a day to €12 per month, with rental rates per half-hour beginning at €7. Hourly rental rates are lower for longer-term plans. The Autolib’ program is expected to reach the “break-even point” within seven years, when there are expected to be 80,000 subscribers.

Autolib’ says it offers an advantage over private car-sharing companies because they don’t allow drivers to return vehicles to a different location. Drivers who rent from Autolib’ can return the cars to any available charging station. A touch screen in the car and the Autolib’ call centre help drivers find the nearest available spot for drop-off.

Autolib’ spokeswoman Vanessa Colombier says Autolib’ is “designed to persuade people to shift from the concept of owning a car to that of using a car and sharing it for the good of the city.” She says Autolib’ is “not really criticized” by private car-sharing companies because the service is only available for short distances. In fact, she notes that Nicolas Le Douarec, the CEO of a private car-sharing company called CityzenCar, describes Autolib’ as a new complementary transport option for those who don’t want to buy a car.

Once fully operational, the Paris Autolib’ car-sharing program is expected to employ 1,500 people. Among those employees will be Autolib’ Ambassadors who can help relocate Bluecars when necessary to increase the number of cars available or parking spots available at specific locations.

Columbier says the group Bolloré is investing €1.5 billion over the next 10 years on the project for development of the car-sharing system and “the cutting edge technology of its battery which has been developed over the last 15 years.” The operating cost of Autolib’ is estimated to reach €80 million per year. She says the City of Paris has invested €35 million, and the region has invested €50 million.

Autolib’ officials hope the 3,000 Bluecars in the program will reduce the number of private vehicles on the road by 22,500—a reduction of 164,500,000 km driven per year by polluting vehicles.

For more information, visit: http://www.autolib.eu/an-urban-revolution/
New Guidebook Sheds Light on Sustainability Measures

Book Offers Step-by-Step Guidance to Transportation Agencies

A new guidebook is available to help state departments of transportation and other transportation agencies figure out how to incorporate sustainability into their investment and operating decisions. The guide from the Transportation Research Board (TRB) of the National Academies is designed to give transportation officials the tools to apply sustainability through performance measurement.

The publication, A Guidebook for Sustainability Performance Measurement for Transportation Agencies, was prepared for the National Cooperative Highway Research Program (NCHRP Report 708) as part of a research project led by the Texas Transportation Institute (TTI). Principal Investigator Josias Zietsman says, “Working with performance measures can be a daunting task due to the large number of possible measures, extensive data required, and the complexity involved in applying the measures.” The TTI researcher notes that agencies first need “to understand what sustainability means, and how it applies to transportation networks, systems, facilities, projects and activities at different stages.”

The guidebook takes readers through the process of understanding sustainability, identifying and applying sustainability-related performance measures, finding links to the agency’s mission and strategic plan, and integrating the sustainability measures into other programs and agency business practices.

Lori Sundstrom, a TRB senior program officer, says the guidebook should be “of immediate use” to those who understand their agency’s performance measurement program but need to communicate to agency leaders how effectively their organization is meeting its sustainability goals. She notes that real-world examples from DOTs and private industry help to illustrate how sustainability can be incorporated into an agency’s existing performance measurement system.

The guidebook acknowledges that every transportation agency brings different resources, goals and challenges to the table when it comes to sustainability. It defines sustainability as “a holistic consideration of economic, social and environmental progress” with a long-term perspective and helps agencies recognize sustainability as it applies to them. The book then offers agencies a plan to get organized and set themselves up for success.

Chapters in the guidebook delve into the understanding of sustainability performance measurement and how to use a measurement framework. A sustainability measures checklist is provided, as well as examples of how the sustainability concept is being put into practice in the U.S. and Europe. There’s even a suggested workshop agenda and interactive materials available on CD to introduce the guidebook to others. The CD offers an Excel-spreadsheet-based version of the performance measures compendium in the guidebook which can be modified. Macros allow the user to generate and export custom lists of measures. A list of data sources that may be relevant to a large number of agencies also is included.

The TRB website notes that a contractor’s project Final Report, which contains results of the literature review, surveys, case study interviews, additional detail on the research and a discussion of future research needs, is available on the NCHRP Project 08-74 website.

The guidebook is available from the TRB website at: http://www.trb.org/_Hlt311022712_Hlt311022719MBM_1_BM_2_a_Hlt311022795iBM_3_n/Blur_Hlt311022726bBM_4_Hlt311022752_BM_5_1_Hlt3110226966BM_6_6313.aspx. The contractor’s project Final Report is available at: http://onlinelibrary.trb.org/onlinelibrary/nchrp/docs/NCHRP08-74_FR.pdf.

Algorithm Predicts Possible Red-Light Runners

MIT Team Sees Potential for Cutting Accident and Fatality Rates

Researchers at MIT have developed a new algorithm that has the potential to cut the number of accidents that occur when drivers run red lights at intersections. The algorithm could one day be put to use with vehicle-to-vehicle (V2V) communication technology to help save lives.

The MIT researchers cite federal statistics showing that 2.3 million automobile crashes occurred in 2008 at intersections in the U.S. The accidents resulted in 7,000 fatalities, and more than 700 of those deaths were caused by drivers running red lights. The MIT algorithm attempts to predict when an oncoming car is likely to run a red light so drivers can take defensive action.

Similar research has been conducted in the past, but the team at MIT says its algorithm was able to correctly identify red-light runners 85 percent of the time—a 15 to 20 improvement over existing algorithms. That’s important, as Researcher Jonathan How, the Richard Cockburn Maclaurin Professor of Aeronautics and Astronautics at MIT, explains, “If you’re too pessimistic, you start reporting there’s a problem when there really isn’t, and then very rapidly, the human’s going to push a button that turns this thing off.”

Georges Aoude, one of How’s former students, took a technique that’s been used in many artificial intelligence domains and put it to work in designing the new algorithm. MIT explains that the algorithm captures “a vehicle’s motion in multiple dimensions using a highly accurate and efficient classifier than can be executed in less than five milliseconds.” The team found a “sweet spot” a second or two before a potential collision when the algorithm has its highest accuracy, and that could give a driver enough time to react to avoid a crash.

Please turn to Page 5
Conducted by IBM reveals drivers’ perceptions of congestion, real time spent in gridlock or commutes that are getting longer, and the byproducts of frustration and anger that result. Over 8,000 commuters in 20 cities (see Table), were polled (about 400 per city) for the 2011 report. Specifically, the index is comprised of 10 issues: 1) commuting time, 2) time stuck in traffic, agreement that: 3) price of gas is already too high, 4) traffic has gotten worse, 5) start-stop traffic is a problem, 6) driving causes stress, 7) driving causes anger, 8) traffic affects work, 9) traffic so bad driving stopped, and 10) decided not to make trip due to traffic.

