Transit Agencies Continue to be Sued for Sending Passengers Arrival Time Info
Non-Profit Organization to Challenge Alleged Patent Troll

The Electronic Frontier Foundation (EFF) is gathering information in an effort to challenge a patent that has been at the center of numerous lawsuits against public transit agencies across the country. The cases have sparked allegations of “patent trolling” by ArrivalStar, Inc., which has been filing suit over patents on which it’s not actually building a product or competing.

Rebecca Jeschke, EFF’s Media Relations and Digital Rights Analyst, says ArrivalStar has been licensing these patents to private companies for about a decade. However, its focus on transit agencies has come mostly in the past two years.

Jeschke says lawsuits have been filed against the Massachusetts Bay Transportation Authority, the New York Metropolitan Transport Authority, Chicago’s Metra, the Port Authority of New York and New Jersey and Seattle’s King County Metro Transit. She notes that just since February of this year, ArrivalStar has filed suit against transit systems in Cleveland, Monterey, California, and Portland, Oregon. The transit systems must then choose between settling with ArrivalStar or waging a costly legal battle in the courts.

The patent, originally filed by inventor Martin Kelly Jones, describes a system in which, “An advance notification system and method notifies passengers of the impending arrival of a transportation vehicle, for example, a school bus, at a particular vehicle stop.” The system generally includes an on-board vehicle control unit for each vehicle and a base station control unit for making telephone calls to passengers with transit information. Today, Melvino Technologies Limited, which is registered in the British Virgin Islands, owns the Jones patents.

ArrivalStar, which is registered in Luxembourg, has exclusive rights to license them. EFF maintains the broad language in

Connecticut Busway Gets Final Green Light for Construction
Dedicated Bus Facility Will Significantly Increase Speed

Construction is getting under way on the New Britain-Hartford Busway, now that a final environmental hurdle has been cleared. The Army Corps of Engineers last month approved a wetlands permit necessary to allow the Connecticut Department of Transportation (CTDOT) to start work on the 9.4-mile dedicated Bus Rapid Transit system.

When completed, the busway is expected to provide 16,000 passenger trips per day between New Britain and Hartford, with direct connections to Bristol, Waterbury and points west along I-84. CTDOT says the system will include 11 transit stations, and circulator buses will have access to the busway so people in surrounding neighborhoods will have a “one-seat ride to their ultimate destination.”

The busway will consist of two lanes –
Miller Center Calls for Improved Communications on Transportation Issues

Public Pressure Needed to Make Necessary Transportation Changes Happen

Everyone seems to agree that something must be done to improve the U.S. transportation system, but finding the political means to make it happen has been tough. A new report from the University of Virginia’s Miller Center argues that “to set change in motion” there “must first be public pressure for transportation investment and reform.” Its report outlines ways to build that pressure.

The report, titled “Are We There Yet? Selling America on Transportation,” stems from a two-day conference hosted by the Miller Center last November that included five former U.S. transportation secretaries, along with dozens of top transportation thinkers from across the country.

Former Virginia Governor Gerald Baliles, director and CEO of the Miller Center, says, “This report provides a roadmap for effectively capturing the nation’s attention and uniting the American people behind a compelling message about the urgent need for investment, innovation, and improvement in our transportation systems.” He says the hope is that it “captures the attention of the American public and that Congress and the administration are compelled to act.”

A letter in the report from co-chairs Norman Mineta and Samuel Skinner argues that transportation “keeps the American economy humming,” and in order to ensure future prosperity, “transportation policymakers must make strategic investments in smart projects with defined outcomes.” The former transportation secretaries say adequate funding must be provided to maintain current systems, as well as to fund further expansion and the interconnection of new systems. However, they acknowledge there’s “a lack of confidence and trust” in policymakers to make good transportation decisions, and without a strong public mandate, most policymakers don’t want to risk reforming the current system.

The report recommends a communications push to draw the public’s attention to the nation’s transportation challenges. It includes four key elements:

- A positive, forward-looking tone that frames the transportation debate around issues of economic growth, jobs, and U.S. competitiveness, combined with quality of life.
- A well-defined but flexible campaign plan that is keyed to the rhythms of an election year and to important events in the transportation calendar.
- A focus on building broader engagement through effective, targeted use of traditional media and social media.
- A concerted effort to link local transportation investment opportunities and benefits to national-level policy decisions.

The report’s authors note that transportation funding challenges and policy disagreements are nothing new, but they say today’s policymakers are facing additional challenges, such as the chronic shortfall in revenue flows to the Highway Trust Fund, a focus on fiscal austerity and a lack of public trust in the federal transportation program that has led to a breakdown in the tradition of bipartisan support for surface transportation funding.

Through the communications goals set out in the report, the authors hope to make Americans realize that a problem such as traffic congestion is more than just an inconvenience. It can lead to lost productivity, which can lead to higher prices on goods and services. The report aims to make people realize that despite today’s many economic challenges, transportation issues cannot be ignored.

The conference participants know it may be tough to get their message heard during an election year and in the current partisan political climate, but they’re sounding an optimistic note in their ability to “raise a sense of awareness and urgency about the importance of transportation investment.” The report says most Americans do voice support for transportation spending when they can see a benefit at the local level. Citizens also seem open to the message that “smart transportation investments can make a positive long-term contribution to economic growth, U.S. competitiveness and job creation.”

There are a number “sub-messages” suggested as part of the communications strategy outlined in the report. They are:

- Infrastructure projects will create jobs and economic growth.
- Infrastructure investment will help make the U.S. more competitive.
- Rebuilding our nation’s infrastructure will improve Americans’ daily lives.
- The U.S. needs a smarter plan and clearer priorities for infrastructure investment.
- Congress must move beyond partisanism.

The Miller Center plan calls for a campaign that extends through all of 2012-13 and one that is built around “hooks,” such as the expiration of the current surface transportation bill authorization, the July 4 travel weekend, the Democratic and Republican presidential conventions, the 2012 elections and the post-election transition period.

For more information, visit: http://web1.millercenter.org/conferences/report/conf_2011_transportation-Miller-Center.pdf or contact Kristy Schantz at (202) 758-3918 or kkschantz@virginia.edu.
Reduction of Traffic Lanes to Accommodate Dedicated Bike Lanes Rejected in Los Angeles Suburb Due to Objections by Business Owners

Concerns about Impact on Businesses

Bicyclists along Los Angeles Avenue in Simi Valley will need to keep sharing the road. After hearing objections from businesses, the city council rejected a proposal to add dedicated bike lanes to the stretch of highway between Madera and Erringer Roads.

A local resident and bicyclist had asked the Simi Valley City Council to consider changing the six-lane highway to four lanes to accommodate bicycle lanes, and last October, the council asked the Department of Public Works (DPW) to explore the idea. Earlier this month, the staff presented its report to the council.

