Standard & Poor’s Report:
U.S.’s Ailing Transportation Infrastructure Suffering From Flat Gas Tax Revenues, Inaction by Congress, and a Weak Economy

Standard & Poor’s has released a report on the “almost perfect storm” that is building over the nation’s roads, rail networks, bridges, tunnels, airports and seaports. In the special report, titled “U.S. Infrastructure: How To Break The Logjam For Funding,” the ratings service takes a look at the plight of the nation’s infrastructure and the fight for funding to fix and maintain it.

Jodi Hecht, credit analyst for Standard & Poor’s Infrastructure & Renewable Energy Group, says the U.S. is facing “an almost perfect storm” because of flat gas tax revenues at the state and federal levels, gridlock in Congress over long-term transportation funding, a still evolving public-private partnership model, a weakened economy still rebounding from recession and the growing need for infrastructure repair and maintenance because of a growing population. She points out that the U.S. is now ranked 24th in the world in the overall quality of its infrastructure, and that has a significant impact on Gross Domestic Product (GDP) growth.

In fact, the American Society of Civil Engineers (ASCE) has put the cost of failing to sufficiently fund the country’s roads and bridges at $3.1 trillion in lost GDP growth by 2020. The figure includes the ASCE’s projection that traffic congestion alone could jump ten-fold by 2020, leading to $276 billion a year in lost productivity.

After stating the problem, the Standard & Poor’s report goes on to look at means for funding needed repairs and upgrades. It points out that when the federal gas tax was implemented in 1956, it was set at three cents per gallon. By 1993, the tax rate had climbed to 18.4 cents per gallon with collections going to the Federal Highway Trust Fund, but the rate has held steady since then. Most states add their own fuel taxes, at an average of 27.2 cents per gallon.

San Francisco Seeing Benefits to New Parking Meter System
Decision on Expansion To Be Made in 2013

An extensive evaluation is planned for later this year to assess whether San Francisco’s variable pricing system at meters and garages is improving parking in the city. Preliminary reports on the SFpark experiment are showing signs of progress, but any decisions about expanding the program won’t be made until next year.

Back in 2010, San Francisco began installing new, credit-card enabled meters at about 7,000 of the city’s 26,800 metered parking spaces. The San Francisco Municipal Transportation Agency (SFMTA) extended time limits at SFpark meters to four hours and eliminated time limits altogether at some meters. Last summer, it unveiled a variable pricing system with the goal of making sure there would be at least one parking space available on each block most of the time.

In an effort to achieve its goal, SFpark raises rates incrementally in areas where parking is in short supply and decreases rates at meters where parking is plentiful. Prices can range from 25 cents an hour to as much as $6 per hour. Rates also are being adjusted in city-owned garages and lots in the pilot areas. At the garages, entrance and exit gates are used to track the number of cars using the facilities. Parking sensors installed in 8,200 spaces and three control neighborhoods further help to paint a picture of parking demand.

Jay Primus, SFMTA project manager, says it’s too soon to draw many conclusions about the effect of the variable pricing system, but the public reaction to the pilot program has been “very positive” so far. He says both drivers and store owners “really like longer time limits, meters that...
BikeMobile Pilot Program to Encourage Biking to School

A new BikeMobile program is being launched in California’s Alameda County to encourage more children to ride their bikes to school. It’s part of an effort to promote children’s health while easing traffic congestion around educational facilities.

The Alameda County Transportation Commission (Alameda CTC) and the Metropolitan Transportation Commission (MTC) have partnered with the non-profit Cycles of Change to offer the bicycle fix-it program and a newly designed BikeMobile. The vehicle was introduced at an inaugural ceremony at Rosa Parks Elementary School in Berkeley as part of an April Fix-a-Thon event.

Schools or community groups can book a BikeMobile Fix-a-Thon through an online sign-up form at www.bike-mobile.org. Students can bring their ailing bicycles to the brightly decorated BikeMobile and get expert help with repairs. BikeMobile staff provide the parts. Locks, lights and bike helmets also are available in an effort to promote bicycle safety and encourage kids to consider riding their bicycles to school.

The pilot program will run through November 2013. It’s being managed under the Alameda CTC’s Safe Routes to Schools (SR2S) program, which began in 2007 as a way to reduce traffic congestion and promote healthy habits by working with kids, parents and teachers to encourage walking, biking and carpooling to school.

Cycles of Change runs the BikeMobile program, with oversight by the Alameda CTC. Cycles of Change has been around since 1998, promoting cycling as a safe, enjoyable, accessible, inexpensive, healthy and sustainable mode of transportation. Since the program’s inception, the Cycles of Change staff has found many children who aren’t riding their bikes because the bikes need maintenance or repairs. Many of the kids don’t live near bicycle shops or have the means to get their bikes fixed.

Organizers anticipate the BikeMobile will make up to 275 site visits during the pilot program. It will appear at many schools taking part in the SR2S program, as well as some that are not. The repair vehicle can also be booked for appearances at community centers, parks or local events throughout the county.

Some of the funding for the BikeMobile and the SR2S programs comes from Measure B, which is Alameda County’s half-cent transportation sales tax. It was initially passed by voters in 1986 and again in 2000. The majority of the funding for the BikeMobile pilot is coming from the MTC’s Climate Initiatives Program. Cycles of Change approached Alameda CTC in 2010 about making a joint application for a grant from the MTC. Later that year, the MTC awarded $500,000 to the BikeMobile program. Under terms of the grant, Alameda CTC is kicking in additional matching funds to bring the grant total to $565,000.

The MTC’s $80 million Climate Initiatives Program was approved in 2009 with the goal of reducing transportation-related greenhouse gas emissions. The BikeMobile program is one of four pilots the MTC is supporting to encourage children and their families to use alternative means of transportation to lighten their carbon footprint.

For more information, visit: http://www.alamedactc.org/news_items/view/7624 or http://www.cyclesofchange.org/

A child’s bicycle being fixed through the BikeMobile program. (Photo: Courtesy of Alameda CTC)
“Personal Air and Land Vehicle” Completes Successful Flights in Europe

The Dutch company PAL-V Europe NV is seeking investors to turn its prototype Personal Air and Land Vehicle, the PAL-V ONE, into a commercial reality. The PAL-V ONE made a successful maiden flight this year at Gilze Rijen Airport in the Netherlands, and Robert Dingemanse, CEO and co-founder of PAL-V, is now inviting investors “to create the future with us.”

On the ground, the two-seat vehicle moves like a sports car. It runs on gasoline, but there will also be versions that use biodiesel or bio-ethanol. In about ten minutes, it can be converted for flight and reach speeds of up to 112 miles per hour on land and in the air. It flies like a gyrocopter. Lift is generated by an auto-rotating rotor. Forward speed is produced by a foldable push propeller on the back. Once the flight is over, in about ten minutes the propeller and rotor can be folded and secured back into the driving position.

Engineers have been working on the first prototypes since the design concept was finalized in 2008. The driving prototype was fully tested in 2009. Dingemanse hopes to put the first commercial model of the PAL-V ONE on the market in 2014 at a starting price of around $300,000. Funding for the project has come from private investors and a loan from the Dutch government.

Dingemanse says PAL-V plans to market the vehicle not only to private air enthusiasts but also to professionals, such as flying doctors or couriers, or organizations, such as the police or military. Company spokesman Mike Stekelenburg says the PAL-V ONE can be used “whenever door-to-door mobility is an advantage” anywhere in the world. He anticipates the price of the flying car will go down “as quantities go up and experience is gained.”

PAL-V says the slim, aerodynamic, three-wheeled vehicle “combines the comfort of a car with the agility of a motorcycle, thanks to its patented, cutting-edge ‘tilting’ system.” In the air, it moves like a standard gyrocopter but is quieter than a helicopter because the main rotor rotates more slowly. The company says it “takes off and lands with low speed, cannot stall and is very easy to control.”

The PAL-V ONE can use existing roads and small airstrips. According to the company specifications, it has a take-off roll of 540 feet and a landing roll of 100 feet with a range of 220 to 315 miles, depending on the PAL-V type. Stekelenburg says it’s expected that in Europe and the U.S., the PAL-V ONE will initially mainly use existing airfields for takeoffs and landings. Its range, once back on the road, is about 750 miles with an estimated fuel economy of 28 miles per gallon.

To drive or fly the PAL-V ONE, proper licenses are required. On land, a standard private driver’s license is necessary. To take flight, driver/pilots must obtain a Sports Pilot License in the U.S. or a Recreational Pilot License or Private Pilot License in Europe. The company says it takes about 20 to 40 hours of student-pilot lessons to learn to fly the PAL-V ONE. It says drivers can get the hang of driving it on land in about 30 minutes.

Pilots won’t need to file a flight plan if they stay out of controlled airspace. The PAL-V ONE is expected to fly mostly below 4,000 feet, which is the airspace available for uncontrolled Visual Flight Rules. The company says the gyroplane technology the PAL-V ONE uses ensures the vehicle can be steered and landed safely even if the engine fails in flight, because the rotor keeps auto rotating.

Will the U.S. allow the PAL-V ONE to take to the road and skies? Stekelenburg says the vehicle was designed within existing European Union and U.S. standards for road and air use. “The current prototype is certified as a single item, using these standards, in the Netherlands.” The “next steps are European type approval followed by USA (FAA) approval.”