It was found that the average one-way commute across all cities was 12.8 miles taking 33 minutes—a pace of about 23 miles per hour. American respondents and residents of Johannesburg have the longest commutes (15+ miles), but respondents in some cities with shorter commute distances (Mexico City, Moscow, Bangalore, Beijing, Nairobi) spent more time getting to their destination (an average of 40 minutes). So a longer distance traveled did not necessarily mean more commuter pain.

The longest delays or time spent stuck in traffic were reported by respondents in Mexico City, Moscow, Beijing, Shenzhen and Nairobi, with averages of about two hours. Moscow leads the pack for delays, with a growing minority averaging over three hours stuck in traffic.

IBM plans a follow-up study to look more closely at the discrepancy between perceived improvements reported in traffic and an increase in perceptions of pain. Perhaps they can pin down a little better cause and effect and what makes Mexico City the ‘worst’ commuter city, and Montreal, London, and Chicago the ‘best’.

For more information and a copy of the official report visit: http://www-03.ibm.com/press/us/en/presrelease/35359.wss

Commuter Pain Gauged in Cities

Traffic congestion in Mexico City was rated the most "painful" of 20 large cities in the world. (Photo: Curt Carnemark, the World Bank)

The commuter pain index of 20 cities surveyed by IBM (Photo: Courtesy, IBM)

Algorithm Predicts

How, Aoude, Vishnu Desaraju and Lauren Stephens tested the algorithm by using data collected at a busy intersection in Christianburg, Virginia. It was being monitored as part of a U.S. Department of Transportation (USDOT) safety-prediction project, and the intersection had been outfitted with instruments tracking vehicle speed and location, as well as signal lights.

The team applied the algorithm to data from more than 15,000 vehicles approaching the intersection and credited the success of the algorithm to its ability to analyze multiple parameters. A video on MIT’s website illustrates how the team used its threat assessment module (TAM) on model vehicles in a RAVEN testbed, which provided a controlled, indoor lab environment.

A model vehicle equipped with the TAM was sent through the testing area toward an intersection as another model vehicle approached. The module had to determine whether the vehicle should stop, continue at its current speed or accelerate to prevent a collision. A series of examples shows how the algorithm could prevent accidents from happening.

How notes that in order for the algorithm to be put to use, vehicles would need to “talk” to each other by wirelessly sending and receiving information about a car’s speed and position. The USDOT and car manufacturers, such as Ford Motor Company, are currently exploring such V2V technology for collision avoidance. He says, “You might have a situation where you get a snowball effect” and V2V technology is accepted much sooner than expected.

For more information, contact: Caroline McCall, MIT News Office, at (617) 253-1682 or cmcall5@mit.edu. See a video of the team’s algorithm in action at: http://web.mit.edu/newsoffice/2011/driving-algorithm-1130.html.
Transportation Tort Liability: Case in Review

Claim by County for Immunity Against Alleged Dangerous Pedestrian Crosswalk Upheld
Past Safety Related Studies and Associated Actions Used as Evidence of Discretionary Approval of Present Design

In 2007, at 7:30 in the evening of a clear, dry day in Los Angeles County, a pedestrian was seriously injured when, according to the investigating officer, he failed to yield the right-of-way to a vehicle while crossing outside a marked or unmarked crosswalk in violation of the Vehicle Code.

Plaintiff claimed County (1) was negligent in its control and design of the intersection and in creating and failing to warn against a “concealed trap,” so that drivers and pedestrians had insufficient time to see each other due to a curve in the road and lack of adequate warning signs, markings, or traffic control devices; and (2) had created a dangerous condition based on the lack of pedestrian safety design protections.

The trial court found in favor of the County and granted its motion for summary judgment. Pedestrian appealed, arguing the lower court erred. The Court of Appeals affirmed the verdict, holding that the County carried its burden of establishing its immunity for the alleged dangerous condition.

The accident site is an uncontrolled, unmarked intersection. In the original complaint, plaintiff alleged it was a “concealed trap” and that the County failed to

- enforce the speed limit;
- install additional speed limit signs, “watch for pedestrian” signs, intersection warning signs, intersection lining/delineation, speed bumps, “do not block intersection” signs, speed limit signs, painted crosswalk markings and “no parking” signs;
- maintain safe sight distances for traffic and pedestrians; and
- reduce the speed limit.

In addition, the pedestrian alleged that to the extent the design was approved, the approving authorities were incompetent and the approval was unreasonable, an abuse of discretion, and reckless. Further, the accident site was dangerous, improperly and defectively maintained, managed, inspected, repaired, modified, reviewed and evaluated, all in violation of applicable engineering standards; and the speed limit and traffic volume were in excess of reasonable standards. Specific issues raised were the existence of parked cars, lack of a marked crosswalk, inadequate lighting and the fact that residents considered the accident site dangerous, and had written to the County regarding this.

County claimed immunity, arguing that in terms of the statute, the lack of traffic control devices, warning signs and markings did not create a “dangerous condition” required for imposing liability on a public entity.

Further, it had duly approved the design for the roadway, including its lack of pedestrian safety markings and other alleged deficiencies, and had responded to residents’ concerns by conducting various studies, all of which concurred that no additional measures were necessary.

Its evidence of discretionary approval of the roadway design without any crosswalk markings or other pedestrian safety devices or markings included: (1) a 1976 memorandum from the road commissioner, concluding that installation of traffic signals at the accident site was not recommended; (2) the report of a resurfacing project study, by the County’s Department of Public Works, presented in July 2001, evaluating pedestrian safety concerns and the need for additional pedestrian-related traffic control devices, concluding that no traffic control devices were warranted; (3) approval of the resurfacing project plans in March, 2002, by the Department’s assistant deputy director; (4) the Department’s 2002 reconfiguration project study to assess the need to install a smart crosswalk near the accident site, concluding that no traffic control devices were needed; (5) approval of the reconfiguration project plans by the Department’s division head in April 2003; and (6) a study completed in 2006 to reevaluate the issue of further mitigations or controls, concluding (yet again) that these were not warranted.