The DPW found that generally, traffic moves freely along Los Angeles Avenue with minimal congestion. The corridor carries 26,000 to 29,000 vehicles per day, the commercial land use in the segment has many driveways with vehicle turning movements, and there are several signalized intersections along the roadway. The 85 percentile speed is approximately 40 mph. At signalized intersections, the Level of Service (LOS) ranges from LOS A to LOS C.

James Brunner, Simi Valley Principal Engineer/Traffic, says that with the bike lanes, “levels of service were projected to drop at signalized intersections from LOS C to LOS D and E.” He says local businesses “felt the increased congestion or fewer cars would hurt the business community even more, and they are already hurting.” In a survey by the Chamber of Commerce, businesses opposed the bike lane plan by a margin of 80 percent to 20 percent. In addition, Brunner says, “comments received indicated that bicycle volumes are very low at all times of the day.”

Still, the DPW staff report suggested that a dedicated bike lane “would be desirable for bicyclists and complete a direct east-west bicycle lane connection all the way from the east end of the city to the west end.” The report noted that bicyclists “would feel safer and more comfortable,” though a review of bike accidents along the stretch of roadway “did not reveal a pattern that would likely be corrected with the installation of bike lanes.”

The cost to change the lane configuration and add the bike lanes was estimated at $50,000. Currently, this section of Los Angeles Avenue is designated as a Class III Bicycle Route, which means there are bike route signs, but no designated bike lane striped on the street. There are signs along the roadway that read “Bicycle Route” and “Share the Road.”

The staff report noted that other locations have successfully added bike lanes without any significant impact on traffic. It cites the Tierra Rejada Road overlay project and Long Canyon Road project, which were completed with few or no complaints. The report did acknowledge that each street has different traffic conditions and characteristics.

This defeat for bicyclists in California comes on the heels of another setback in Arcadia. In March, the Arcadia City Council rejected a contract proposal to develop an overall plan for cycling in the city because it felt is was not a good use of limited funds at the present time. The Development and Services Department had recommended the city approve $82,178 in funding to contract with Ryan Snyder Associates to conduct a Citywide Bicycle Study and develop a Bicycle Master Plan.

Linda Hui, Transportation Services Manager for the City of Arcadia, says the city’s recently updated General Plan included a bicycle proposal “to emphasize the need for a bike network connecting with the public transit system, community and commuter destinations and neighborhoods, as well as neighboring bike networks.” The plan would have created “a comprehensive, planned network of bike lanes, organized priority projects and provided a document to use to seek funding.”

Hui says many residents have expressed a desire for bicycle facilities in Arcadia. However, with no bicycle master plan, the city will continue to be ineligible to apply for a state funding program called the Bicycle Transportation Account. Hui says the lack of an approved bicycle plan will also hurt the city’s competitiveness in seeking local funding. She says Arcadia will go forward with more modest plans as funding allows, and specific bike facilities will be considered through capital improvement projects.

For more information, visit: http://simivalley.granicus.com/MetaViewer.php?view_id=5&clip_id=852&meta_id=47057 or contact James Brunner at jbrunner@simivalley.org or Linda Hui at lhui@ci.arcadia.ca.us.
British Freeways are “Unfit for 80”

Road Safety Foundation Finds Freeways Need Improvements to Accommodate 80 mph Limit

Though some motorists are already hitting 80 miles per hour on England’s freeways, a study by the Road Safety Foundation (RSF) concludes the nation’s highways are not designed to be safe at that speed.

The study “Unfit for 80,” conducted an analysis of crash and engineering data and found at least half of fatal and serious crashes on freeways result from either vehicles running off the road or from rear-end crashes. It was noted that “wide-spread faults in roadside engineering double the risk of serious run-off crashes, and the numbers of rear-end crashes “rise exponentially with traffic flow.” In England, half the freeways carry more than 85,000 vehicles each day.

The study findings comes as the UK Department for Transport (DfT) considers raising the speed limit for light vehicles on suitably engineered freeways. DfT has argued that raising the maximum speed limit from 70 mph to 80 mph should be considered because:

- Half of motorists already exceed the 70 mph limit and the moral legitimacy of the system would be restored.
- Vehicles have become safer.
- There would be resulting economic benefits.

- Other EU countries have higher limits. Government officials have said the economy would get a boost if speeds were higher, as in competitor nations such as France and Germany. The government also argued that any rise in crashes under a higher speed limit would not have a significant impact on safety.

Data published by the RSF shows that currently, 32 percent of all drivers in England travel at less than 64 mph, often because of heavy traffic, while 30 percent travel at 75 mph or above when traffic and road conditions allow. Freeways account for six percent of all English road deaths, and when a serious crash does take place on a freeway, it is “more likely to be fatal, to involve more people and to result in more serious injuries.” Some 800 serious crashes occur on English freeways each year resulting in about 100 deaths and 800 people seriously injured.

While cars are becoming safer, the RSF says modern cars can only protect against death or serious injury in frontal impacts up to 40 mph. For side impacts, the limit is 30 mph. Beyond those speeds, “crash energies must be absorbed by both road and vehicle acting together.” According to the RSF, modern freeways should have the following safety features:

- Generous lane widths and a hard shoulder providing ample recovery space
- Generous sight lines
- Large signs that can be read at high speed in ample time to make driving decisions
- Gently changing curvature
- Safety fencing dividing carriageways
- Safety fencing or generous safety zones at the roadside with all aggressive objects shielded

The RSF study also found that nearly half of English freeways failed to achieve a four-star rating because run-off protection was too weak. That’s significant because the RSF also found that the rate of death and serious injury from single vehicle run-off crashes “broadly doubles” on English freeways on average “between the sections with good run-off protection (four-star) and those with significant flaws (two-star).”

The RSF study also found that the rate of fatal and serious rear-end crashes rises as traffic increases, and on the freeways, “un-

expected standing or slow moving traffic can be lethal.” Full “controlled” freeway systems with variable messages to warn of backups are being used only in “extreme hotspots,” such as near Heathrow and Birmingham Airport. Most of the freeway system has very basic systems in place.

When it comes to economics, it was found that if drivers who can are already going 80 mph in free-flowing traffic, “there is little scope for economic benefits from increased speeds.” However, there could be an economic benefit to investing in improved run-off protection and control systems.

The study concludes that “only a handful” of freeway sections are “lightly trafficked enough with adequate run-off protection to entertain 80 mph as a legal default speed.” It finds that increasing the speed limit to 80 mph in England “can only plausibly be introduced within a system of variable speed limits.”

The RSF recommends bringing freeways up to a minimum four-star standard by 2020, installing more full freeway control systems on the busiest routes, additional general information and warning systems on the remainder of the system and improving signing and marking regimes to follow best international practice.

For more information, visit: http://www.roadsafetyfoundation.org/media/27476/unfit_for_80_final1.pdf.
Google Receives License from Nevada for Its Autonomous Car

Allows Operation on State Roads; Requires Driver in Driver’s Seat

The stage was set back in February when Nevada’s Legislative Commission approved regulations allowing for the operation of autonomous vehicles on state roadways. At the time, Department of Vehicles Director Bruce Breslow announced that the state “is the first state to embrace what is surely the future of automobiles.”