For more information, visit: http://pal-v.com/the-pal-v-one or contact Mike Stekelenburg at stekelenburg@pal-v.com.
Britain Considering New Ways of Financing Roads
Prime Minister Discusses Private Investment and Tolling Options

British Prime Minister David Cameron is setting out a vision for his country’s infrastructure that calls for new ways of financing highways. In a speech to the Institute of Civil Engineers, Cameron suggested that private financing and new tolls may be a way of improving his nation’s lagging infrastructure.

Cameron told the group that to prepare Britain for long-term success, it is vital to address infrastructure problems. “The truth is we are falling behind; we are falling behind our competitors and we are falling behind the great world-beating, pioneering tradition set by those who came before us,” he said. In the speech, Cameron called infrastructure the “magic ingredient in so much of modern life” that gets workers to their jobs and food to shops, as well as enabling factories, offices, warehouses and workshops “to function, to trade and to grow.”

However, Cameron said there has been a failure of vision and financing that has hurt his country’s infrastructure. He acknowledged that infrastructure is expensive, with one academic assessment putting the bill at £500 billion to meet current commitments, but he said the country can’t hide from the need to fund its infrastructure through the government, by users or by some combination of the two. He said Britain loses £7 billion a year because of roadway congestion and called the nation’s railways “crowded and expensive.” He also faulted the current system for costing too much and taking too long to develop new highways and facilities, such as Terminal 5 at Heathrow Airport.

Cameron is seeking to reverse what he called a “failure of vision, failure of financing and failure of nerve” when it comes to Britain’s infrastructure. His administration has drawn up a National Infrastructure Plan to audit what the nation has, what needs to change and what the timescale should be, and he told the engineers, “we should not look to the state to make all the plans and pay all the bills.” In his words, “If we wait for the state to fund the infrastructure challenge, we’ll be waiting forever. But equally, it’s wrong to think that this job should fall entirely on the shoulders of the private sector.”

The prime minister is calling on investors at home and abroad to invest in Britain’s infrastructure and take advantage of the country’s “stability and our open markets.” He said the nation’s railways are making “real progress,” but there is not enough capacity in key areas when it comes to roads. Cameron mentioned road tolling as one option for improving the nation’s roads, but he stressed that tolls would only be considered for “new, not existing capacity.” He said this is not about “mass tolling” but about “getting more out of the money that motorists already pay.”

Cameron went on to question why some infrastructure, such as water, is funded by the private sector through privately owned, independently regulated utilities, while Britain still depends on public finances for roads. He said the nation needs to take an urgent look at options “for getting large-scale private investment into the national roads network” and suggested funding could come from sovereign wealth funds, pension funds and other investors.

The Department of Transport and Treasury will be conducting a feasibility study of “new ownership and financing models” and report back to the prime minister in the fall.

For more information, visit: http://www.number10.gov.uk/news/pm-speech-on-infrastructure/.

Transit Planner

The Pioneer Valley Planning Commission, a proactive Regional Planning Agency (RPA) serving Massachusetts’s 2nd largest metropolitan area, seeks a highly qualified professional to fill the position of Transit Planner. This position provides extensive technical support services to the region’s transit authority. Candidates must be technically sound and able to handle multiple projects. Requires experience in emerging trends in transit, multi-modal service planning, Environmental Justice/Title VI planning activities, and coordinating transit ridership surveys. Requires a minimum of a Bachelor’s degree in transportation planning or related field and 3 or more years relevant experience. Candidates must possess excellent analytical, communication, leadership, and computer skills and be familiar with federal transit programs and planning requirements. Starting salary of $42,000 to $65,000 depending upon qualifications and experience. Exceptional candidates will be considered for a senior level position. Submit resume with cover letter, writing sample and your salary expectation by May 14, 2012 target date to: Timothy W. Brennan, Executive Director, Pioneer Valley Planning Commission, 60 Congress Street, Springfield, MA 01104. An AA/EOE Employer. Position will remain open until filled. www.pvpc.org.
California Moving Ahead with High-Speed Rail System

Travelers Will Travel from L.A. to San Francisco at up to 220 mph

California’s High-Speed Rail Authority is moving ahead with its massive rail project under a newly revised business plan. The recently approved plan includes better integration with existing regional systems, faster improvements to infrastructure and cheaper construction costs.

Under the revisions, the price tag for Phase I of the project drops from $98 billion to $68.4 billion. The authority reports that costs of the initial phase of the 800-mile system have gone down because of blended infrastructure and revised inflation projections.

The High-Speed Rail Authority says that until the environmental review process is complete, the exact route of the high-speed train won’t be known. However, the initial operating section will run from Merced to San Fernando Valley and will involve about 130 miles of track and structures in the Central Valley. The section “connects with regional and local rail for blended operations.” There are tentative station locations under consideration for Merced, Fresno, Kings/Tulare, Bakersfield, Palmdale and the San Fernando Valley.

Before high-speed rail officially kicks off, Caltrans will operate expanded San Joaquin service between Bakersfield and Merced on the first Initial Operating Section being built. The authority notes, “This won’t be high-speed rail proper but will allow trains to travel at speeds up to 125 mph or more in the Central Valley, which would reduce travel times on the San Joaquin service between Northern and Southern California by at least 45 minutes.”

When the project is complete, no more than 24 stations will dot the 800-mile track from Sacramento to San Diego. Travelers will be able to make the trip from San Francisco to Los Angeles in just two hours and 40 minutes.

The Phase I Blended System is expected to be completed in 2028 at a cost of $68.4 billion in year-of-completion dollars. By the year 2030, the revenue from ridership is expected to range between $889 million and $1.2 billion per year. Revenues are expected to cover operating and maintenance costs, so no taxpayer subsidies are required.

Funding for the project is coming from a mix of federal, state and private sources.

California voters approved Proposition 1A in 2008 to invest $9 billion in development of a statewide high-speed rail system. Another $3.3 billion in federal funding has been identified for construction of the first 130-mile segment of the initial operation section that will run from Merced to the San Fernando Valley. In addition, the authority says “private investors have indicated an interest in helping to fund the project. This is expected to occur after the initial operating section is developed and the system will be operating at break-even or better based on ridership and revenue.”

Much of the project is still in the preliminary design stage. High-Speed Rail says right of way issues are “moving forward according to law,” and all the stations will be “prime candidates for transit oriented development.” In fact, the authority adds that high-speed rail depends on transit oriented developments to supply ridership. “What happens outside the stations is up to the cities where they are located; we are encouraging cities to plan and organize urban infill such as offices, residential, museums.”

High-speed rail is not intended to be a commuter rail system. It’s designed to take the place of regional and statewide transportation, and the authority says it is going “to work hard to make sure there is connectivity to other transit systems at each station. We are trying to connect transit up so we become transit hubs.”

The authority says high-speed rail provides three major benefits: economic, environmental and community.

From an economic standpoint, the system is expected to generate hundreds of thousands of jobs during the construction phase and from the economic growth that high-speed rail is expected to generate. It says the system will improve the movement of people, goods and services on the ground between major metropolitan areas as well as relieving congestion on freeways and at airports.

The environment is expected to benefit because the electric power used by the trains will be generated from sustainable and renewable power sources, such as wind and solar. That helps to lower greenhouse gas emissions, improve air quality and decrease dependence on foreign oil.

Members of the community will benefit, according to the authority, because they’ll have a cheaper, faster, safer and more convenient way to travel. Residents can also expect to benefit from revitalized communities and the economic development around the new high-speed train terminals.

For more information, visit: http://www.cahighspeedrail.ca.gov/project_vision.aspx or contact Janis Mara at (510) 301-8373 or janismara@hotmail.com.

A rendering of a future station along the California High Speed Rail Authority’s planned service, which will eventually provide service between Sacramento and San Diego. (Photo: Courtesy of the California High Speed Rail Authority)
Product and Industry News

Calgary Transit Turns to Computer-Aided Dispatch and Automatic Vehicle Location System to Improve Service

The city of Calgary is among the latest to put a Xerox computer-aided dispatch and automatic vehicle location (CAD/AVL) system to work in an effort to improve public transit. Under a $14.5 million dollar contract, Xerox will install a new system for Calgary Transit to track and dispatch all 986 of its buses and report on 100 million annual passenger trips.

Transit spokesman Ron Collins says the new system will create computerized maps for dispatchers to pinpoint the exact location of vehicles. They will then be able to make “real-time adjustments, such as adding additional bus service and create detours when necessary by clicking on maps and notifying drivers.” All vehicles will also be able to communicate and share information in real time.

Xerox reports that approximately 30 transit systems are now using its CAD/AVL systems in the U.S. and several international locations. Ian Newberg, Xerox’s managing director for Public Transport, Transportation, Central and Local Government, says the OrbCAD system Calgary will be using is already being employed by some of the largest transit systems in the U.S. He says it provides transit employees “with capabilities to greatly improve situational awareness of the entire fleet of vehicles.”

Calgary hopes the new hardware and software will generate “exact operational data” to replace the manual processes that had been in use. By doing so, Collins says the transit agency hopes to “improve fleet management and on-time arrivals” to give passengers “confidence that bus schedules will be accurate.”