Please turn to Page 7
Peak rates for the express lanes are among the most expensive in the country, according to Fitch. Further, the elimination of the non-compete stipulation when OCTA acquired SR-91 Express Lanes means capacity can be expanded on untolled sections of the highway. In fact, toll revenues helped fund such an expansion in 2010, with the completion of a partial eastbound general purpose lane—an addition that offset growth in express lane usage for fiscal year 2011. Eastbound toll traffic volume fell by 15-20% for the first part of 2011, but the decrease was reduced to 6-7% starting in August of this year. How was OCTA able to maintain a favorable bond rating in spite of the apparently detractions that contributed to decreases in traffic volume and toll revenue? Several “big picture” elements helped according to the Fitch Report and OCTA’s chief executive officer, Will Kempton: **Location and Traffic Patterns:** More jobs are available in Orange County, but housing is more affordable in Riverside County and many people commute from Riverside into Orange County. The SR-91 is the only major freeway connecting the two counties. Given the high-volume traffic patterns, there is a consistent market for SR-91 Express Lanes. **Pricing Structure:** Congestion pricing, or the varying toll-fee schedule, is designed to allow free-flowing traffic at the least possible cost to drivers. Tolls are monitored daily and adjusted quarterly. The pricing structure is set up to increase or decrease tolls based on travel demand and maximize throughput in the corridor. This market-based approach contributes to a positive bond rating. **Strong Reserve Fund:** OCTA’s reserve funds are fully funded and total one-third of its outstanding debt. The strong reserve fund ensures investors that if toll revenues were to significantly decrease in a given year, there is cash on hand to cover the debt payment. Seth Lehman, senior director of the Global Infrastructure and Project Finance Group at Fitch Ratings, agreed, affirming “OCTA does not need growth to determine its ability to pay its debt.” Another factor Fitch considered in making its assessment was the anticipated construction of an additional general purpose (untolled) lane in each direction by 2013, an extension of the express lanes in Riverside County, and the possible addition of a direct connector into SR-241 as “catalysts” for increased demand in the SR-91 corridor. Kempton, who called the SR-91 Express Lanes a “model nationwide,” offered several recommendations to other transportation agencies seeking the maximum bond rating: **Take the politics out of the pricing policy:** Tolls on SR-91 Express Lanes are based on traffic volumes and changes are triggered when volumes increase or decrease a specific amount.

---

**Claim by County for Immunity**

In addition, it presented expert opinion by a licensed civil and traffic engineer, based on the volume of vehicles and pedestrians, vehicle speeds and the roadway characteristics, suggesting that the installation of such a mid-block marked crosswalk would tend to give pedestrians a false sense of security, while motorists would not expect to find a crosswalk in that location. He also presented a review of the accident history in the 10 years preceding the accident, when there were two reported pedestrian accidents at the site. This finding was disputed by plaintiff’s own expert, who claimed that within 300 feet of the accident site there had been 35 accidents, more than four times the Countywide expected average and outside the appropriate range for traffic collisions. He also presented “radar spot speed check results” showing that 72.8 percent of the vehicles travelled at or exceeded the posted 35 miles per hour speed limit. County objected by filing 56 separate objections, accompanied by Evidence Code citations. Grounds for objection included lack of foundation, improper expert opinion, relevance, and vagueness. The trial court overruled six of these objections and sustained the others, and found that County had established the three elements of the design immunity defense.

At appeal, the Court found the record showed that County’s objections were specific and narrowly tailored, and the trial court made specific rulings, overruling some and granting others on the grounds set forth in the objections.

It held that the resurfacing and reconfiguration plans comprehended the alleged defective design and concealed trap, and the resurfacing and reconfiguration projects were implemented pursuant to pedestrian safety requirements.

It found County had satisfied the reasonableness of design element, which requires only substantial evidence that a given design is reasonable under the circumstances, and affirmed that approval of a plan by competent professionals does, in and of itself, constitute substantial evidence of reasonableness. It ruled that disagreement by a plaintiff’s expert does not create a triable issue of fact.

In view of these findings, it affirmed the trial court’s granting of immunity.
Road Diets in Indianapolis Slowing Traffic and Increasing Safety

Pedestrians, Bicyclists and Drivers May See Benefits

The city of Indianapolis has been implementing road diet projects to make room for bike lanes, slow traffic and improve safety. So far, the city has completed five bicycle lane projects and implemented a road diet on the Cultural Trail. At least three streetscape projects plan to implement diets.

Typically a road diet project calls for the narrowing or elimination of travel lanes on a roadway to make more room for pedestrians and bicyclists. Kara Brooks, the administrator of communications for the Indianapolis Department of Works, says a diet may be called for when the number of vehicles using a road is well below capacity, when vehicles typically travel significantly higher than the posted speed limit, if there is a high accident rate along a stretch of roadway or if there are a lot of pedestrians or bicyclists on the roadway.

Brooks says driving lanes may be narrowed from 12 feet to 11 or 10. Parking bump-outs, dedicated bike lanes or medians may be added. The number of lanes for vehicular traffic may be cut from five or four lanes down to three lanes.

Brooks admits there has been some “negative feedback” from the public due to an increased expectation or perception of congestion when lanes are trimmed. However, she says that in reality, traffic is just being forced to travel the posted speed limit, for example, dropping speeds from 45 mph to the posted 30 mph in some areas. In those neighborhoods, the city has seen an increase in pedestrian and bicycle activity and won praise from residents as accidents have become less severe.

An FHWA study (“Evaluation of Lane Reduction “Road Diet” Measures on Crashes,” Publication Number: FHWA-HRT-10-053, June 2010; see link below) found road diets can have a payoff in terms of safety. Data from studies in Iowa, California and Washington indicated a reduction in crash frequency along these roads ranging from 19 to 47 percent. The FHWA report explains that on a four-lane street, speeds can vary from lane to lane and drivers are forced to slow down or make lane changes due to slower vehicles or those waiting to make left turns. When a street has just two lanes and a center turn lane, drivers must follow the lead vehicle in the through lanes and vehicles don’t get backed up behind cars trying to turn left. That can trim speeds and vehicle interactions, which can lead to fewer accidents. Pedestrian safety also may increase as people have fewer lanes to cross.

Brooks has found that over time, drivers get used to the narrower roads and complaints taper off as safety levels increase. She says the city monitors these projects to see whether adjustments to striping, signage or traffic signals need to be made, but the city has not reverted any of the roadways back to their condition prior to the implementation of the road diet.

The cost of road diets vary significantly pending conditions. Brooks says implementation costs may be as low as $25,000 a mile when all that is required is some simple striping changes. Costs can climb to $500,000 to $750,000 a mile when there is complete reconstruction and changes are necessary in roadway curb and drainage cross section.

Brooks has some advice for other cities or municipalities that might be considering road diets. She says “public input and outreach are the keys to a successful project.” She notes that city planners and traffic engineers may get some initial push back in the public meetings and outreach, but with proper education and justification, there will also be support and a willingness to learn.

For more information on the FHWA report, go to http://www.fhwa.dot.gov/publications/research/safety/10053/index.cfm. For more information on the city of Indianapolis projects, contact Kara Brooks at (317) 327-5591 or Kara.Brooks@indy.gov.
This Month’s Survey Results (Survey 1)

Pedestrian Scramble Intersections

Earlier this month, The Urban Transportation Monitor conducted a survey on Pedestrian Scramble Intersections. A total of six cities that was known to have pedestrian scramble intersections were indentified. Questionnaires were sent to these cities. Replies were received from three of these cities.