Now, Google says it is “excited” to receive the first testing license for autonomous vehicles in Nevada. It hopes the action “will help speed up the delivery of technology that will make driving safer and more enjoyable.” Google calls Nevada’s laws “forward-looking” and describes its discussions with the state as “productive and cooperative.”

Other drivers will be able to spot the autonomous cars by their unique red license plates that will sport a swirly infinity symbol on the left side. Breslow says the symbol “was the best way to represent the ‘car of the future.’” When the time comes for manufacturers to market the cars directly to the public, the infinity symbol will appear on a green license plate.

Google’s modified Toyota Prius cars have been in development for a number of years. The company says the cars have logged more than 200,000 successful miles across a wide variety of terrain and road conditions. Google’s goal is “to improve people’s lives by making driving safer, more enjoyable and more efficient,” citing statistics that more than 1.2 million people are killed in traffic worldwide every year. It hopes “autonomous technology can significantly reduce that number.”

Nevada approved the license after Google conducted test-driving demonstrations along freeways, state highways, neighborhoods in Carson City and along the famed Las Vegas Strip. The state’s Department of Motor Vehicles reviewed Google’s safety plans, employee training, system functions and accident reporting mechanisms before granting the license.

The autonomous cars won’t truly be on their own. They’ll be operating under a lengthy set of rules, including a regulation that requires two people to be in the test cars at all times. The cars are designed so one person can be behind the wheel and take over the driving, if necessary. Another person can monitor the onboard computer and keep tabs on the car’s path and road conditions.

The cars use video cameras, radar sensors and laser range finders to “see” other traffic. Detailed maps that were developed by using manually driven vehicles are used by the modified cars to navigate the road ahead. In addition to the red license plates the cars will carry, the vehicles will be easy to spot by the unusual sensor on the roof. The lidar sensor can rotate and scan more than 200 feet in all directions to generate a three-dimensional map of the car’s surrounding. A video camera on the rear-view mirror and radar sensors on the front and back give the car a complete picture of its surroundings and any traffic signals or obstacles in the road ahead.

It’s uncertain how long Google will have this first-of-a-kind license to itself. Nevada says other auto manufacturers have expressed an interest in developing and testing their own versions of an autonomous car on state highways sometime in the future. As for Google, the company declined to say exactly what its plans are for the technology. A spokesman says, “We’re continuing to develop and refine the technology, but we aren’t going to elaborate about specifics at this point.”

For more information, visit: [http://www.leg.state.nv.us/register/RegsReviewed/5R084-11_ADOPTED.pdf](http://www.leg.state.nv.us/register/RegsReviewed/5R084-11_ADOPTED.pdf) or contact Jay Nancarrow at jaynancarrow@google.com.

Nevada issued these red testing license plates to Google’s autonomous vehicles. (Photo: Courtesy of the state of Nevada)

A Toyota Prius modified by Google. A number of these vehicles have logged more than 200,000 miles of operating autonomously in the U.S. (Photo: Courtesy, Google, Inc.)
Product and Industry News

Dual-Mode Vehicles Offer Personal Mobility Devices to Get to Final Destination

Sometimes two vehicles are better than one when it comes to navigating congested urban areas. That’s the idea behind so-called dual-mode vehicles that offer a mix of a standard car and a smaller transportation device, such as a scooter or electronic bike, which can be stored onboard.

BMW’s i8 Concept Spyder vehicle is among the latest offerings when it comes to dual transportation. The vehicle, unveiled at the recent Auto China in Beijing, features a pair of stand-on scooters that are stored in the back of the vehicle under a sporty glass panel.

The concept car is a plug-in hybrid that combines a high-performance electric motor and a gasoline combustion engine. The lithium-ion battery supplying the motor with power can be quickly recharged from any domestic power socket. The two electric kickboards stowed in back are being marketed as “a visual showcase for the fun factor in mobility” that add “another layer to the car’s recreational appeal.” Drivers who get stuck in traffic or cannot find parking close enough to their desired location can park the car and pop out the scooters to maneuver through busy streets.

The dual-mode concept is not a new one, but it has yet to take off commercially. Countries such as China, India and Russia, where car sales have been booming and congestion has been growing, could prove to be a good entry market. Chinese automaker Geely showed off its McCar, or “Magic Car,” last year at the Shanghai Auto convention. This electric or hybrid ultra-compact car features a sit-on, three-wheeled scooter that can be stashed in the back.

Back in 2010, Honda unveiled its U3-X personal mobility prototype for the first time in the U.S. With its compact size and one-wheel design, the battery-operated device can be carried along on a bus or train during a commute, as well as being stowed in an automobile. It weighs about 22 pounds and features a foldable seat and retractable footrest. Honda says its U3-X is still in development, and there is no time frame for its commercial release.

Other automakers are also reaching beyond the conventional car market to research personal mobility devices that can be used separately or carried in a more conventional vehicle. Volkswagen has developed the VW Bik.e—a slim battery-powered bicycle that can be fan folded down to fit in the spare tire compartment in car trunks. Four years ago, Toyota announced its development of a personal transport assistance robot that is ridden in a standing position. Toyota said its Winglet consists of a body that houses an electric motor, two wheels and internal sensors that monitor the user’s position and make adjustments in power to ensure stability.

Others outside the automotive industry are getting into the act, too. Last year,
Product and Industry News (continued)

YikeBike Ltd. of New Zealand unveiled an aluminum version of what it calls “the world’s smallest, lightest compact electric bicycle.” A company press release describes the YikeBike Fusion as about half the size and weight of other electric bicycles and many regular bicycles. It can be folded in about 15 seconds and is portable enough to carry onto a bus or train or stored in the trunk of a car or under a desk.

For more information, visit: https://www.press.bmwgroup.com/presslib/p/pcgl/pressDetail.html?outputChannelId=6&itemId=T0125861EN&left_menu_item=node_6729 or contact Jeanette Gruber at Jeanette.JG.Gruber@bmw.de, and:
http://www.geely.com/
http://world.honda.com/U3-X/
http://www.yikebike.com/

Leading Transit Bike Rack Supplier Breaks into Bike Parking Market; Offers No Scratch™ Bike Rack for Commuters and Recreational Cyclists

Sportworks Northwest, Inc., says its bike racks for buses can already be found in 500 municipalities throughout North America. Now, the company is breaking into the bicycle parking market with the introduction of a new line of stationary bike parking, including its trademarked No Scratch Bike Rack.

The No Scratch™ Bike Rack comes in two styles—a standard-sized model called the Tofino and a smaller version named the Westport. Derek Sanden, Sportworks Vice President for Sales and Marketing, says that with all of its products, the company aims “to be bike- and user-friendly.” He says the Tofino and Westport feature “an integrated durable, non-abrasive bumper that protects bikes from scratches, dings and other abuse.”