The Calgary system will allow dispatchers and supervisors to monitor route and schedule adherence, taking action where necessary. Xerox notes the transit workers will be able to manage and report on a range of incidents and better communicate with vehicle operators through voice and messages and emergency alarm monitoring.

However, Newberg says one of the biggest benefits of the Xerox system is its “ability to integrate with other systems, such as traffic signal priority systems for Bus Rapid Transit applications, new or existing on-board video camera systems for enhanced safety, and vehicle maintenance monitoring systems for reduced road calls and improved system reliability.”

In Calgary, passengers may quickly notice some of the changes. The system will include automated next-stop passenger announcements for riders on buses, and real-time passenger information can be posted on signs at bus stops and transit centers or on the Web or mobile phones.

Newberg says other changes may be less obvious. He notes the OrbCAD system improves on-time performance and “enhances system safety through improved communication and emergency alarms.” It also allows for more data collection to improve operations planning and system reliability.

The cost of installing these computerized systems depends on the modules customers want to integrate with the base OrbCAD system, the type of communications system to be integrated with OrbCAD and the number of customer-specific features a transit system requests. Depending on the level of system integration, and specific customer requests, Newberg says a typical project may take 24 to 30 months.

For more information, contact: Ron Collins, Calgary Transit, at (403) 537-7949 or ron.b.collins@calgary.ca or Xerox’s Sarah DeCamp at (212) 871-4081 or sarah.de-camp@text100.com.

Travel Times are Back on Google Maps; New System Provides More Accurate Travel Info

Google Maps is once again posting travel times when you search for directions using Google.

Google Maps dropped the travel time feature last summer. A company spokesperson says the old system was ditched because it provided “worst case traffic
Google tries to encourage participation in My Location by making Google Maps easy to install and use, with no extra device to plug in or extra software to buy. Google says the feature works with most cell phones, and some come with Google Maps and traffic crowdsourcing pre-installed.

The travel time feature is already operating in many locations, but the company could not provide a list of specific coverage areas. For more information, contact: Deanna Yick at dyick@google.com.

San Francisco Seeing Benefits to New Parking Meter System

finally make it easy to pay, real-time information and having it be easier to find a parking space and avoid parking tickets.” A free downloadable app introduced by SFpark lets people use their iPhones and Android smartphones to check parking availability and pricing. The information is also available online.

A preliminary report released at the end of last year finds that the switch to new meters and longer parking times alone is already paying rewards for the city. An evaluation conducted during the first half of last year, before the demand-responsive meter rate adjustments began, found that parking meter-related citations were down by 35 percent at the new meters, compared to a 21 percent decline at meters that had not been upgraded. The net meter revenue, not counting parking citations, increased by 20 percent at the new meters, while the older meters had a seven percent drop in revenue.

Simply extending the time limits last April paid off in revenues. SFMTA reports that revenues at the new meters increased 11 percent in January through March and jumped to 37 percent in May and June, after drivers were allowed to stay in their spots longer.

Combining meter revenue and meter-related citations, the new meters still come out ahead. Combined revenue at the new meters decreased by about three percent during the study period, but combined revenue at the old meters was down 14 percent. One of the agency’s goals in making paying for parking more convenient is to shift revenue away from parking tickets and toward meter payments. SFMTA says compliance rates are “relatively low” and citations are “common” at the older meters that accept only coins and SFMTA parking cards.

San Francisco is aware that other communities are keeping an eye on the program to see what kind of impact the parking changes will have. Primus points out that on the www.SFpark.org website, there is a 130-page report that was produced last fall that summarizes what had been done and what lessons had been learned up to that point. He says it’s intended “to be a resource for other cities to make it easier for them to implement more sophisticated parking management and, hopefully, improve what we have done in San Francisco.”

For more information, visit http://sfpark.org/ or contact the SFMTA at (415) 701-4500 or info@sfpark.org.

A multi-space parking meter operating as part of the SFpark project in San Francisco. (Photo: Courtesy of SFMTA)
California is using a settlement stemming from its decade-old energy crisis to fund a way to get more energy efficient cars on the road. Governor Edmund G. Brown Jr. has announced that he will use money from a $120 million settlement with NRG Energy, Inc. to create a network of more than 10,000 charging stations for electric vehicles.

The electric vehicle (EV) charging network will include at least 200 public fast-charging stations along with an additional 10,000 plug-in units at 1,000 locations across California. Funds from the settlement will be used for charging stations in the San Francisco Bay Area, the San Joaquin Valley, the Los Angeles Basin and San Diego County. A statement from the governor’s office calls the new infrastructure network “a breakthrough in encouraging consumer adoption of electric vehicles” and says it will “contribute significantly to achieving California’s clean car goals.”

In January, the California Air Resources Board voted to require the largest automakers to step up their sales of EVs, zero emissions vehicles (ZEVs) or near-zero emissions vehicles by 2025 with a target of 15 percent, or about 1.4 million of their annual California sales. In announcing the NRG settlement last month, the governor issued an executive order with these targets:

- By 2015, all major cities in California will have adequate infrastructure and be “zero-emission vehicle ready.”
- By 2020, the state will have established adequate infrastructure to support one million zero-emission vehicles in California.
- By 2025, there will be 1.5 million zero-emission vehicles on the road in California.
- By 2050, virtually all personal transportation in the state will be based on zero-emission vehicles, and greenhouse gas emissions from the transportation sector will be reduced by 80 percent below 1990 levels.

Adrienne Alvord, California and Western States Director for the Union of Concerned Scientists (UCS), hails the settlement as a “creative way” of turning “a dark chapter in the state’s recent past into a fantastic opportunity to build our future.” Alvord says an increase in the number of electric vehicles and charging stations will lead to more jobs in California “while cleaning our air, tackling global warming and protecting consumers from pain at the pump.” She notes that providing more charging stations should help consumers feel more confident about choosing an EV when they’re looking for a new car, and the ZEV program will encourage automakers to offer more plug-in electric vehicles.

UCS Senior Engineer Don Anair adds that numerous automakers are already selling EVs or planning to introduce models this year and in the years ahead. The Chevy Volt plug-in and Nissan Leaf debuted last year, and Anair says several major manufacturers, including Ford, Toyota, Mitsubishi and Honda, are releasing models this year.

For more information, visit: [http://gov.ca.gov/news.php?id=17463](http://gov.ca.gov/news.php?id=17463) or contact the California Public Utilities Commission at (415) 703-1366 or Eric Bontrager, UCS, at (202) 331-5427.

### Commuters Earning Incentives for Carpooling During Florida Highway Construction Project

#### Incentives Begin at $25 per Person Each Month

Some commuters in Florida are being paid to get their vehicles off the highway and out of the way during a reconstruction project on a Miami-Dade expressway.

Under the 826/836 Incentive Program, South Florida Commuter Services (SFCS) is offering money to “reward and motivate commuters to use alternative modes of transportation” if their regular commute takes them through the construction zone. Commuters who qualify for the program can earn cash incentives for taking a carpool, a vanpool or public transit to work.

Jim Udvardy, Project Director for SFCS, says $200,000 is available through the program. It began in March, and the initial phase will run for a year. After the first year, an assessment will be made to determine whether additional funds should be made available. Udvardy says that by late April, there were 50 registered carpools. He expects the number to grow to 200 within the first year.

Qualified individuals with two or more carpoolers can earn $25 a month per person under the incentive plan. Carpoolers riding with three or more receive $50 a month, and those with four or more carpoolers receive $75 a month per carpooler.

There’s also an incentive program for those who want to join a vanpool. Under the plan, a vanpool is considered a group of five to 15 people who commute together in a passenger van provided by South Florida Vanpools (SFVP). The Miami-Dade
Continued from Page 1

Standard & Poor’s Report

gallon, bringing the total tax to 45.6 cents per gallon. Diesel fuel is taxed slightly higher.

Unfortunately for the Trust Fund, which helps pay for infrastructure repair and construction, it’s suffering because Americans are driving fewer miles these days and riding around in more fuel efficient vehicles. With gasoline prices climbing, the U.S. gas tax is now relatively low at only 10 to 15 percent of what many Europeans are paying in fuel tax.

In 2009, the latest year for which figures are available, about half the almost $196 billion spent on highway construction and maintenance came from federal funds. States contributed about 27 percent, and the rest came from local government sources.

Despite the money being spent, the report notes that about half the roads in the U.S. are in bad condition, and urban areas are suffering the most.

As governments feel the funding pinch, the Standard & Poor’s report says there may be a rise in public-private partnerships (PPPs) as the perception grows that the private sector may be able to work more quickly and more cost-effectively than government entities. On example is the Chicago Skyway. In 2005, the city of Chicago contracted with the Skyway Concession Co. LLC to run the Chicago Skyway Bridge. The contract covering the 7.8-mile road is believed to be the first privatization of a toll road in the U.S.

Standard & Poor’s points out that the U.S. is not only failing to increase its infrastructure funding, it’s now spending less on a percentage basis. It cites an Urban Land Institute report that found funding peaked in the 1960s at 3.1 percent of GDP. By 2007, the rate had fallen to 2.4 percent of GDP.