Pedestrian Scramble Intersection Contacts

<table>
<thead>
<tr>
<th>NAME OF CITY</th>
<th>CONTACT PERSON</th>
<th>CONTACT INFORMATION (address, tel., email)</th>
</tr>
</thead>
<tbody>
<tr>
<td>San Diego</td>
<td>Duncan Hughes</td>
<td>1010 Second Avenue, Suite 800 San Diego, CA 92020 (619) 533-3141 <a href="mailto:drhughes@sandiego.gov">drhughes@sandiego.gov</a></td>
</tr>
<tr>
<td>Pasadena</td>
<td>Norman Baculiao</td>
<td>221 E. Walnut Street, Room 210 Pasadena, CA 91101 (626) 744-4263 <a href="mailto:nbaculiao@cityofpasadena.net">nbaculiao@cityofpasadena.net</a></td>
</tr>
<tr>
<td>Toronto</td>
<td>Sheyda Saneinejad</td>
<td>100 Queen Street West Toronto M5H 2N2 Ontario Canada <a href="mailto:ssanein@toronto.ca">ssanein@toronto.ca</a></td>
</tr>
</tbody>
</table>
## Pedestrian Scramble Intersections

<table>
<thead>
<tr>
<th>City</th>
<th>San Diego (without diagonal crossing)</th>
<th>San Diego (with diagonal crossing)</th>
<th>Pasadena</th>
<th>Toronto</th>
</tr>
</thead>
<tbody>
<tr>
<td>Do you have pedestrian scramble intersections in your jurisdiction?</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>If you answered &quot;yes&quot;, in question 1, how many?</td>
<td>2</td>
<td>1</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>What do you believe is the general opinion of pedestrians about pedestrian scramble intersections?</td>
<td>Positive</td>
<td>Positive</td>
<td>Positive</td>
<td>Very positive</td>
</tr>
<tr>
<td>What do you believe is the general opinion of motorists about pedestrian scramble intersections?</td>
<td>Neutral</td>
<td>Negative</td>
<td>Neutral</td>
<td>Positive</td>
</tr>
<tr>
<td>Do you believe pedestrian scramble intersections have reduced pedestrian accidents? If so, what is the percentage reduction?</td>
<td>We have not experienced any reduction in pedestrian accidents.</td>
<td>Do not believe pedestrian accidents are reduced. Our one location had no pedestrian accidents prior to installation.</td>
<td>It was installed many years ago, so we don't have any record of the pedestrian accidents before and after the installation.</td>
<td>We have not formally evaluated safety improvements before and after the implementation in terms of number of collisions and injuries. Based on data collected before and three months after the implementation pedestrian violations of traffic signal did not significantly change. Based on the results of our opinion survey, 75% of all users believe the implementation of the PPPs has improved pedestrian safety. The PPP reduces pedestrian wait times, crowding of sidewalks, and spillage of pedestrians on to the right of way as a result of sidewalk crowding.</td>
</tr>
<tr>
<td>Do you believe pedestrian scramble intersections have reduced vehicle accidents? If so, what is the percentage reduction?</td>
<td>We have not experienced any reduction in vehicle accidents.</td>
<td>Do not believe vehicle accidents have been reduced.</td>
<td>It was installed many years ago, so we don't have any record of the pedestrian accidents before and after the installation.</td>
<td>We have not formally evaluated safety improvements before and after the implementation in terms of number of vehicle collisions and injuries.</td>
</tr>
<tr>
<td>What would you describe as the circumstances that should be present to make the application of a pedestrian scramble intersection successful?</td>
<td>High pedestrian volumes, preferably throughout the day.</td>
<td>Very high volumes of pedestrians that impede turning traffic.</td>
<td>The intersection where it makes sense to have them should have: (1) high pedestrian volume throughout a majority of the day, (2) high turning volumes (LT and RT), (3) in a CBD area, (4) two-phase signal (i.e., no LT phases) and (5) small to medium size intersection 60 feet or less.</td>
<td>The following are criteria that we initially set for selecting our three locations for PPP: 1 - Pedestrian volume &gt; 3000/h for 8-hr period 2 - Pedestrian volume &gt; 2000/h for 8-hr period 3 - Turning vehicles &gt; 35% of approach volume 4 - Vehicle-pedestrian collisions &gt; 3 in 3-yr period 5 - Desire of min. 15 % pedestrians to cross diagonally 6 -Unusual intersection geometry WARRANTED 1 alone, 6 alone Combined 2 and 3 Combined 2 and 4 Combined 2 and 5 Additionally, one of the most important factors is selecting intersections that have high pedestrian volumes over long periods of time, not just during morning and afternoon rush hours.</td>
</tr>
<tr>
<td>What recommendations can you provide to those jurisdictions who might be considering the implementation of one or more pedestrian scramble intersections?</td>
<td>Consider if a pedestrian scramble intersection needs other restrictions, such as &quot;no turn on red&quot; (NTOR), to be successful. Consider less restrictive measures, such as &quot;leading pedestrian interval&quot; (LPI), first.</td>
<td>Carefully analyze overall delays to pedestrians. In our case, prohibiting pedestrian movements with perpendicular vehicle movements to implement the scramble/diagonal crossings caused the average delay per pedestrian to double.</td>
<td>Use best engineering judgment. One example criteria that can be used is to observe how much traffic signal cycle failures occur for right turns or left turns due to conflicts with a heavy pedestrian volume crossing.</td>
<td>For proper evaluation it is important to collect before and after data on ped and traffic volumes, pedestrian and driver violations, and traffic delay, including delay and travel time for any surface transit.</td>
</tr>
<tr>
<td>Any further comments?</td>
<td>None</td>
<td>We have been asked to install more diagonal/scramble s, but have denied the request due to delay, queuing, and signal coordination problems at existing location.</td>
<td>Get the community stakeholders involved, and highlight successful stories from other agencies to get easier buy-in.</td>
<td>None</td>
</tr>
</tbody>
</table>
This Month’s Survey Results (Survey 2)

Automated Guideway Transit (AGT)

The Urban Transportation Monitor conducted a survey on Automated Guideway Transit (AGT) earlier this month. Questionnaires were sent to eight operating systems mainly in the U.S. Information was obtained from five of the eight systems. The results of the survey are published here. The three systems for which updated information was not received is marked by an asterisk on the next pages.