In addition, Sanden says the bike racks offer “the highest level of security in accordance with the bicycle parking guidelines of the Association of Pedestrian and Bicycle Professionals (APBP), allowing both bike wheel and frame to be locked to the rack.” Bicyclists provide their own personal locks, and the racks are designed to work with a variety of locks.

Both the Tofino and Westport can accommodate two bikes. If desired, Sportworks says it can mount standard racks on rails to create a bike corral. The company adds that it is working on several different solutions to provide parking for more bikes, including a campus-style rack.

Sportworks notes that all of its bike racks are “Red List” compliant, which means they meet the material sourcing criteria of the Living Building Challenge and Leadership in Energy and Environmental Design (LEED) certification programs for new and existing buildings. The products make use of post-industrial recycled materials and non-toxic finishes.

The No Scratch™ racks are geared toward “anyone who rides a bike.” Sanden says Sportworks wants “to not only provide a higher-quality, functional and more secure bike rack, but to work with customers to provide ample parking for the growing numbers of bike commuters and recreational riders.” It’s working with architects and landscape architecture firms to incorporate the racks into new and existing developments. The company is also teaming with universities and companies to include the racks on their campuses.

The bike racks come in a variety of materials and finishes and can be customized with a sign plate for a logo, name or image. Prices range from $200 to $300, depending on the materials chosen and the amount of customization.

Sportworks designs and fabricates its products at its corporate headquarters in Woodinville, Washington. In addition to providing racks, the company serves as a resource for customers, “working with them on proper placement of bike parking in accordance with the APBP guidelines.”

A company press release cites “changing municipal codes, rising gas prices and the increase in bike share programs and green buildings” as some of the reasons bicycling is becoming a more popular means of transportation. It notes that the Alliance for Biking and Walking (ABW) reported this year that bicycle commuting numbers have been rising steadily, growing by 64 percent between 1990 and 2009. Of the cities surveyed for its report, the ABW found that 76 percent, or 39 cities, require bicycle parking in new buildings. That was a 70 percent increase from two years ago when only 23 of the cities surveyed had such a policy.

For more information, visit www.sportworks.com or contact Megan Hilfer at Megan@parsonspr.com.
California Assembly Bill Would Allow Single Occupant Clean Cars To Use HOT Lanes Without Toll

Bill Passed Assembly, To be Considered by State Senate

California law currently allows single-occupancy cars to use carpool lanes if the vehicle qualifies for a Clean Air Vehicle sticker. However, these single-occupant vehicles have to pay a toll on HOT lanes. Assemblyman Bob Blumenfield (D-San Fernando Valley) is trying to change that with Assembly Bill 2405. His bill would give single-occupant clean cars free access to HOV lanes that are converted to HOT lanes. Blumenfield says the measure is necessary “to focus on the new frontier of encouraging more Californians to buy zero-emission cars.” The bill has already passed the Assembly on a 49-25 vote, and a hearing is set for next month before the Senate Transportation and Housing Committee.

The California Department of Motor Vehicles issues the clean air decals for certain ultra-low or zero emission vehicles as determined by the Air Resources Board. Among the vehicles that can qualify are electric, hydrogen, fuel cell or natural gas cars and plug-in hybrid electrics. A list of vehicles that meet the standards is available online.

Blumenfield says the number of cars that qualify for the stickers today is “very small,” but by giving cars with the white and green stickers free access to HOT lanes, the proposed law “will give current and future clean car owners certainty.” He hopes this will provide “a valuable incentive for purchasing clean air vehicles to help offset some of the additional costs associated with the purchase of new and expensive technology.”

Saving travel time is a major incentive for going green in California. Blumenfield says commuters save an average of one minute per mile for every mile they travel in a carpool lane. Auto dealers have been using carpool access as a selling point to encourage buyers to spend more on the clean vehicles.

Of course, there is also an environmental reason to encourage the use of clean cars. Blumenfield notes that clean vehicle models emit 34 percent fewer global warming gases and 75 percent fewer smog-forming emissions. In introducing his bill, he told the Assembly that providing the HOT incentive to encourage the use of more clean air vehicles “will reduce reliance on foreign oil and help the state meet its environmental targets for reducing greenhouse gas emissions.” California has set a goal of having zero-emission or plug-in hybrid cars account for 15 percent of new vehicles sold each year by 2025.

HOT lane expansion projects are currently under way in the San Francisco Bay Area, Los Angeles, Riverside and San Diego regions. Opponents of AB2405 argue that allowing solo drivers into these new HOT lanes could lead to congestion problems. The California Department of Transportation declined to comment on the bill’s potential impact on these projects, saying it does not comment on proposed legislation.

For more information, contact Anthony Matthews at the office of Assemblyman Bob Blumenfield at Anthony.Matthews@asm.ca.gov or Karen Brewster at Caltrans at Karen.brewster@dot.ca.gov.
State Legislature Bill to Change the Definition of Where an Intersection Starts Fails in Arizona

Governor Cites Public Safety Concerns in Vetoing Bill

Arizona Governor Janice Brewer has vetoed a bill that would have changed the definition of an intersection in the state of Arizona. The bill would have in effect widened intersections, which would have given drivers trying to beat a red light an advantage. Tickets are not written unless a vehicle moves into the intersection after the light turns red.

In vetoing the legislation, Brewer said that law enforcement officers have said that intersections are the most dangerous places in city traffic, and this danger “can only be heightened by increasing the time in which a collision may occur while simultaneously attempting to reeducate drivers concerning where the boundaries lie.” She noted that law enforcement “has been very clear that widening the intersections will increase the possibility of collisions.” When asked about the proposed legislation, Sergeant Tommy Thompson of the Phoenix Police Department said simply, “We do not believe this change will add to the safety of the community.”

The measure was sponsored by Senator Frank Antenori (R-Tucson), who has been a long-time opponent of red light cameras. He argued that many motorists are getting tickets unfairly because they’re not certain where the intersection begins.

Under current law, an intersection is defined as “the area embraced within the prolongation or connection of the lateral curb lines.” The proposed measure would have changed the definition of an intersection at a location controlled by a traffic control signal in the following manner:

"If a stop line, yield line, or crosswalk is not designated on the roadway between the separate intersections, the two intersections and the roadway between them are one intersection.

If a stop line, yield line, or crosswalk is designated on the roadway on the intersection approach, the area within the crosswalk or beyond the designated stop line or yield line, or both, is part of the intersection.

If a crosswalk is designated on a roadway on the departure from the intersection, the intersection includes the area extending to the far side of the crosswalk."

Bennett says concerns for public safety were not adequately addressed in the legislation that reached her desk. She called for a “comprehensive review” of intersections in the state “to provide for consistency rather than a piecemeal approach.” She added that she would not support any change in the definition of an intersection “unless law enforcement stands with it.”