With limited funding for new construction, some local governments are getting creative and turning to managed lanes, often repurposed high-occupancy vehicle lanes, as a means of relieving congestion and raising revenue. They’re similar to traditional toll roads, but Standard & Poor’s says they pose some additional credit risks, depending on the level of highway congestion. If traffic flow lags, so can revenue, which is especially critical in the early days of paying for the managed lane construction. The report finds a major consideration is how congested the traffic corridor is during peak rush-hour periods, when the lanes generate most of their revenue. Economic cycles can also impact use of the lanes. The initial start-up period and long-term expected growth in traffic are other major considerations for communities considering managed lanes.

The report points out that all managed lanes are not alike, and what works in some areas may not work in others. Some managed lanes are designed primarily to relieve congestion, while others are geared toward generating revenue. The 95 Express Project in Florida uses dynamic tolling to maximize traffic flow between Fort Lauderdale and Miami. Some public-private partnership concessions are designed more for raising funds.

The report concludes by taking a stroll through the history of managed lanes and public-private partnerships and taking a look at what lies ahead. It notes that U.S. highway traffic volume declined by two percent per year-over-year after the 2008 recession. That contrasts with a consistent one to two percent annual growth in the decade prior to 2008. Traffic miles traveled in 2010 were down 1.5 percent from 2007.

Toll roads included in the study also suffered declines in volume, but most planned toll increases were implemented during the recession period and helped mitigate any losses from the lower volume. Overall, the report found that toll rates have consistently increased at all locations with an increase in frequency and the size of increases since the mid 2000s.

Standard & Poor’s found it didn’t really matter if the toll roads were public or private entities. It says public toll rates have increased almost as fast as rates on private roads. Both have climbed faster than the consumer price index, and Standard & Poor’s expects the trend to continue.

Some private roads have been shown to have higher elasticity, indicating a higher sensitivity to toll increases. On the other hand, some public roads were found to be underpriced historically. The report predicts a narrowing of the gap between public and private tolls as both operators come under pressure to cover debt service costs and other capital or private motives.

For more information, contact: Mimi Barker at (212) 438-5054 or mimi_barker@standardandpoor.com.

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Commuters Earning Incentives

Metropolitan Planning Organization gives SFVP groups a $400 subsidy toward the monthly lease rate for the van.

Miami-Dade Transit Metrorail riders can earn incentives, too. To qualify for the monthly $25 incentive, they must carpool to the Palmetto Metrorail station. They also get the use of preferential parking, available on a first come, first serve basis. Additional incentives are available for commuters who use the WeCar Program, which is a membership-based car sharing program.

As another bonus, commuters registered in the 826/836 incentive program are automatically enrolled in the Emergency Ride Home Program. This program provides free taxi service in the event of an unexpected emergency.

To qualify for any of these incentives, commuters must travel through the project area. They must carpool 16 days or more each month, cannot commute with others in the same household and cannot have an origin and destination within the incentive zone. The SFCS website can help commuters find others to make up a carpool or vanpool.

Udvardy says similar incentive programs have worked successfully in the past in states such as Colorado, California and Texas. In particular, he points to the I-25 and I-225 Reconstruction project that began in Denver a decade ago. That $3 million TransOptions program offered transit and vanpool subsidies to reduce daily vehicle miles travelled by 74,800.

For more information, visit: http://www.1800234ride.com/section/826_836_Reconstruction_ProjectIncentive_Program/223/ or contact Jim Udvardy at (954) 731-0062 or udvardy@pbworld.com.
“Fall-Down Accident” Case Produces Dissenting Judgment

Background
In March, the Appellate Court of Illinois produced a dissenting result, on the appeal of a pedestrian who was injured when she fell in “mid-step” over the metal bases of a street barricade over a sidewalk. She claimed she had been distracted by the noise of a jackhammer from a construction site about 12 to 15 feet away. She brought a negligence suit against the City of Chicago, in which the Circuit Court of Cook County granted the City summary judgment. Pedestrian appealed, arguing the Circuit Court had erred, because questions of fact, for a trier of fact to answer, remained; namely, whether the condition was open and obvious and whether a “distraction exception” applied.

The Appellate Court rejected these arguments but nevertheless found the granting of summary judgment improper and that the City did owe a duty of care to the pedestrian. It therefore reversed the judgment and remanded the case.

However, a dissenting opinion held that distraction exception did not apply in this case. It also noted that under Illinois law, owners of land are not ordinarily required to foresee and protect against injuries from potentially dangerous conditions that are open and obvious but that one of the exceptions to this rule is the “distraction exception,” which states that notwithstanding the known or obvious danger, the owner may not be relieved of the duty of care.

It cited instances of distracted attention which included that the invitee may not discover what is obvious, or forgets what he/she has discovered, or fails to protect him/her against the danger, or, indeed, creates the distraction. In each case, the invitee was distracted because circumstances required him or her to focus on some other condition or hazard.

It found that the City had created the hazard but not the distraction. Nevertheless, it ruled that it should have reasonably anticipated the distraction and should have foreseen the potential for injury to pedestrians.

The Court believed that the burden on the City to have barricaded the entire walkway so that no one could use it until the construction was complete, or to have rerouted pedestrian traffic or provided an alternative walkway, would have been minimal.

It noted that the City would have been shielded from liability for failing to erect barricades or provide warnings, but once it had placed barricades, it was not shielded from liability when barricades were placed negligently.

In the light of the above it found the City had a duty to exercise due care and reversed the granting of summary judgment.

The dissenting opinion noted that the Supreme Court was very clear that in its consideration of the open and obvious rule, “the focus must be on the defendant.” In this case, it was uncontested that the pedestrian had already safely crossed one barricade placed by the City as a warning of the dangerous condition, and knew the barricades were present. She had therefore been given sufficient notice to permit her to exercise reasonable care in light of the condition. This warning would have been sufficient to render the condition “reasonably safe.”

The pedestrian had also failed to explain what further precautions the City could have taken to address the risk posed by the condition.

The dissenting opinion argued that:
• City had no duty to remove all dangers from the sidewalk to avoid liability, nor was it possible for the City to render the streets injury-proof;
• the risk posed by the condition remained the same with or without the noise from the jackhammer;
• the pedestrian had alternative means of progression; she could have crossed the road or walked around the barricades.

He therefore concluded that the City had taken all the action the law required, and noted the irony in that the very act of giving notice of an open and obvious danger would now serve, under the majority’s view, as the basis to expose the City to possible liability for its claimed negligence.

Further he argued that pedestrian’s injuries had arisen from something outside of the City’s control—an alarming noise, not caused by the City, had caused her to misstep.

Finally, he disagreed that taking additional precautions, beyond the placing of the barricades, would be a “minimal” burden to place on the City.

Accordingly, he dissented from the majority ruling and would have affirmed granting summary judgment in favor of the City.
This Month’s Survey Results (Survey 1)

Characteristics of Superstreets

Earlier this month, *The Urban Transportation Monitor* conducted a survey on the Characteristics of Superstreets. Three state DOTs and one local jurisdiction were contacted and questionnaires were sent via email. Three replied. The results of the survey are published here.

### Characteristics of Superstreets

<table>
<thead>
<tr>
<th>CITY AND LOCATION OF SUPERSTREET APPLICATION</th>
<th>CONTACT PERSON</th>
<th>CONTACT INFORMATION (tel., email)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hamilton, OH SR Bypass 4 at Symmes Road and Tylersville Road between Hamilton/Mason and Port Union Roads</td>
<td>Kris J. Butterfield City of Hamilton</td>
<td>(513) 785-7291 <a href="mailto:butterfi@ci.hamilton.oh.us">butterfi@ci.hamilton.oh.us</a></td>
</tr>
<tr>
<td>San Antonio, TX Two applications: 1) US281 between Redland Rd. and Marshall Rd. 2) LP 1604 between Shanefield Rd. and Braun Rd.</td>
<td>Ricardo Castaneda, P.E., Texas Department of Transportation, San Antonio</td>
<td>(210) 615-6134 <a href="mailto:ricardo.castaneda@txdot.gov">ricardo.castaneda@txdot.gov</a></td>
</tr>
<tr>
<td>Chapel Hill, NC US 15-501 at Erwin Road/Europa Dr. Leland, NC US 17 between US74-76 and Lanvale Road</td>
<td>James Dunlop North Carolina DOT</td>
<td>(919) 662-4340 <a href="mailto:jdunlop@ncdot.gov">jdunlop@ncdot.gov</a></td>
</tr>
</tbody>
</table>
### Characteristics of Superstreets