Automated Guideway Transit Contacts

<table>
<thead>
<tr>
<th>NAME OF AGT SYSTEM ORGANIZATION</th>
<th>AGT CONTACT PERSON</th>
<th>CONTACT INFORMATION (address, tel., email)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Airport Transit System (ATS) O'Hare Airport Transit System, Inc.</td>
<td>Christine Baker</td>
<td>P.O. Box 66511 Chicago, IL 60666 (773) 601-1801 <a href="mailto:cbaker@ohareats.com">cbaker@ohareats.com</a></td>
</tr>
<tr>
<td>Las Colinas Area Personal Transit System (APT) Dulles County Utility and Reclamation District</td>
<td>Paul Brown</td>
<td>850 E. Las Colinas Blvd. Irving, TX 75039 (972) 556-0625 <a href="mailto:pbrown@dcurd.org">pbrown@dcurd.org</a></td>
</tr>
<tr>
<td>Metromover Miami Dade Transit</td>
<td>Steve Alvarez</td>
<td>100 SW 1st. Avenue Miami, FL 33130 (305) 375-2950 <a href="mailto:alz@miamidade.gov">alz@miamidade.gov</a></td>
</tr>
<tr>
<td>AGTS City and County of Denver - Aviation</td>
<td>Sokhorn Chhim</td>
<td>8500 Pena Blvd. Denver, CO 80249 (303) 342-2853 <a href="mailto:sokhorn.chhim@flydenver.com">sokhorn.chhim@flydenver.com</a></td>
</tr>
<tr>
<td>Heathrow Pod (Ultra Personal Rapid Transit) Commissioned by the British Airport Authority</td>
<td>Steve Raney</td>
<td>130 Aztec Aztec West Bristol, UK BS32 4UB +44 (0) 1454 414700 <a href="mailto:ultraprt@ultraprt.com">ultraprt@ultraprt.com</a></td>
</tr>
</tbody>
</table>
### Characteristics of Automated Guideway Transit

<table>
<thead>
<tr>
<th>NAME OF SYSTEM, LOCATION</th>
<th>Jacksonville Skyway*, Jacksonville Transportation Authority, Jacksonville, FL</th>
<th>AGTS Denver International Airport, Denver, CO</th>
<th>Las Colinas Area Personal Transit System (APT), Dallas County Utility and Reclamation District, Irving, TX</th>
<th>Metro-mover, Miami Dade Transit, Miami, FL</th>
<th>Airport Transit System (ATS), O'Hare Airport Transit System, Inc., Chicago, IL</th>
<th>Morgantown Personal Rapid Transit System*, West Virginia University, Morgantown, WV</th>
<th>Clarian Automated People Mover* (APM), Indianapolis, IN</th>
<th>Heathrow Pod (Ultra Personal Rapid Transit), London Heathrow Airport</th>
</tr>
</thead>
<tbody>
<tr>
<td>LENGTH OF PRESENT SYSTEM?</td>
<td>2.5 miles</td>
<td>2.5 miles</td>
<td>1.5 miles</td>
<td>4.4 miles</td>
<td>2.7 miles</td>
<td>3.8 miles</td>
<td>1.4 miles</td>
<td>2.4 miles</td>
</tr>
<tr>
<td>LENGTH OF PRESENT AND PLANNED SYSTEM WITHIN NEXT 2 YRS?</td>
<td>2.5 miles</td>
<td>2.5 miles</td>
<td>1.5 miles</td>
<td>4.4 miles</td>
<td>2.7 miles</td>
<td>3.8 miles</td>
<td>1.4 miles</td>
<td>2.4 miles</td>
</tr>
<tr>
<td>NO. OF STATIONS IN PRESENT SYSTEM?</td>
<td>8</td>
<td>8</td>
<td>4</td>
<td>20</td>
<td>5</td>
<td>5</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>NO. OF STATIONS IN PRESENT AND PLANNED SYSTEM WITHIN NEXT 2 YRS?</td>
<td>8</td>
<td>N/A</td>
<td>4</td>
<td>20</td>
<td>5</td>
<td>5</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>ARE ANY STATIONS OFF-LINE?</td>
<td>no</td>
<td>no</td>
<td>yes</td>
<td>no</td>
<td>yes</td>
<td>no</td>
<td>yes</td>
<td>yes</td>
</tr>
<tr>
<td>ARE PLATFORM DOORS OR SCREENS USED?</td>
<td>no</td>
<td>yes</td>
<td>yes</td>
<td>no</td>
<td>yes</td>
<td>no</td>
<td>yes</td>
<td>yes</td>
</tr>
<tr>
<td>TYPE OF PROPULSION?</td>
<td>Electric motors.</td>
<td>600v DC electric motors.</td>
<td>DC electric motors.</td>
<td>DC motors</td>
<td>750v DC traction motors</td>
<td>70 hp DC electric motor.</td>
<td>480 vac, 3 phase electric motors.</td>
<td>Battery powered vehicles.</td>
</tr>
<tr>
<td>METHOD OF MONITORING UNAUTHORIZED ENTRY OF TRACKWAY</td>
<td>Video surveillance system and platform early warning alarm system.</td>
<td>CCTV cameras</td>
<td>All points of access secured with warning signage. CCTV monitoring of all stations. Vehicles manually operated</td>
<td>Cameras and alarmed gates.</td>
<td>Alarmed door access to track. Control center receives alarms for access doors, and loss of closed/locked status on platform and train doors.</td>
<td>Closed-circuit TV.</td>
<td>Only through our platform doors (i.e., if you attempt to open a door it stops the train on that track.</td>
<td>Guideway fenced off from passengers. Glass doors at stations prevent entry to guideway via station access. Additionally, control room CCTV monitors guideway.</td>
</tr>
<tr>
<td>NUMBER OF OPERATIONAL PASSENGER-CARRYING VEHICLES</td>
<td>10</td>
<td>31</td>
<td>4</td>
<td>32</td>
<td>15</td>
<td>71</td>
<td>6 (2-3 car trains).</td>
<td>21</td>
</tr>
<tr>
<td>MINIMUM HEADWAY (SEC.)</td>
<td>90 sec.</td>
<td>90 sec.</td>
<td>N/A</td>
<td>90 sec.</td>
<td>135 sec.</td>
<td>15 sec.</td>
<td>450 sec.</td>
<td>6.4 sec.</td>
</tr>
<tr>
<td>PRESENT WEEKDAY PASSENGER VOLUME</td>
<td>2,000</td>
<td>145,000</td>
<td>60</td>
<td>30,000</td>
<td>50,000</td>
<td>15,000</td>
<td>1,600-2,000</td>
<td>1,300</td>
</tr>
</tbody>
</table>

N/A = not available

* Updated system information not received for this survey
### Characteristics of Automated Guideway Transit (continue)