Transit Agencies Continue to be Sued

the patent “could potentially cover any system or technology that tracks a vehicle along a predetermined route and then notifies a potential passenger or package recipient of the vehicle’s status.” Any system people use in which they can check their phones to find out when a bus, train or package is due to arrive could be a potential target for a lawsuit. Even the U.S. Postal Service has been accused of patent infringement.

Jeschke says EFF believes the systems the Jones patent describes “were either in use or would have been obvious based on the existing technology of the time – January 1999.” EFF is looking for “prior art” or “evidence of systems that (1) track a vehicle, (2) compare the tracking information to the vehicle’s scheduled arrival time along a predetermined route, (3) contact a user, and (4) tell her whether the vehicle is on or off schedule.”

EFF is teaming with the Samuelson Law, Technology, and Public Policy Clinic at Berkeley Law in its effort to challenge the patent. EFF is a donor-funded, non-profit organization that describes itself as being dedicated to defending the public interest in battles involving digital rights, primarily by bringing and defending lawsuits.

Anthony Dowell, an attorney for ArrivalStar at the Lafayette, Indiana law firm of Dowell Baker, P.C., says he’s “confident in the validity of the patents.” Dowell notes that ArrivalStar has 34 U.S. patents and three have been through the re-examination process with the patent office. Of those, two were found invalid and the other was found to be valid. Six others were challenged, but requests for re-examination were denied. He says the EFF action is “not a novel idea” and calls it “kind of routine in patent cases.”

Dowell rejects the allegations of patent trolling. He points out that ArrivalStar did have a related business in the 1990’s but was unable to continue funding it in the late 90’s. He calls the charges of patent trolling “a marketing and PR scheme by infringers who don’t want to recognize that a legitimate inventor has gotten protection.”

For more information, visit: https://www.eff.org/ or contact Rebecca Jeschke at (415) 436-9333 or rebecca@eff.org; or visit Dowell Baker, P.C. at http://dowellbakerllc.com/.
Transportation Tort Liability: Case in Review

Nebraska Court Reaffirms AASHTO Legal Limitations

On a clear, dry day, a vehicle and train collided at a grade crossing on Beach Road in Cass County, Nebraska; one person died and two were severely injured.

Motorist’s passenger and guardians of motorist brought negligence claims against the Nebraska Department of Roads (NDOR) and Cass County (County) under the State Tort Claims Act (STCA) and the Political Subdivisions Tort Claims Act (PSTCA), alleging the governmental entities had caused the accident and their injuries by failing to:

- install pavement markings on Beach Road to warn of the approaching crossing;
- improve the sight restriction caused by a truck wash facility whose northern edge was approximately 56 feet south of the south rail of the crossing, and
- warn northbound traffic of that sight restriction and that the crossing was a “blind crossing”.

The pavement marking claim was based upon an alleged violation of the 2000 version of the Manual on Uniform Traffic Control Devices (Manual).

The sight restriction claim was based upon appellees’ expert opinion that the crossing did not comply with the minimum sight distances set out by title 415 of the Nebraska Administrative Code, which required all new highway-rail grade crossings to meet certain sight distance requirements.

These experts also alleged non-compliance with the sight table in the American Association of Highway and Transportation Officials’ “A Policy on Geometric Design of Highways and Streets” (AASHTO Green Book), although they acknowledged it did not constitute a mandatory legal authority.

The District Court for Cass County awarded summary judgment in favor of the State and County, determining that the claims were barred by the discretionary function exception because the alleged failures were discretionary by nature. It also found that neither title 415 nor 428 of the Code applied to the issues of the case and held that the Manual was the controlling legal standard.

Passenger and guardians appealed, and appealed again the rulings of the Supreme Court, which upheld the District Court’s judgment.

On this second appeal, the Court stated that the primary issue presented was not whether the State or County had been negligent, but whether any alleged negligence occurred in the performance of discretionary functions for which the Legislature had granted immunity.

It noted that the discretionary function exception relates only to basic policy decisions made in governmental activity, and not to activities involved in implementing policy decisions. i.e. it does not extend to the exercise of discretionary acts at an operational level.

With regard to the sight restriction claim, the Court found that title 415 became effective on December 14, 2004, and the sight restrictions contained therein applied to “new” public highway and grade crossings. Since the truck wash facility was completed by May 25 2004, it could not be considered “new” and that thus title 415 did not apply.

Appellees had argued there was a material issue of fact regarding the completion date of the facility as the records did not show definitively when it was completed. However, the Court rejected this argument, finding that conclusions based on guess, speculation, conjecture, or a choice of possibilities did not create material issues of fact for purposes of summary judg-

The location of the rail crossing and truck wash facility on Beach Road close to the intersection.
Connecticut Busway Gets Final Green Light for Construction

one in each direction. It will have bus pull-outs at eight of the nine online stations to enable drop-offs and pickups while also allowing through buses, such as expresses, to pass without being delayed.

Buses will run from approximately 4:30 a.m. to 1:30 a.m., and during peak times, buses will operate every three minutes along the inner portions of the busway. Peak hour bus volume will be about 20 buses in each direction. There will also be express buses travelling along the busway that are not included in the headway counts because they don’t stop at intermediate stations.

The busway corridor will follow an abandoned railroad right-of-way from New Britain to Newington Junction for about 4.4 miles. For approximately 5 miles north of that point, the busway will run alongside the active Amtrak railroad right-of-way.

In 1997, CTDOT joined with the Capitol Region Council of Governments and the Central Connecticut Regional Planning Agency to conduct a Major Investment Study of transportation in the area along I-84 and the New Britain to Hartford region. The study considered forecasts for population growth and travel demands and looked at a variety of transportation options, including highway widening, high occupancy vehicle lanes, commuter and light rail.

Ultimately, the study group recommended the busway option because it felt it would offer travelers “the greatest speed, flexibility and ease of use.” In particular, CTDOT notes the busway will offer “flexibility and frequency that rail cannot.” It says it comes at “lower cost than light rail and has lower operating costs long term.”

The busway will run from downtown New Britain to Hartford’s Union Station. It will be for buses only, with the exception of maintenance and service vehicles and state-contracted safety vehicles. It is in its own right of way, separated from all other traffic.

CTDOT says there will be five at-grade intersections that the busway will pass through. “One overpass is being built to carry the busway over an intersection on the east side of New Britain, and another roadway crossing is being elevated to separate it from the busway and the active Amtrak rail line.”

New bus routes will be designed in the region to take advantage of the busway and give residents “greater access to downtown and suburban employment centers.” CTDOT notes “the flexibility of busway operation will allow the transit system to more effectively respond to changing ridership demand and future development within the corridor.”

Total construction costs, including inflation, are estimated at $340 million, and right-of-way costs are estimated at another $45 million. The overall $567 million dollar budget also includes such items as bus purchases, design and engineering costs, project inspection and contingencies.