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<tr>
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</thead>
<tbody>
<tr>
<td><strong>Location</strong></td>
<td>SR Bypass 4 at Symmes Road and Tylersville Road between Hamilton/Mason and Port Union Roads</td>
<td>US 281, between Redland Rd. and Marshall Rd. LP 1604 between Shanefield Rd. and Braun Rd.</td>
<td>US 15-501 at Erwin Road/Europa Drive <a href="http://g.co/maps/yvcc6">http://g.co/maps/yvcc6</a></td>
<td>US 17 between US 74-76 and Lanvale Road. <a href="http://g.co/maps/nf9w8">http://g.co/maps/nf9w8</a></td>
</tr>
<tr>
<td><strong>Route name/number, between which intersections</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>When did the superstreet treatments become operational (year)?</strong></td>
<td>2011</td>
<td>US 281 operational Fall 2010 LP 1604 early 2012</td>
<td>2008 (started planning/design in 2000) This was the first superstreet project proposed in NC, second one completed.</td>
<td>June 2006 (first signalized superstreet in state).</td>
</tr>
<tr>
<td><strong>How many intersections received superstreet treatments?</strong></td>
<td>2</td>
<td>US 281 - 4 LP 1604 - 2</td>
<td>1</td>
<td>5 (3 in 2006, 2 others about two years later)</td>
</tr>
<tr>
<td><strong>What was the typical main road peak hour left turn, through and right turn volumes in the peak direction at the most problematic intersection before the implementation of superstreet treatments?</strong></td>
<td>110, 744, 418</td>
<td>US 281 – 133,000 ADT (2010) LP 1604 – 65,000 ADT (2010)</td>
<td>2002 AADT was 40,000. 2009 AADT was 41,000 (growth has significantly slowed.)</td>
<td>AADT before new developments 28,000 AADT after new developments 42,000</td>
</tr>
<tr>
<td><strong>What are the typical number of lanes per direction and median width of the road where superstreets were applied?</strong></td>
<td>Prior to superstreet implementation, 1 lane per direction with no median. After superstreet implementation, 3 lanes per direction.</td>
<td>US 281 varies from 2 to three lanes per direction. The median width varies 20 to 30 feet. LP 1604 has 2 lanes per direction. The median width is typically 50 feet.</td>
<td>Two through lanes in each direction with turn lanes at central intersection. Median varies from 30' to 200' in intersection area (road flares out for a split just SW of intersection, hence the two hundred foot median width on one side).</td>
<td>Two through lanes in each direction on US 17, median width ~50-60'</td>
</tr>
<tr>
<td><strong>What were the main reasons for applying superstreet treatments at this location?</strong></td>
<td>State DOT preference to test a new design.</td>
<td>Operational improvements to address congestion and provide better signal progression; reduce delays.</td>
<td>Capacity and delay improvements at worst intersection in Town. (Mayor asked us to analyze a roundabout at the location. That failed, but a brainstorming session developed the superstreet concept.)</td>
<td>Traffic congestion due to three new/expanded developments along corridor.</td>
</tr>
<tr>
<td><strong>What is the general attitude of motorists and pedestrians towards the superstreet treatments?</strong></td>
<td>No Pedestrians. Confused at first. Main Street through traffic improved. Side street left and thru traffic convoluted.</td>
<td>Overall the superstreet improvements have received positive feedback.</td>
<td>If this fixes the intersection, great! (It helped that this was the worst intersection in Chapel Hill.)</td>
<td>35% found it easier, 38% found it more difficult and confusing, and 52% reported a positive effect on safety while 23% reported a negative effect on safety.</td>
</tr>
</tbody>
</table>
## Characteristics of Superstreets

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<tbody>
<tr>
<td>Were any confusion experienced by motorists after the superstreet treatments became operational?</td>
<td>Yes</td>
<td>Initially there was some confusion associated with lane designation. This appeared to have settled down.</td>
<td>Yes, some at the major U-turn (north side) with crossing paths, due to immediate downstream right-turn onto Erwin Road.</td>
<td>Some. Certainly has gotten better over time. The top issue is illegally turning left on red.</td>
</tr>
<tr>
<td>What is the general attitude of property owners/businesses at the superstreet location?</td>
<td>They say it had a negative effect on business, but not sure yet. Motorists who utilize the side streets don’t like it.</td>
<td>Overall it is positive.</td>
<td>First impression was poor. Hotel at corner didn’t want project, because vehicles would speed past and not see their site.</td>
<td>Acceptance.</td>
</tr>
<tr>
<td>Was the signing associated with the superstreet treatments considered to be adequate and effective? If not, please explain and indicated any adjustments made.</td>
<td>In general they were adequate and effective. Some restrictions were added for left and right turn on red movements on multi-lane approach.</td>
<td>At this time signage does appear to be adequate and effective.</td>
<td>Overhead signing was installed because this was our first project. It’s probably overkill. We made some tweaks during the first few months to improve the understanding of which of the two U-turn lanes to be in.</td>
<td>We now think we over-signed the corridor, although all signs are side-mounted (no overheads). As our first corridor, we learned a lot about signage.</td>
</tr>
<tr>
<td>What change in average delay was observed, including delay at U-turn locations associated with superstreet treatments?</td>
<td>Don’t have this info yet. Stopped delay has improved significantly. Side street traffic flows through quite well, but motorists are unhappy with the drive distance and time required to make the left and right turns.</td>
<td>US 281: The average travel time reduction is 5 to 7 min. Information is not available for LP 1604.</td>
<td>Analysis indicated a travel time savings in intersection network of about 65%. Field tests in our research project indicate less overall time savings due to higher signal cycle length (caused by downstream multi-phase signals), however, through traffic on US 15-501 has improved significantly.</td>
<td>Not really applicable, since developments were not there. An analysis indicated an approximately 26% decrease in travel time.</td>
</tr>
<tr>
<td>How did the superstreet treatments affect the continuity of vehicles crossing the main road corridor?</td>
<td>Timings are good, traffic flow well but motorists do not like the added travel distance.</td>
<td>Some increased delay experienced on the cross-street.</td>
<td>Little through traffic existed on the side roads. The bigger change was the no left turn.</td>
<td>Travel time is about the same, or slightly more than what would have occurred with traditional signalized intersection treatments.</td>
</tr>
<tr>
<td>How did the superstreet treatments affect pedestrian movement?</td>
<td>No pedestrians.</td>
<td>Pedestrian movements were accommodated, although the crossing is slightly longer due to geometric constraints.</td>
<td>There were no pedestrian facilities at intersection in previous condition. We installed a two-stage pedestrian crossing through the median that greatly improved crossing conditions.</td>
<td>No significant pedestrian traffic in area.</td>
</tr>
<tr>
<td>How did the superstreet treatments affect safety particularly as it relates to fatal/injury accidents?</td>
<td>Not enough time passed to know yet.</td>
<td>Overall US 281 has improved safety with fewer crashes experienced along this corridor.</td>
<td>Crashes significantly decreased from previous congested, somewhat confusing configuration.</td>
<td>Crashes have increased due to increased traffic volume. The severity rate has declined.</td>
</tr>
</tbody>
</table>
# Characteristics of Superstreets

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<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>What was the total capital cost associated with the superstreet implementation at this location?</td>
<td>This was not improvements to the intersections only. It was an included part of a major corridor improvement project.</td>
<td>US 281: $5.5 million (2010) LP 1604: approximately $5.7 million (2011)</td>
<td>2006 project let was for just under $5 million. The work included relocated a service road and a retaining wall, increasing the cost.</td>
<td>2006 ~$4 million for original 3 intersections, about $1.2 million for each additional intersection.</td>
</tr>
<tr>
<td>Any other comments specific to this location?</td>
<td>None</td>
<td>None</td>
<td>The superstreet configuration does not allow for a direct left from US 15-501 to the side streets. This is due to an upstream merge just before the intersection. The expected weaving resulting from this merge point would have created problems with getting to the left-turn lane. The additional 800' distance to the U-turn point greatly helped this weave.</td>
<td>None</td>
</tr>
<tr>
<td>What do you consider to be the best aspects of the superstreet treatments?</td>
<td>Main street through traffic was significantly improved. The additional through lanes had a significant impact.</td>
<td>Overall reduction in delays and improved signal progression – improved operations.</td>
<td>Safety (for rural unsignalized corridors) and operational delay reductions (for urban signalized corridors).</td>
<td>Safety (for rural unsignalized corridors) and operational delay reductions (for urban signalized corridors).</td>
</tr>
<tr>
<td>What do you consider to be the worst aspects of the superstreet treatments?</td>
<td>Side street traffic was significant -- peak direction/peak volumes were: hour left 261, thru 485, right 164. The circuitous movements required for the left and through movements are controversial.</td>
<td>New concept and appears to be a &quot;stop-gap&quot; or &quot;interim&quot; solution to corridors with greater anticipated growth. Side-streets do experience some delay. This is a cost-effective solution.</td>
<td>Public acceptance, difficulty for bicycles to cross main corridor.</td>
<td>Public acceptance, difficulty for bicycles to cross main corridor.</td>
</tr>
<tr>
<td>What would you do differently if you again applied superstreets?</td>
<td>Not enough time has passed.</td>
<td>Consider as an earlier solution to anticipated congested corridors to obtain a longer &quot;life&quot; on the improvements.</td>
<td>Better public information.</td>
<td>Better public information.</td>
</tr>
<tr>
<td>What advice can you provide to those investigating the possible implementation of superstreets?</td>
<td>Add U-turn lenses in the signal heads at the &quot;loons&quot; to reduce confusion for through traffic. It helps to make it clear that the signals are for the u-turning traffic.</td>
<td>The concept is new and different in Texas but does appear to work.</td>
<td>Do not be misled by emotional misinformation.</td>
<td>Do not be misled by emotional misinformation.</td>
</tr>
<tr>
<td>Any other comments about the application of superstreets in general?</td>
<td>Not enough time has passed.</td>
<td>None</td>
<td>We have over 60 projects with superstreet elements in them, including almost all rural expressways. Unless there’s an overwhelming reason, we will not build a new full-movement median crossover on a rural, high-speed corridor.</td>
<td>We have over 60 projects with superstreet elements in them, including almost all rural expressways. Unless there’s an overwhelming reason, we will not build a new full-movement median crossover on a rural, high-speed corridor.</td>
</tr>
</tbody>
</table>
This Month’s Survey Results (Survey 2)

Think Tanks Active in Transportation

Earlier this month, The Urban Transportation Monitor conducted a survey on Think Tanks Active in Transportation. Seven think tanks were contacted and questionnaires were sent via email. Four replied. The results of the survey are published here.