<table>
<thead>
<tr>
<th>NAME OF SYSTEM, LOCATION</th>
<th>The Jacksonville Skyway*, Jacksonville, FL</th>
<th>AGTS, Denver International Airport, Denver, CO</th>
<th>Las Colinas Area Personal Transit System (APT), Dallas County Utility and Reclamation District, Irving TX</th>
<th>Metromover, Miami Dade Transit, Miami, FL</th>
<th>Airport Transit System (ATS), O'Hare Airport Transit System*, Chicago, IL</th>
<th>Morgantown Personal Rapid Transit System*, West Virginia University, Morgantown, WV</th>
<th>Clarian Automated People Mover* (APM), Indianapolis, IN</th>
<th>Heathrow Pod (Ultra Personal Rapid Transit), London Heathrow Airport</th>
</tr>
</thead>
<tbody>
<tr>
<td>MAXIMUM OPERATING SPEED (MPH)</td>
<td>30 mph</td>
<td>30 mph</td>
<td>32 mph</td>
<td>30 mph</td>
<td>47 mph</td>
<td>30 mph</td>
<td>28 mph</td>
<td>25 mph</td>
</tr>
<tr>
<td>AVERAGE OPERATING SPEED IN PEAK PERIOD, STOPS INCLUDED (MPH)</td>
<td>20 mph</td>
<td>30 mph</td>
<td>18 mph</td>
<td>10 mph</td>
<td>20 mph</td>
<td>20 mph</td>
<td>11 mph</td>
<td>20 mph</td>
</tr>
<tr>
<td>BASE FARE (CENTS)</td>
<td>$0.50</td>
<td>free</td>
<td>free</td>
<td>free</td>
<td>free</td>
<td>$0.50</td>
<td>free</td>
<td>free</td>
</tr>
<tr>
<td>TYPE OF AGT SYSTEM</td>
<td>activity center transit</td>
<td>airport</td>
<td>circulator/distributor</td>
<td>circulator/distributor</td>
<td>airport transit system</td>
<td>circulator/distributor</td>
<td>circulator/distributor</td>
<td></td>
</tr>
<tr>
<td>PRESENT OPERATING BUDGET</td>
<td>$5 million</td>
<td>$14.3 million</td>
<td>$478,000</td>
<td>$10 million</td>
<td>N/A</td>
<td>$3.4 million</td>
<td>For O&amp;M only, $1.7 million</td>
<td>N/A (confidential - system is private-sector funded)</td>
</tr>
<tr>
<td>NO. OF SERVICE INTERRUPTIONS / YEAR THROUGH SYSTEM BREAKDOWN</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>130 (&gt; 3 min.)</td>
<td>3</td>
<td>175</td>
<td>152 (&gt;5 min.)</td>
<td>0</td>
</tr>
<tr>
<td>BEST FEATURES OF SYSTEM</td>
<td>Fully automated; ATS system is reliable.</td>
<td>Double re-dundancy on the system.</td>
<td>Modern appearance, very reliable, comfortable service. Built as a public/private partnership.</td>
<td>The two sub-systems that are very reliable are the traction power and train control.</td>
<td>Safety, flexibility and reliability. The ATS was designed with redundancy of almost all equipment and multiple crossovers between the two mainline tracks. This allows service to continue around almost all outages - both planned and unexpected. Since opening for service in 1993 system availability has averaged more than 99.7%</td>
<td>Short headways, off-line stations, direct origin to destination service.</td>
<td>It's free. Ease of use. It is a nice looking system. Hospitals can be accessed easily for operation, meetings, consultations, etc. Most surrounding areas are commercial, therefore minimal security risks.</td>
<td>Passengers love the system: &quot;Best airport transfer devices ever.&quot; &quot;Awesome sci-fi system.&quot; &quot;Quicker, easier and greener than the buses to/from the car park.&quot; &quot;Geek transportation par excellence! &quot;Soo cool! Addicting!&quot; &quot;Fantastic. Epochal. Could not be more excited. First rate.&quot;</td>
</tr>
<tr>
<td>WORST FEATURES OF SYSTEM</td>
<td>Propulsion inverters/ APUs</td>
<td>The Train Control System is outdated but the Airport is in a process of upgrading the train control to the latest technology.</td>
<td>Much of the system was custom built in the late 80's, so repair services and replacements parts can be difficult to acquire.</td>
<td>The door system on the vehicles has the highest failure rate of all sub-system</td>
<td>The most challenging aspect of operating and maintaining the ATS is Chicago's winter weather. But even that is something that has proven manageable in almost all cases.</td>
<td>Long term maintenance, parts availability</td>
<td>Limited space in the facilities, and limited space for maintenance on the trains.</td>
<td>System is too small, should be expanded to serve more Heathrow activities.</td>
</tr>
<tr>
<td>ADVICE GIVEN TO ANY ORGANIZATION CONTEMPLATING THE IMPLEMENTATION OF AN AGT SYSTEM?</td>
<td>Contract a company that manufactures its own system; otherwise, years later your car body manufacturer may be out of business.</td>
<td>Automated People Mover System is a state-of-the-art driverless solution to transportation problems.</td>
<td>Must be convinced for the public's use. Would recommend using more generic operating systems and equipment.</td>
<td>Have someone with experience in maintenance and operations participate in the design reviews.</td>
<td>Select a system that presents the most flexibility, depending on service requirements (e.g., 24/7 operations) and location/environmental effects of the system.</td>
<td>N/A</td>
<td>Have an operations and maintenance person on staff during all design stages.</td>
<td>PRT offers two-dimensional transit, rather than linear transit. PRT can serve a two-dimensional area of buildings and activities.</td>
</tr>
</tbody>
</table>

N/A = not available

* Updated system information not received for this survey
REQUESTS FOR PROPOSALS

1. Environmental Assessment, Conceptual Design, Preliminary Engineering & Final Design Services, Request for Qualifications (RFQ)

Agency: Metropolitan Transit Authority of Harris County, Houston, TX

Deadline: January 23, 2012 12:00 p.m.

Contact: Don Pieper at dp10@ridemetrol.org

Website: http://www.ridemetrol.org/Opportunities/Procurement/solicitation.aspx?id=RQ1200003

Description: Environmental Assessment, Conceptual Design, Preliminary Engineering & Final Design Services. This solicitation has a 35% small business goal.

2. Plug-In Electric Vehicle Readiness Plan

Agency: Southern California Association of Governments (SCAG)

Deadline: 10:30 a.m. (Pacific) on January 31, 2012 at 10:30 a.m., Pacific time

Contact: Sandee Scott, Sr. Contracts Administrator, (213) 236-1996 or scotts@scag.ca.gov

Website: http://www.scag.ca.gov/business/index.htm

Description: SCAG is seeking a consultant to lead an innovative and collaborative planning process that would prepare Southern California for the forecasted influx of electric vehicles. The plan would generally include qualitative and quantitative studies of regional charging needs, a regional and sub-regional component to understand potential barriers and solutions to charge port installation, and an education and outreach strategy.