The initial 5.8-mile segment is being built under a $130 million contract that includes the construction of seven stations, a new $19.9 million bridge in West Hartford and the construction of a new gravel maintenance road for Amtrak. Last fall, the Federal Transit Administration approved $275.3 million in federal New Starts discretionary funding for the project. Another $179.5 million in federal funds had been allocated earlier. The state of Connecticut will contribute the remaining $112.2 million dollars to complete the busway, which is expected to open in late 2014.

CTDOT Commissioner James P. Redeker says that after the busway’s completion, “Central Connecticut commuters will notice a real difference in the amount of time it takes to travel through the corridor, especially during peak commuting times.” Daniel Esty, Commissioner of the Connecticut Department of Energy and Environmental Protection also notes that “the busway will result in fuel savings and cleaner air while sparking economic development.” However, critics of the plan have argued that money going toward the busway would be better spent on much-needed highway and bridge repairs.

For more information, visit http://www ctrapidtransit.com or contact Richard.armstrong@ct.gov or Stephanie Brooks at sbrooks@mbakercorp.com.

Transportation Tort Liability

ment, and upheld the District Court’s ruling that title 415 did not apply.

It also found that title 428 and the AASHTO Green Book did not impose mandatory sight distance requirements but merely set forth guidelines which are not legal standards.

Finally, it found that neither the State nor the County had a mandatory legal requirement to improve any sight restriction at the truck wash facility, and that any decision to do so would have involved balancing the competing needs of public safety, engineering concerns, and expenditure of public funds. It therefore concluded that this claim fell within the discretionary function exceptions of the PSTCA and the STCA for which immunity was given.

Regarding the failure to warn claim, it rejected appellees’ allegation that County and the State had a nondelegable and nondiscretionary duty to warn, which did not come within the discretionary function exception.

The Court reasoned that the truck wash facility, the so-called sight restriction “hazard,” was built by a private party on private property and was thus not “caused by or under the control of” the State or the County. Further, it found that any sight restriction hazard posed by the facility was readily apparent to motorists approaching the crossing. Thus, any duty to warn on the part of the State or the County would have been discretionary.

In conclusion, the Court noted that because immunity necessarily implies that a “wrong” has occurred, some tort claims against governmental agencies will inevitably go unremedied. It argued that all grade crossings, like all street and highway crossings, have some inherent danger, but the placement of traffic control devices remains a discretionary function of a governmental entity.
This Week’s Survey Results (Survey 1)

Addressing Transportation Budget Reductions

Earlier this month, The Urban Transportation Monitor sent survey questionnaires on "Addressing Transportation Budget Reductions" via e-mail to 700 transportation professionals at public agencies (state, county, and city government, transit agencies, and MPOs). Responses were received from 46 public agencies. This represents a return rate of 6.6%.

The results of the survey are published here.

Do you expect a reduction in your agency's transportation budget for your next fiscal year?

Respondents who answered "yes": 80%
Respondents who answered "no": 20%

If you replied “yes” to the previous question, what is the expected percentage reduction in your agency’s transportation budget for your next fiscal year? Please provide your best approximate estimate.

Average percentage reduction: 12%
Lowest percentage reduction provided by a respondent: 1%
Highest percentage reduction provided by a respondent: 30%

How do you believe your agency will achieve your transportation budget reduction?

<table>
<thead>
<tr>
<th>Budget Reduction Measure</th>
<th>Percentage of Respondents Selecting Budget Reduction Measure</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reduction in capital cost expenditures</td>
<td>48%</td>
</tr>
<tr>
<td>Reduction in operational expenditures</td>
<td>35%</td>
</tr>
<tr>
<td>Reduction in consultant expenditures</td>
<td>48%</td>
</tr>
<tr>
<td>Reduction in personnel costs by cutting vacant positions</td>
<td>35%</td>
</tr>
<tr>
<td>Reduction in maintenance expenditures</td>
<td>13%</td>
</tr>
<tr>
<td>Reduction in personnel costs by means of a salary reduction</td>
<td>16%</td>
</tr>
<tr>
<td>Reduction in personnel costs by means of layoffs</td>
<td>42%</td>
</tr>
<tr>
<td>Other</td>
<td>10%</td>
</tr>
</tbody>
</table>

If you indicated that you will be reducing expenditures by cutting vacant positions and by personnel layoffs and/or reducing consultant expenditures, please provide your best estimate of the percentage reduction in each of these two categories when compared to your present or previous budget.

Reduction in positions (vacant and filled)
Average percentage reduction: 9%
Lowest percentage reduction provided by a respondent: 2%
Highest percentage reduction provided by a respondent: 17%

Reduction in consultant expenditure
Average percentage reduction: 41%
Lowest percentage reduction provided by a respondent: 5%
Highest percentage reduction provided by a respondent: 50%
Addressing Transportation Budget Reductions (Continued)

Are you investigating additional revenues sources?

Respondents who answered "yes": 58%
Respondents who answered "no": 42%

If you answered “Yes” in the previous question, please indicate the type of revenue sources you are investigating.

Respondents who indicated that they are investigating additional revenue sources specified the following types.
- Federal Grant funding (STP-DA, PL, state funds, legislative funds, etc.)
- Gas tax funds through MPO
- User fees
- Sales tax
- Property tax
- Tax increase (for voters to approve)
- Always looking for new partners and state funding
- Motor fuel tax
- Utility fees
- Transportation benefit district
- Various grant programs administered by the state
- Capital improvement bonds
- Additional federal grants
- Grants/partnerships/user fees
- Increase number of red light cameras
- Possible increase in ad valorem taxes
- Grants, FHWA funds through local MPO
- Transportation maintenance fee

Are you investigating an increase in taxes and/or fees?

Respondents who answered "yes": 37%
Respondents who answered "no": 63%

If you answered “Yes” in the previous question, please indicate the type of taxes and/or fees you are investigating to increase.

Respondents who indicated that they are investigating an increase in taxes and/or fees specified the following types.
- Personal property taxes
- Developer fees
- Right of way permit and soil erosion control inspection fees
- User maintenance fees
- Sales tax
- Income tax
- Increase fees for discretionary services
- Increased user fees including motor fuel tax
- Ad valorem taxes
- Parking fees
- Fare hikes
- We increase fares and the transit share of property taxes every year in line with cost inflation.
- Utility fees
- Transportation maintenance fee
Addressing Transportation Budget Reductions (Continued)

What do you personally believe is the best way to address transportation budget reductions and/or revenue shortfalls?