Think Tanks Active in Transportation

<table>
<thead>
<tr>
<th>NAME OF THINK TANK</th>
<th>CONTACT PERSON</th>
<th>CONTACT INFORMATION (tel., email)</th>
</tr>
</thead>
<tbody>
<tr>
<td>AAA Foundation for Traffic Safety</td>
<td>Jurek Grabowski</td>
<td>(202) 638-5943 <a href="mailto:jgrabowski@aaafoundation.org">jgrabowski@aaafoundation.org</a></td>
</tr>
<tr>
<td>Center for Neighborhood Technology</td>
<td>Maria Choa Urban</td>
<td>(773) 269-4052 <a href="mailto:maria@cnt.org">maria@cnt.org</a></td>
</tr>
<tr>
<td>Reason Foundation</td>
<td>Robert Poole</td>
<td>(310) 391-2245 <a href="mailto:bob.poole@reason.org">bob.poole@reason.org</a></td>
</tr>
<tr>
<td>Victoria Transport Policy Institute</td>
<td>Todd Litman</td>
<td>(250) 360-1560 <a href="mailto:litman@vtpi.org">litman@vtpi.org</a></td>
</tr>
</tbody>
</table>
# Think Tanks Active in Transportation

| Name of organization and location | AAA Foundation for Traffic Safety  
Washington, D.C. | Center for Neighborhood Technology  
Chicago, IL | Reason Foundation  
Los Angeles, CA | Victoria Transport Policy Institute  
Victoria, British Columbia, Canada |
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Year the organization was founded</strong></td>
<td>1947</td>
<td>1975</td>
<td>1978</td>
<td>1995</td>
</tr>
<tr>
<td><strong>Web address</strong></td>
<td><a href="http://www.aaafoundation.org">www.aaafoundation.org</a></td>
<td><a href="http://www.cnt.org">www.cnt.org</a></td>
<td><a href="http://www.reason.org">www.reason.org</a></td>
<td><a href="http://www.vtpi.org">www.vtpi.org</a></td>
</tr>
</tbody>
</table>
| **Mission as it relates to transportation** | The AAA Foundation for Traffic Safety is dedicated to saving lives and reducing injuries on the roads. It is a not-for-profit, publicly-supported charitable educational and research organization. Since 1947, the Foundation has funded over 200 projects designed to discover the causes of traffic crashes, prevent them, and minimize injuries when they do occur. We have used this research to develop dozens of focused, high-impact educational materials for drivers, pedestrians, bicyclists and other road users. | CNT’s Transportation and Community Development Program seeks to create:  
- Vibrant, compact, and diverse communities that minimize the need for private cars;  
- Public transportation that is efficient, affordable, and widely available;  
- Economic development that takes full advantage of passenger and freight rail assets. | To develop and advocate transportation policy grounded in sound economics and private capital investment. | Developing innovative solutions to transport problems. |
| **Geographic focus** | U.S., Canada | U.S. | U.S. | Worldwide |
| **Funding sources** | The Foundation’s funds come from many sources. As an IRS-certified, tax-exempt, not-for-profit charitable organization (section 501©)(3)), it is funded by voluntary, tax deductible contributions from motor clubs associated with the American Automobile Association and the Canadian Automobile Association, individual AAA club members, insurance companies, and other individuals or groups, often as a memorial to a family member or friend. | 50% Foundation support  
50% Contract work | Foundation grants: about 90%  
Corporate sponsorships: about 10% | Consulting: 80%  
Public speaking: 20% |
| **Number of researchers active in transportation** | N/A | 10+ | 4 | 1 |
| **Please list the titles of your three most recent publications in transportation** | "2011 Traffic Safety Culture Index"  
"Impact Speed and a Pedestrian’s Risk of Severe Injury or Death"  
"The Prevalence and Impact of Drowsy Driving"  
"Distracted Driving Among Newly Licensed Teen Drivers"  
"Unsupervised Teen Driving" | "Prospering in Place"  
"Penny Wise Pound Fuelish"  
"BUILT in Ohio" series for Cleveland, Columbus and Cincinnati | "Increasing Mobility in Southeast Florida"  
"Gaining Public Support for Freeway Congestion Pricing"  
"Why the House Should Give States Greater Tolling Flexibility" | "Online TDM Encyclopedia"  
"Transportation Cost and Benefit Analysis"  
"Parking Management Best Practices" |

N/A = Not available
## Think Tanks Active in Transportation (continued)

<table>
<thead>
<tr>
<th>Name of organization and location</th>
<th>AAA Foundation for Traffic Safety Washington, D.C.</th>
<th>Center for Neighborhood Technology Chicago, IL</th>
<th>Reason Foundation Los Angeles, CA</th>
<th>Victoria Transport Policy Institute Victoria, British Columbia, Canada</th>
</tr>
</thead>
<tbody>
<tr>
<td>Do you participate in contract work? (e.g., research studies administered by the Transportation Research Board or the U.S. DOT)</td>
<td>Minimal amount of participation</td>
<td>Yes. We also contract with MPOs and regional councils.</td>
<td>No</td>
<td>Yes</td>
</tr>
</tbody>
</table>

If yes (in previous question), please describe some of the most recent contract work you have participated in, and please indicate who the client was.

| | N/A | Contract with Living Cities on behalf of Governor Ted Strickland (OH), subcontractor to WRT on development of a sustainable plan for regional development (PlanET/Knoxville), subcontractor to HDR on a BRT/TOD scan for Greenville SC, subcontractor to Strategic Economics for a TOD market study for the Capital Region (Hartford, CT) | N/A | Identifying local funding options for public transport projects Evaluating regional transport traffic accident risk factors Identifying ways to reduce residents’ exposure to transport air pollution emissions |

What do you believe are the most critical issues in urban transportation today?

| | Traffic Safety | Making sure that transportation investments strike a balance between different travel modes and making sure that we get land use right around our transportation assets | Funding and finance | Need for more comprehensive evaluation of impacts (benefits and costs). More efficient transport pricing. Smart growth land use policies. |

Please provide the name of the person leading your transportation work and his or her e-mail address.

| | Jurek Grabowski jgrabowski@aaafoundation.org | Maria Choca Urban maria@cnt.org | Robert Poole bob.poole@reason.org | Todd Litman litman@vtbi.org |

N/A = Not available
REQUESTS FOR PROPOSALS

1. Traffic Signal, Illumination and ITS
On-Call Services.
Agency: City of Seattle
Deadline: May 14, 2012 by 4 p.m.
Contact: http://www.ebidexchange.com/seattle, or TTY 800-833-6388
Website: http://www.djc.com/notices/index.php?actio n=get&id=283377
Description: The City of Seattle, through Seattle Department of Transportation, requests Statements of Qualifications (SOQ) from qualified engineering firms for SDOT Traffic Signal, Illumination and ITS On-Call Services. This contract is estimated to be $260,000 with the option to renew the contract each year for a period of three years. Interested qualified consultants request the Request for Qualifications packet at the following address: https://www.ebidexchange.com/seattle, or TTY 800-833-6388. The Request for SOQ’s packet includes a more detailed Scope of Work, administrative requirements such as subconsulting, insurance, selection process, schedule, etc.

2. Modal Transportation Planning Study services
Agency: The Connecticut Department of Transportation
Deadline: Friday, May 18, 2012
Contact: All inquiries regarding this Request for Letters of Interest shall be directed to Mr. David Mancini, of the Consultant Selection Office, at (860) 594-3017.
Description: CSO Solicitation No. 2167
The Connecticut Department of Transportation (Department) is seeking responses from prequalified firms who can provide Modal Transportation Planning Study services. The Department requires one consulting firm to develop and implement a statewide travel demand model.

3. Traffic Engineering Technical Support
Agency: Wisconsin Department of Transportation
Deadline: May 17, 2012 at 12 p.m.
Contact: christal.benn@dot.wi.gov
Website: http://www.dot.wisconsin.gov/business/docs/ 201205/seo2may12.doc
Description: Southeast Region, SE 02 Project ID(s) 1000-28-05
This contract will provide on-site staff to support the Southeast Region with the development, design and drafting of traffic signal, roundabout, pavement marking, signing and lighting plans for improvement projects. This dedicated staff will utilize a Computer Aided Drafting and Design Systems (CADDs) workstation to produce roadway geometrics, detail drawings, highway plan sheets and engineering for the traffic engineering portions of improvement projects.