3. MOVES Model Development and Implementation

Agency: MARC

Deadline: January 9, 2012 at 5 p.m. CST

Contact: Amanda Graor at (816) 701-8333

Website: http://www.marc.org/rfp/MOVESConsultantrRFQ.pdf

Description: MARC, the metropolitan planning organization and association of city and county governments serving the bi-state Kansas City metropolitan region, seeks consulting services to determine and, if possible, implement the technical and personnel needs to develop a working version of the United States Environmental Protection Agency (EPA) Motor Vehicle Emissions Simulator (MOVES) model for the Kansas City region.

MARC is currently investigating the required investments to begin using the MOVES model for regional emissions analysis. Given the impending sunset of the grace period and the potential for a future need to conduct conformity analysis, as well as the additional capabilities the new model provides, MARC would like to begin using MOVES as soon as reasonably possible. In addition, the air quality boundary in the Kansas City region may expand in the future, requiring additional capabilities to expand analysis. MARC is currently using MOBILE6 to conduct voluntary emissions analysis on the Long Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP). MOVES provides updated assumptions in a database-driven model, which creates complications in making a clean switch with existing data, and some local datasets are either nonexistent or out of date. The hardware and software needed to run MOVES efficiently are also anticipated to be different from MOBILE6. MARC is seeking a consultant to support and assist staff in identifying the needs and implementing a switch to the MOVES model from MOBILE6.

4. Mixed Flow Lane Addition

Agency: San Bernardino Associated Governments (SANBAG)

Deadline: January 12, 2012 at 1 p.m.

Contact: Khalil Saba, Project Delivery Manager, at Ksaba@sanbag.ca.gov

Website: http://www.sanbag.ca.gov/about/contracting.html#04004

Description: SANBAG is soliciting proposals from qualified firms to assist the Authority with proposed addition of a Mixed Flow lane in each direction of SR-210 from Highland Avenue/Arden Avenue in the City of Highland to the Interstate 10 (I-10) junction. Engineering Services are anticipated to include preliminary engineering, preparation of Geometric Approval Drawings (GADs), and preparation of a Project Report. Environmental Services are anticipated to include environmental studies, consultation with resource agencies, and preparation of an environmental document to satisfy requirements of the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). Work performed by the Consultant shall comply with Caltrans policies and standards.

5. Context Study of the Dixie Highway in Georgia

Agency: Georgia Department of Transportation (GDOT)

Deadline: January 18, 2012 at 2:00 p.m.

Contact: Karen Oaks at (404) 631-1432 or koaks@dot.ga.gov

Website: https://ssl.doas.state.ga.us/PRSapp/PublicBidOppDetail?bid_op=1248401RFQ-484-011812

Description: The Georgia Department of Transportation (GDOT) is soliciting Statements of Qualifications (SOQ) from qualified firm(s) or organization(s) to provide Consultant Services for research and development of a context study of the Dixie Highway in Georgia. The context would include, but is not limited to the preparation of a developmental history of the Dixie Highway from a national perspective to the state level, including coordination with other agencies and private entities that have already conducted research on the highway, establishing the criteria for evaluation of the National Register eligibility of highway (linear) resources, identification and determination of the contributing and noncontributing sections of the Dixie Highway along all of its routes in the state of Georgia in consultation with the Georgia Historic Preservation Office (referred to as SHPO) and GDOT, mapping of these sections of the highway using a Geographic Information System (GIS), and identifying and implementing public outreach opportunities, including potential implementation of the public outreach opportunities through outside partnerships.

6. State College Area Universal Transit Access Study

Agency: Centre Area Transportation Authority (CATA)

Deadline: January 25, 2012 at 5:00 p.m. local time.

Contact: Gregory M. Kausch at (814) 238-2282 x133 or gkausch@crcog.net.

Website: http://www.catabus.com/AboutCATA/Business/Procurement/index.html

Description: The Centre Area Transportation Authority, State College, PA is seeking proposals from qualified firms for a comprehensive evaluation of potential effects of universal (fare-free) transit access in the State College area. Disadvantaged Business Enterprises are encouraged to respond.
## CONFERENCES

<table>
<thead>
<tr>
<th>DATES</th>
<th>CONFERENCE AND SPONSOR</th>
<th>CITY</th>
<th>VENUE</th>
<th>MAIN TOPICS</th>
<th>WEBSITE / CONTACT INFO</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jan. 18-20</td>
<td>National Committee on Uniform Traffic Control Devices (NCUTCD) Annual Meeting</td>
<td>Crystal City, VA</td>
<td>Hilton Crystal City Hotel</td>
<td>The annual meeting will include sessions for various task forces as well as technical and research committee meetings.</td>
<td><a href="http://www.ncutcd.org/meetings-201101.shtml">http://www.ncutcd.org/meetings-201101.shtml</a></td>
</tr>
</tbody>
</table>
| Jan. 22-26 | Transportation Research Board 91st Annual Meeting                                   | Washington, DC | Marriott Wardman Park, Omni Shoreham and Washington Hilton | The TRB Annual Meeting program covers all transportation modes, with more than 4,000 presentations in nearly 650 sessions and workshops addressing topics of interest to all attendees—policy makers, administrators, practitioners, researchers, and representatives of government, industry, and academic institutions. | http://www.trb.org/AnnualMeeting2012/AnnualMeeting2012.aspx  
Annual meeting questions: (202) 334-1674 |
| Jan. 26-27 | 8th Annual Southwestern Rail Conference                                               | Dallas, TX | Grand Hall, Historic Dallas Union Station | The conference theme is Rail Capacity – How to create it, share it and pay for it. Presenters from the private and public sector will focus on national, state and regional freight and passenger rail issues. | http://www.texasrailadvocates.org/conference/         |
| Feb. 7-9   | National Evacuation Conference                                                        | New Orleans, LA | Hilton Riverside            | This conference will bring together the fields of transportation and emergency management to discuss evacuation planning to accommodate the needs of all people before, during and after a major disaster. The purpose of the conference is to foster an interdisciplinary exchange of ideas surrounding a broad range of evacuation issues, particularly mass evacuations prompted by disasters. | http://www.nationalevacuationconference.org/  
Blair Beter bbeter1@lsu.edu |
| Feb. 12-16 | American Traffic Safety Services Association (ATSSA) Annual Conference and Traffic Expo | Tampa, FL | Tampa Convention Center     | The program and exhibits will be dedicated to issues and products related to all aspects of temporary traffic control and roadway safety. | http://www.atssa.com/MeetingsEvents/2012Expo.aspx     |
| Feb. 15-17 | UITP Conference and Exhibition                                                        | Karlsruhe, Germany | Karlsruhe Trade Fair Center | The conference will focus on IT Solutions for Public Transport and feature exhibitors of cutting-edge products and solutions, as well as innovations the public transport sector such as passenger information systems, fare management systems, smart cards, security and software systems and traffic management. Speakers from around the world will discuss relevant technological opportunities for the industry. | http://www.it-trans.org/messe-karlsruhe-it-trans/en/mess_ka/home/homepage.jsp |
| March 3-7  | National Association Of Counties Legislative Conference                               | Washington, DC | Washington Hilton          | The conference is designed to support transportation engineering, planning and multidisciplinary professionals responsible for management and operations of transportation systems. The meeting content will address the application and performance of multimodal transportation management strategies to exceed customer expectations within today’s budgetary constraints. The program will also seek to link transportation operations with livability, sustainability and economic competitiveness. | http://www.naco.org/meetings/dates/Lists/Event%20Calend ariarDispForm_naco.aspx?List=0f03eb5%2FDe5e1%2D441F%2D8034%2D18f3e879f28f&ID=21&Source=http%3A%2F%2Fwww%2Enaco%2Eorg%2Fmeetings%2Fdates%2F Pages%2FUpcomingEvents%2Easpx |
| March 4-7  | Institute of Transportation Engineers (ITE) 2012 Technical Conference and Exhibit     | Pasadena, CA | Pasadena Convention Center  | Conference Registration and Information: Sallie Dollins: (202) 785-0600, ext. 149 or sdollins@ite.org Exhibit Registration and Information: Pat Smith (972) 355-5128 or psmith@helmbriscoe.com | http://www.ite.org/conference/default.asp            |