- Reorganization of county departments.
- On the state and federal levels it would be an increase in the gas tax, which would also trickle down to the locals.
- Local entities should be able to levy or increase the fuel tax. Development-driven expenditures should pay more of the infrastructure costs because development is creating those capacity pressures.
- More efficient use of materials and equipment.
- There needs to be an adjustment in fuel taxes to reflect inflation, and/or develop an alternative users’ fee system. Increased tolling is not an option since 99% of local governments have no toll roads nor any need to build them (we have surface streets). One way to collect user fees is to tie the cost to the annual purchase of the license tag. Report mileage each year and pay on actual miles traveled.
- It is important to continue to demonstrate the long-term costs to deferring today's expenditures and recognize the need to invest in infrastructure for the long term.
- A mileage-based fee according to vehicle weight. For example, a cyclist would pay very little and a semi-truck would pay dearly -- a passenger car would be somewhere in between.
- Long-range appropriation programs with operating efficiency requirements so that an agency can plan service accordingly and act on it.
- Furloughs or salary reductions.
- I believe we will have to think outside the box to increase revenue and decrease cost. Some projects may need to be put on hold.
- Regional transportation funding.
- Try to get the state legislature to authorize local agencies to implement a street maintenance utility fee; increase fuel tax (and other vehicle power sources) to balance travel demand with roadway capacity; outlaw studded tires; increase truck weight-mile fees to cover cost of damage to pavement.
- Increase gas tax
- Education and lobbying for stable revenue.
- Adjust the federal motor fuels tax for inflation from 1994 to current year and convert it to a sales tax equivalent. This will recover the buying power lost due to inflation since the last increase in the federal tax and the sales tax will fluctuate with the per gallon price (substitute for inflation.) At the state/local level, in addition to converting the fuel tax to a sales tax, add a per mile usage tax to the vehicle registration fee. The two components (sales tax and per mile tax) address the variation in consumption of the two products (fuel and system use) being consumed.
- Steady, non-volatile revenue source. We rely mainly on gas tax and sales tax as our main sources of revenue. Sales tax has high volatility and gas tax is declining with more fuel efficient vehicles and being fixed per gallon with no inflationary adjustment. Eliminate unfunded mandates.
- A combination of reducing some services, consolidating some services, and seeking modest revenue increases.
- All cities and agencies must live within existing budget. Using monies from forecasted budgets does not work.
- Seeking additional funds sources and share resources with other agencies.
- Increase in fuel tax, wheel tax.
- Increasing taxes.
- Find a dedicated funding source.
- First, increase the gas tax at the federal and state levels. Second, increase vehicle registration fees at the County/State levels with the allocation 25% to State, 50% to County, and 25% to the city/town where the vehicle is located. If vehicle is registered in an unincorporated area, then increase county share to 75%.
- Increase revenue (raise taxes, fees), as well as streamline operations.
- I believe safety-related fees, such as red light camera notices, are a positive way to address shortfalls.
- Every time a new vehicle is purchased in this country, there should be a transportation fee charged. Fee could vary based on vehicle impact on system.
- Decrease consultant work, decrease in training/conferences.
- There's no universal best way, only the decision taken in each case. Certainly capacity can be scaled down to match demand if it is declining.
This Week’s Survey Results (Survey 2)

Institutional Issues Associated With Metropolitan Transportation

Earlier this month, The Urban Transportation Monitor sent survey questionnaires on "Institutional Issues Associated With Metropolitan Transportation" via e-mail to 600 transportation professionals at public agencies (state, county, and city government, transit agencies, and MPOs). Responses were received from 45 public agencies. This represents a return rate of 7.5%.

The results of the survey are published here.

Please indicate the number and types of public agencies/organizations involved in transportation in your metropolitan area. Please be as comprehensive as possible.

<table>
<thead>
<tr>
<th>Type of Agency</th>
<th>Average Number of Public Agencies Per Metropolitan Area as Indicated by Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>State DOTs (some metropolitan areas cross state boundaries)</td>
<td>2.4</td>
</tr>
<tr>
<td>Counties</td>
<td>7.4</td>
</tr>
<tr>
<td>Cities</td>
<td>82.9</td>
</tr>
<tr>
<td>Transit agencies</td>
<td>13.7</td>
</tr>
<tr>
<td>Metropolitan Planning Organization (MPO)</td>
<td>1.9</td>
</tr>
<tr>
<td>Congestion Management Agencies</td>
<td>2.2</td>
</tr>
<tr>
<td>Transportation Management Associations</td>
<td>3.0</td>
</tr>
<tr>
<td>Toll organizations</td>
<td>2.6</td>
</tr>
<tr>
<td>Other organizations</td>
<td>8.8</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>124.9</strong></td>
</tr>
</tbody>
</table>

How has the number of agencies/organizations involved in transportation in your metropolitan area changed over the past 20 years?

<table>
<thead>
<tr>
<th></th>
<th>Percentage of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Increased</td>
<td>63%</td>
</tr>
<tr>
<td>Stayed the same</td>
<td>37%</td>
</tr>
<tr>
<td>Decreased</td>
<td>0%</td>
</tr>
</tbody>
</table>

The number of agencies in metropolitan areas increased by an average of 10.3% over the past 20 years.

What is your opinion about the number of agencies/organizations involved in transportation in your metropolitan area?

<table>
<thead>
<tr>
<th></th>
<th>Percentage of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Too many</td>
<td>33%</td>
</tr>
<tr>
<td>About right</td>
<td>67%</td>
</tr>
<tr>
<td>Too few</td>
<td>0%</td>
</tr>
</tbody>
</table>
Institutional Issues Associated With Metropolitan Transportation (Continued)

Please provide your opinion about each of the following statement:
"Mode-specific transportation agencies in metropolitan areas (e.g. transit agencies limited to mostly transit and state DOTs limited to mostly highways) result in funding by mode rather than funding by identified greatest needs.”

<table>
<thead>
<tr>
<th></th>
<th>Percentage of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agree</td>
<td>60%</td>
</tr>
<tr>
<td>Neutral</td>
<td>28%</td>
</tr>
<tr>
<td>Disagree</td>
<td>12%</td>
</tr>
</tbody>
</table>

Please provide your opinion about each of the following statement:
“Planning and operating transportation systems in metropolitan areas is complicated by multiple governments and separate agencies to operate each transportation mode.”

<table>
<thead>
<tr>
<th></th>
<th>Percentage of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agree</td>
<td>70%</td>
</tr>
<tr>
<td>Neutral</td>
<td>12%</td>
</tr>
<tr>
<td>Disagree</td>
<td>18%</td>
</tr>
</tbody>
</table>

Please provide your opinion about each of the following statement:
"It is difficult for multiple governments and agencies with overlapping and sometimes conflicting authorities to solve regional transportation problems that transcend jurisdictional boundaries.”

<table>
<thead>
<tr>
<th></th>
<th>Percentage of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agree</td>
<td>59%</td>
</tr>
<tr>
<td>Neutral</td>
<td>24%</td>
</tr>
<tr>
<td>Disagree</td>
<td>21%</td>
</tr>
</tbody>
</table>

How do you view the amount of coordination regarding cross-jurisdictional transportation issues and projects that is taking place currently (through your MPO or other means) in your metropolitan area?