4. Downtown/Riverfront Transit Study
Agency: Sacramento Area Council of Governments
Deadline: May 14, 2012 at 4 p.m.
Contact: Ed Coviello, Downtown/Riverfront Transit Study Project Manager, tel. (916) 340-6223, email: ecoviello@sacog.org
Website: http://www.sacog.org/rfp/notifications/mana geSubscription.cfm
Description: SACOG is seeking a Consultant for this initial phase of a longer term project that will ultimately lead to high capacity transit project connecting West Sacramento and downtown Sacramento. As the project continues, SACOG and its partner agencies may continue the effort into the next phase of the federal Small Starts process. This study will be conducted in accordance with the Small Starts guidance and will consist of a Needs Assessment Analysis effort leading to the identification and ratification of a Locally Preferred Alternative (LPA) for the West Sacramento Downtown/Riverfront Corridor. If you are interested in bidding on this particular RFP, please visit the following Web address: http://www.sacog.org/rfp/interested.cfm?sub id=392&rfp=106

5. Electronic Fare Collection
Implementation Technical Services
Agency: Trimet
Deadline: May 25 at 2 p.m.
Contact: Pam Cach, tel. (503) 962-3024, fax (503) 962-3042, email: cachp@trimet.org
Description: Solicitation Number: RC130162BW
Solicitation Title: Electronic Fare Collection Implementation Technical Services

6. Integrated Transit and Land Use Planning
Agency: Southern California Association of Governments
Deadline: May 17, 2012 at 12 p.m.
Contact: Sandee Scott, Sr. Contracts Administrator, SCAG, tel. (213) 236-1996, email: scotts@scag.ca.gov
Website: http://www.scag.ca.gov/business/index.htm
Description: RFP Number: 12-033
Refine the Foothill/5th BRT Corridor alignment, operational concepts, and station locations to maximize operational efficiency and potential for transit-supportive land uses. Develop station-area land use plans that take advantage of the future presence of BRT thereby increasing BRT ridership potential, reducing vehicle travel, and reducing emissions. Facilitate the future implementation of the Foothill/5th Corridor BRT line and associated land use plans in station areas, tailored to each BRT segment and jurisdiction. and Establish an evaluation process “template” for non-rail premium transit options in suburban settings that can be applied to other corridors within and outside San Bernardino County.

PUBLIC AGENCIES — RFP notices are published here FREE OF CHARGE — call (703)764-0512 for details and deadline.
# CONFERENCES