N/A = Not Available; m = member; nm = non-member. To list your transportation conferences here FREE, send all information as above to: The UTM Conference Dept., P.O. Box 12300, Burke, VA 22009-2300, or call (703) 764-0512, or fax (703) 764-0516, or email: editors@lawleypublications.com.
<table>
<thead>
<tr>
<th>DATES</th>
<th>CONFERENCE AND SPONSOR</th>
<th>CITY</th>
<th>VENUE</th>
<th>MAIN TOPICS</th>
<th>WEBSITE /CONTACT INFO</th>
</tr>
</thead>
<tbody>
<tr>
<td>March 7-8</td>
<td>International Advanced Mobility Forum</td>
<td>Geneva, Switzerland</td>
<td>PALEXPO</td>
<td>The scientific and public forum brings together scientists and key actors from the motor industry to discuss individual mobility today and tomorrow. It will feature discussions on renewable energy, new drive train systems and vehicle technologies, energy storage solutions, safety implications of new technology and human behavior adapting to new solutions.</td>
<td><a href="http://www.iamf.ch/en/iamf@geneva-palexpo.ch">http://www.iamf.ch/en/iamf@geneva-palexpo.ch</a></td>
</tr>
<tr>
<td>March 11-13</td>
<td>American Public Transportation Association Legislative Conference</td>
<td>Washington, DC</td>
<td>JW Marriott</td>
<td>The conference will feature sessions with key senators and representatives, administration officials and Washington opinion makers.</td>
<td><a href="http://apta.com/mc/legislative/Pages/default.aspx">http://apta.com/mc/legislative/Pages/default.aspx</a> Program Information: Brian Tynan (202) 496-4897 or <a href="mailto:btynan@apta.com">btynan@apta.com</a> Meeting Registration: Adam Martin (202) 496-4845 or <a href="mailto:amartin@apta.com">amartin@apta.com</a></td>
</tr>
<tr>
<td>April 30-May 2</td>
<td>TRB Innovations in Travel Demand Forecasting</td>
<td>Tampa, FL</td>
<td>N/A</td>
<td>The conference is designed to allow researchers and practitioners to share knowledge and experiences on current models and modeling research. The conference will review advances made possible by the integration of social, land-use, transportation supply, and technology into the modeling process.</td>
<td><a href="http://www.trb.org/Calendar/Blurbts/165362.aspx">http://www.trb.org/Calendar/Blurbts/165362.aspx</a> Kim Fisher <a href="mailto:KFisher@nas.edu">KFisher@nas.edu</a></td>
</tr>
<tr>
<td>April 16-18</td>
<td>TRB 9th National Conference on Asset Management</td>
<td>San Diego, CA</td>
<td>The Westin San Diego</td>
<td>The conference will focus on “Making Asset Management Work in Your Organization” and feature four major tracks: Focus on Implementation, Pavement and Bridges, Beyond Pavement and Bridges and Transit State of Good Repair.</td>
<td><a href="http://onlinepubs.trb.org/onlinepubs/conferences/2012/2012AssetAnnouncement.pdf">http://onlinepubs.trb.org/onlinepubs/conferences/2012/2012AssetAnnouncement.pdf</a> Matt Miller, <a href="mailto:MAMiller@NAS.edu">MAMiller@NAS.edu</a>, (202) 334-2608 Tom Palmerlee, <a href="mailto:TPalmerlee@NAS.edu">TPalmerlee@NAS.edu</a>, (202) 334-2907</td>
</tr>
<tr>
<td>April 18-20</td>
<td>7th UITP International Bus Conference</td>
<td>Istanbul, Turkey</td>
<td></td>
<td>The focus of the conference will be affordability and cost effectiveness. Topics include: Bus Rapid Transit (BRT)/BHLS Solutions, Contracts and Tending, Decarbonisation and Zero Emissions, Bus Technology and Innovation and Fuel Economy.</td>
<td><a href="http://istanbul.uitp-events-expo.org/">http://istanbul.uitp-events-expo.org/</a></td>
</tr>
<tr>
<td>April 22-24</td>
<td>2012 Mileage-Based User Fee Symposium &amp; Transportation Finance Summit (co-sponsored by the Humphrey School and Center for Transportation Studies, I-95 Corridor Coalition, International Bridge, Tunnel and Turnpike Association, Mileage-Based User Fee Alliance and Texas Transportation Institute)</td>
<td>Philadelphia, PA</td>
<td></td>
<td>The conference will combine the best features of the IBTTA’s Transportation Finance Summit with the depth of content from the Symposium on Mileage Based User Fees organized by the Texas Transportation Institute and the University of Minnesota in 2009-2011. The event will explore the latest studies and pilots in mileage-based user fees and the range of financing tools available to toll agencies, state DOTs and local governments.</td>
<td><a href="http://www.cts.umn.edu/Events/">http://www.cts.umn.edu/Events/</a> Pam Snopi (612) 628-1077 or <a href="mailto:snopi001@umn.edu">snopi001@umn.edu</a></td>
</tr>
</tbody>
</table>