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<th>DATES</th>
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<tr>
<td>May 7-9</td>
<td>International Conference: UITP Local Rail Summit 2012</td>
<td>Warsaw, Poland</td>
<td>Warsaw Marriott Hotel</td>
<td>In Europe alone, regional rail, light rail, tram and metro systems carry about 28 billion passengers annually. This Summit, prepared by the Metro, Light Rail and Regional Railways Divisions of UITP, will highlight the benefits of each local rail mode and its specific challenges, as well as underlying intermodal synergies. Overarching topics related to all modes such as policy, financing, customer services and the potential for rail integration will be discussed. The Summit will also include separate modal sessions focusing on specific issues and challenges.</td>
<td><a href="http://warsaw.uitp-events-expo.org/en">http://warsaw.uitp-events-expo.org/en</a> Nathalie Simon, Events Assistant, UITP +32 2 663 66 66 or <a href="mailto:nathalie.simon@uitp.org">nathalie.simon@uitp.org</a></td>
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<tr>
<td>May 9-11</td>
<td>2012 WTS Annual Conference</td>
<td>Denver, CO</td>
<td>Sheraton Denver Downtown</td>
<td>The theme of this year’s meeting is Elevating Transportation to New Heights. The program includes technical tours as well as sessions on tracks such as Professional Development, Funding, Livability &amp; Sustainability and Moving Goods &amp; People Worldwide. It attracts more than 500 corporate and governmental industry leaders worldwide. For the full duration of the conference, private corporations, public agencies and government officials invested in every transportation mode will exhibit, present, learn and network.</td>
<td><a href="https://www.wtsinternational.org/networking/annual-conference/">https://www.wtsinternational.org/networking/annual-conference/</a></td>
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<tr>
<td>May 18-21</td>
<td>2012 AASHTO Spring Meeting</td>
<td>Traverse City, MI</td>
<td>Grand Traverse Resort and Spa</td>
<td>The AASHTO Spring Meeting offers transportation executives the opportunity to network and share the latest in industry policies and innovations. Hosted by the Michigan Department of Transportation, this year's meeting in Traverse City, Michigan, also includes informational sessions on envisioning future freight flows and infrastructure adaptation, as well as a CEO roundtable discussion on the ways to most effectively optimize the transportation system.</td>
<td><a href="http://www.aashtospringmeeting.org/">http://www.aashtospringmeeting.org/</a> Monica Russell (202) 624-3696 or <a href="mailto:mrrussell@aashto.org">mrrussell@aashto.org</a></td>
</tr>
<tr>
<td>May 18-23</td>
<td>North Carolina Public Transportation Association Annual Training Conference</td>
<td>Wilmington, NC</td>
<td>Hilton Wilmington Riverside</td>
<td>The conference will consist of on-course preparation and training, as well as special workshops designed to enhance safety and operating skills. Roadeo contestants will have a chance to brush up on their skills for Sunday’s competition with an estimated 60 plus drivers.</td>
<td><a href="http://www.nctransit.org/">http://www.nctransit.org/</a></td>
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<tr>
<td>May 21-23</td>
<td>ITS America 22nd Annual Meeting and Exposition</td>
<td>Washington, DC</td>
<td>Gaylord National Hotel and Convention Center, National Harbor, MD</td>
<td>This year’s theme is “Smart Transportation: A Future We Can Afford.” The focus will be on affordable strategies to create smart cities and communities that are safer, cleaner, more livable and less congested.</td>
<td><a href="http://www.itsa.org/events/majorconferences/2012-meeting">http://www.itsa.org/events/majorconferences/2012-meeting</a></td>
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<tr>
<td>May 22-24</td>
<td>TRB 14th International HOV/HOT and Managed Lanes Conference</td>
<td>Oakland, CA</td>
<td>Marriott Oakland City Center</td>
<td>The conference is designed to help advance the state-of-the-art related to managed lanes and pricing strategies. The conference theme will focus on the evolution of high-occupancy-vehicle (HOV) lanes into high-occupancy-toll (HOT) and managed lanes using pricing and other strategies to address metropolitan mobility and accessibility.</td>
<td><a href="http://www.event.com/events/14th-international-managed-lanes-conference/event-summary-1489802cf7d049a5a9e25b89f3bb761bb.aspx">http://www.event.com/events/14th-international-managed-lanes-conference/event-summary-1489802cf7d049a5a9e25b89f3bb761bb.aspx</a></td>
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<tr>
<td>May 23-24</td>
<td>23rd Annual CTS Transportation Research Conference</td>
<td>St. Paul, MN</td>
<td>Saint Paul RiverCentre</td>
<td>The conference acts as a forum for researchers and practitioners from Minnesota and the Upper Midwest to share their research findings in a variety of transportation-related areas. Concurrent sessions are focused in four categories that match the Center’s research emphasis areas—Transportation Safety and Traffic Flow, Transportation Infrastructure, Transportation and the Economy, and Transportation Planning and the Environment—with a fifth category covering Education and Outreach issues.</td>
<td><a href="http://www.cts.umn.edu/Events/ResearchConf/">http://www.cts.umn.edu/Events/ResearchConf/</a></td>
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<tr>
<td>May 23-25</td>
<td>TRB Making Progress: Transportation Planners and Programmers Turn Ideas into Reality</td>
<td>Denver, CO</td>
<td>Grand Hyatt Denver</td>
<td>The conference will dive into the steps transportation planners and programmers take to turn ideas into reality – from setting long-range visions and plan development to investment decisions and project delivery – and showcase key tools and strategies along the way.</td>
<td><a href="http://www.cvent.com/events/making-progress-transportation-planners-and-programmers-turn-ideas-into-reality/event-summary-3d26785d36bcde6867247470d5f3fa7.aspx">http://www.cvent.com/events/making-progress-transportation-planners-and-programmers-turn-ideas-into-reality/event-summary-3d26785d36bcde6867247470d5f3fa7.aspx</a> Kim Fisher at <a href="mailto:kfisher@nas.edu">kfisher@nas.edu</a></td>
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<tr>
<td>May 27-30</td>
<td>ITE Canadian District Meeting</td>
<td>Winnipeg, MB, Canada</td>
<td>Fort Garry Hotel</td>
<td>The theme for the 2012 CITE Annual Conference is Transportation: At the Heart of It All, and organizers are planning a leading-edge technical program combined with a mix of activities and social events.</td>
<td><a href="http://www.cite7.org/Winnipeg2012/index.php">http://www.cite7.org/Winnipeg2012/index.php</a></td>
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<tr>
<td>May 31</td>
<td>Transport Futures Goods Movement &amp; Mobility Pricing Forum</td>
<td>Toronto</td>
<td>Metropolitan Hotel</td>
<td>This seventh Transport Futures conference will tackle issues such as how reasonable road tolls, fuel taxes and parking fees affect the freight industry, how mobility pricing would affect economic competitiveness and how the existing transportation network would function if gridlock is decreased.</td>
<td><a href="http://www.transportfutures.ca">www.transportfutures.ca</a> email: <a href="mailto:info@transportfutures.ca">info@transportfutures.ca</a></td>
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<tr>
<td>June 3-6</td>
<td>American Public Transportation Association Rail Conference</td>
<td>Dallas, TX</td>
<td>Hyatt Regency Dallas</td>
<td>Discussions and workshops will focus on timely issues of widespread interest for all rail modes, including high-speed rail. The conference will also include an exhibitor showcase featuring the latest rail products and services.</td>
<td><a href="http://apta.com/mc/rail/Pages/default.aspx">http://apta.com/mc/rail/Pages/default.aspx</a></td>
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<tr>
<td>June 4-7</td>
<td>TRB’s North American Travel Monitoring Exposition and Conference (NATMEC): Improving Traffic Data Collection, Analysis and Use</td>
<td>Dallas, TX</td>
<td>The Fairmont Dallas</td>
<td>NATMEC 2012 will provide an opportunity for traffic monitoring professionals to exchange and share information related to the collection, management, and use of monitored traffic data in all applications. Attendees will have the opportunity to network with local state and federal representatives along with peers, industry representatives, and vendors of equipment and software.</td>
<td><a href="http://www.cvent.com/events/natmec-icwim/event-summary-cca37ba7f18d4b3aa29969861c5477ca.aspx">http://www.cvent.com/events/natmec-icwim/event-summary-cca37ba7f18d4b3aa29969861c5477ca.aspx</a></td>
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<td>June 7-8</td>
<td>ITS-NY 19th Annual Meeting and Technology Exhibition</td>
<td>Saratoga Springs, NY</td>
<td>Gideon Putnam Hotel and Conference Center</td>
<td>This year’s meeting will focus on “Efficiency and ITS.” Panel sessions will include Emerging Congestion Migration Strategies, Open Architectures and Regionalization, Adaptive Signal Control, Transit Information Revolution and Current ITS Research.</td>
<td><a href="http://its-ny.org/">http://its-ny.org/</a></td>
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<tr>
<td>June 10-12</td>
<td>2012 NASTO Annual Meeting</td>
<td>Baltimore, MD</td>
<td>Renaissance Harborplace Hotel</td>
<td>The meeting will feature sessions on funding and finance in the NASTO region, partnering in a megaregion, Congressional staff perspectives on federal rail programs, safety in the NE region, how to survive the weather of the future and freight movement in the NASTO region.</td>
<td><a href="http://nasto.org/?page_id=564">http://nasto.org/?page_id=564</a></td>
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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.
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<td>June 10-14</td>
<td>46th National Association of Regional Councils (NARC) Annual Conference and Exhibition</td>
<td>St. Petersburg, FL</td>
<td>The NARC Annual Conference is the largest national event focused on promoting effective regional cooperation and solutions through interaction and education. Representatives of Regional Councils and Metropolitan Planning Organizations – leadership, professional staff, board members, local elected officials, technical and program staff – will come together to share best practices, attend informative sessions on program, legislative and regulatory issues, as well as avail of training and technical services. Speakers include experts from the public and private sector, congressional and state lawmakers, and individuals from universities and non-profit organizations.</td>
<td><a href="http://narc.org/events/conferences/what-is-the-annual-conference-and-exhibition.html">http://narc.org/events/conferences/what-is-the-annual-conference-and-exhibition.html</a></td>
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<td>June 17-20</td>
<td>American Association of State Highways and Transportation Officials (AASHTO) Subcommittee on Traffic Engineering (SCOTTE)</td>
<td>Orlando, FL</td>
<td>Wyndham Orlando Resort</td>
<td>The event will include round table discussions on signal issues and sign issues, technical presentations and reports.</td>
<td><a href="http://scote.transportation.org/Pages/default.aspx">http://scote.transportation.org/Pages/default.aspx</a></td>
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<tr>
<td>June 17-20</td>
<td>National Committee on Uniform Traffic Control Devices (NCUTCD) Summer Meeting</td>
<td>Orlando, FL</td>
<td>Wyndham Orlando Resort</td>
<td>The Technical Committees will be meeting during the afternoon and evenings of Wednesday and Thursday and the NCUTCD Council will meet Thursday and Friday mornings.</td>
<td><a href="http://ncutcd.org/meeting-201206.shtml">http://ncutcd.org/meeting-201206.shtml</a></td>
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| June 19-22 | TRB Innovations in Traffic Flow Theory, Highway Capacity, and Quality of Service Symposium | Ft. Lauderdale, FL | Hilton Fort Lauderdale Beach Hotel | The symposium will highlight the applications of traffic flow theory on current modeling practices; explore future developments in the field; examine real-time measurements of traffic performance; and look at expected contributions that remote sensing, vehicle probes, and similar devices will make to advancing the state of the practice. | http://www.trb.org/Calendar/Blurbs/164321.aspx  
Richard Cunard of TRB at RCunard@nas.edu |
<p>| June 24-27 | ITE Midwestern District and TRB 4th Urban Street Symposium                            | Chicago, IL | Holiday Inn Martz Plaza | The program will include three days of presentations, technical tours, panel discussions, TRB Committee meetings, and small-group conversation circles covering a broad variety of topics. In addition to the technical program conference activities, the conferences will host the 4th Annual Collegiate Traffic Bowl, a Jeopardy-style competition of student chapters from regional universities. | <a href="http://www.mwite-uss4-2012.org/">http://www.mwite-uss4-2012.org/</a>                                                                 |
| June 24-27 | TRB’s 4th Urban Street Symposium                                                      | Chicago, IL | Holiday Inn Chicago Mart Plaza | The symposium is designed to explore improvements in suburban and urban street design practices, foster discussions on alternative street design practices, examine alternative street designs, and facilitate the transfer of urban street research findings to state agencies and to local governments. | <a href="http://www.mwite-uss4-2012.org/home">http://www.mwite-uss4-2012.org/home</a>                                                              |
| June 24-27 | TRB 2012 Summer Workshop                                                             | Little Rock, AR | Peabody Hotel | The conference will look at the latest developments in approaches, technologies and policies as they affect environmental, ecology and air quality challenges of planning, design, construction and maintenance of surface transportation systems. | Martin Palmer at <a href="mailto:palmema@wsdot.wa.gov">palmema@wsdot.wa.gov</a> or Lynn Malbrough at <a href="mailto:Lynn.Malbrough@arkansashighways.com">Lynn.Malbrough@arkansashighways.com</a> |</p>
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<td>July 2012</td>
<td>12th International Conference on Advanced Systems for Public Transport</td>
<td>Santiago, Chile</td>
<td>Ritz Carleton</td>
<td>This conference is the 12th in the series that serves as a forum for the international community of researchers, practitioners and vendors on all aspects of public transport planning and operations. CASPT covers significant contributions to the theory and application of systems and methodologies for advancing public transport planning and operations. CASPT encourages not only the generation and presentation of new ideas, but also hopes to instigate productive collaborations between participants from academia, industry, and government.</td>
<td><a href="http://www.caspt.org/">http://www.caspt.org/</a></td>
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<tr>
<td>July 8-12</td>
<td>IABMAS/TRB 6th International Conference on Bridge Maintenance, Safety and Management</td>
<td>Cernobbio, Italy</td>
<td>Villa Erba, Italy</td>
<td>The event will feature speakers from the US, UK, Brazil, France, Italy and Hong Kong and aims to bring together all the very best work that has been done in the field of bridge maintenance, safety and management and related topics to stimulate and promote research into this field, and to bridge the gap between theory and practice.</td>
<td><a href="http://www.iabmas2012.org/">http://www.iabmas2012.org/</a></td>
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<td>July 8-11</td>
<td>Transportation Research Board (TRB) Joint Summer Meeting</td>
<td>Irvine, CA</td>
<td>Arnold and Mabel Beckman Convention Center</td>
<td>Transportation professionals specializing in planning, policy, and data systems will share information in open committee meetings, joint collaborative discussions, and general sessions.</td>
<td><a href="http://www.trb.org/Calendar/Blurbso/165999.aspx">http://www.trb.org/Calendar/Blurbso/165999.aspx</a></td>
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<tr>
<td>July 13-17</td>
<td>National Association of Counties (NACo) Annual Conference and Exposition</td>
<td>Pittsburgh, PA</td>
<td>David L. Lawrence Convention Center</td>
<td>NACo’s 77th Annual Conference and Exposition provides an opportunity for all county leaders and staff to learn, network and guide the direction of the association. It provides county officials with an opportunity to vote on NACo’s policies related to federal legislation and regulation; elect officers; network with colleagues; learn about innovative county programs; find out about issues impacting counties across the country; and view products and services from participating companies and exhibitors.</td>
<td><a href="http://www.naco.org/meetings/dates/Lists/Event%20CalendarDispForm_naco.aspx?List=0f9eeb5%2D5e51%2D44">http://www.naco.org/meetings/dates/Lists/Event%20CalendarDispForm_naco.aspx?List=0f9eeb5%2D5e51%2D44</a> 1%2D8034%2D1185e870f28&amp;ID=113&amp;Sourc=0http%3A%2F%2Fwww%2Enaco%2Eorg%2Fmeetings%2Fdates%2FPages%2FUpcomingEvents%2Easpx</td>
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<tr>
<td>July 14-18</td>
<td>1st International Conference on Public-Private Partnership in Infrastructure</td>
<td>Dalian, China</td>
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<td>This will be a unique gathering of academia, practitioners and government officials to discuss practices in and approaches to improving Public-Private Partnerships in infrastructure worldwide. Conference participants will share advancements in tools and methodologies, best practices, successful examples and lessons learned.</td>
<td><a href="http://s19.a2zinc.net/clients/naco2011/naco2011/public/exhibit">http://s19.a2zinc.net/clients/naco2011/naco2011/public/exhibit</a> aspx</td>
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