<table>
<thead>
<tr>
<th></th>
<th>Percentage of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sufficient</td>
<td>55%</td>
</tr>
<tr>
<td>Neutral</td>
<td>24%</td>
</tr>
<tr>
<td>Insufficient</td>
<td>21%</td>
</tr>
</tbody>
</table>
Institutional Issues Associated With Metropolitan Transportation (Continued)

Please indicate which type of metropolitan-wide/regional transportation projects have been implemented by your MPO over the past five years.

- Regional traffic signal coordination program, regional transit plan/investment strategy
- Rideshare program, intercity transit
- Highway construction projects
- Major highway, interchange, and Interstate highway projects; light rail
- Regional transit plan
- All highways, very little of much else
- Highway projects
- Light rail
- Consensus, funding and construction of two new-capacity highway and bridge projects
- Regional bus maintenance facility, sub-regional bus centers, park-and-ride lot expansions, highway operational improvements, 511 information system
- Vanpooling, park-and-ride inventory and promotion
- Capacity projects (new roads or widened roads); traffic operational improvements; pavement reconstruction or resurfacing; bikeway/pedestrian projects
- Managed lanes projects; transit, roadway, bridge, and bicycle projects
- Traffic signal optimization program, road safety assessments
- Long-range transportation plan
- Regional rail system construction, major highway preservation projects
- Commuter rail, intercity transit, highway improvements, ridesharing services
- Smart Card, HOT-lanes
- Interregional bus service expansion, highway widening
- Development and maintenance of regional transportation plan, development of grant matrix, development of transportation data management system, development of crash program, development of sidewalk program, administering regional corridor study, development of regional household travel survey
- Transit operations; pedestrian and bicycle projects; additional bridges over river
- MPO was instrumental in establishment of carsharing program; Way2Go travel training and transportation education program; rideshare program
- Joint land use study, regional freight study, various road projects across jurisdictions, Urban transit study
- Air quality, LRTP, transit

Do you believe that your metropolitan area would benefit from a regional/metropolitan transportation agency with taxing/executive authority to provide coordination between different jurisdictions and modes, allowing one organization to plan and provide services for all forms of transportation in the metropolitan area?

<table>
<thead>
<tr>
<th></th>
<th>Percentage of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>43%</td>
</tr>
<tr>
<td>Yes, we have such an agency</td>
<td>9%</td>
</tr>
<tr>
<td>Neutral</td>
<td>30%</td>
</tr>
<tr>
<td>No</td>
<td>18%</td>
</tr>
</tbody>
</table>
Institutional Issues Associated With Metropolitan Transportation (Continued)

Please provide comments and reasons for your answer to the question: “Do you believe that your metropolitan area would benefit from a regional/metropolitan transportation agency with taxing/executive authority to provide coordination between different jurisdictions and modes, allowing one organization to plan and provide services for all forms of transportation in the metropolitan area?”

- The value would be in the ability to raise additional resources. Organizations in the region work well together today in setting priorities, but the needs always far exceed the available revenues.
- I strongly support the coordination effort between different jurisdictions. Transportation problems are regional and do not stop at city or county boundaries. The current transportation agencies give high priority to address transportation issues at local city or county level.
- We have this for transit and it works well, but highways is by state, counties and cities.
- Although coordination across jurisdictions remains insufficient, the MPO (MTC) greatly increases the amount and productivity of the regional coordination, and the regional communication would be severely insufficient, rather than just insufficient.
- A single agency with taxing authority that is responsible for all modes of transportation planning and implementation could be more effective at delivering the right transportation solutions.
- We need competition to improve service quality and keep costs down.
- Getting such an organization approved in our area would be a challenge due to the current political climate.
- In practical terms, the governance structure of an MPO requires that success be achieved through consensus-building more so than by imposing its authority upon units of local government (i.e. the MPOs members). The consensus approach is appropriate given the current governance structure with legislative authority resides with the MPO members (the state, cities and counties). That said, I do believe an evolution of MPOs toward a true regionalization of taxation, planning and consensus-building, and project development would lead to significant efficiency in the expenditure of scarce public funds, to better outcomes in terms of prioritizing investments, and potentially, to better integration of transportation and land use.
- Some of the region's leaders are touting consolidation as one of the solutions to transit financial issues. However, this would not result in overall cost savings. The transit operators' cost structures are very different. Merging all of the smaller transit operators into the largest transit provider could increase overall costs of service while causing some resources to be diverted from the region's core in order to satisfy political demands for more transit service in outlying areas. The MPO convenes a Transit Operators Committee to facilitate coordination in planning and provision of service. Additionally, over the past ten years, there has been a substantial increase in multi-agency transit planning.
- Regional travel causes regional problems that require regional solutions.
- Obviously, this is a political "hot potato." Answer really depends on what kind of taxing authority. An additional penny fuel tax as a means of providing additional revenue for local governments was explored several years ago but was abandoned because political heat would not be justified by estimated revenue generated.
- Too much concentrated power.
- The federal government is failing. State legislature is also gripped by no-tax fever. Metro agencies are reflective of metro-economies. Having regional tax authority will facilitate development of regional transportation system.
- Organization is not really the key - willingness to work on solving complex problems is. There are places with unified regional government which still have outstanding regional transportation issues.
- We are the MPO and the transportation sales tax agency. It is a powerful combination in that planning and implementation are hand in glove. Also, the coordination for project programming is simplified and streamlined as a result.
- There are donor and receiver counties and with various initiatives, these counties cannot succeed while others do. A Bay Area-wide taxing basis would provide a cohesive tax basis to spread all the burden of support required on a consistent basis.
- Neutral because it would depend on the makeup of the agency. If the agency treated all modes equitably then it may be a benefit. If the agency was predisposed to particular modes then it may not be a benefit.
REQUESTS FOR PROPOSALS

1. Project Study Report/Project Development Support Document and Economic Transportation Study
   Agency: Butte County Association of Governments (BCAG)
   Deadline: June 25, 2012 at 11 a.m.
   Contact: And Newsum, Director of the Butte County Association of Governments (BCAG) in conjunction with the local transit authorities.

2. Regional On-Board Transit Survey
   Agency: Greater Cleveland Regional Transit Authority (GCRTA)
   Deadline: June 22, 2012. This is a firm deadline, and no proposals will be accepted after this time.
   Contact: All questions concerning this Request for Proposal (RFP) may be directed to Andy Newsum, Director of the Butte County Association of Governments at (530) 879-2468.
   Website: http://www.bcag.org/RFPs/index.html
   Description: On behalf of and in cooperation with the California Department of Transportation (Caltrans), the Butte County Association of Governments (BCAG) is seeking proposals from qualified transportation consultants to assist in the development of the California Transportation Development Plan (ETD) and Economic Transportation Study (ETS), both hereinafter referred to as the project. The document will be prepared with oversight from Caltrans District 03 Special Funded Projects. The final product will be a document which can be used by BCAG and Caltrans to prioritize and program transportation projects within the City of Oroville, Chico, and elsewhere in Butte County.

3. Transportation Data Collection, Northern, Central, and Southern New Jersey
   Agency: New Jersey Department of Transportation
   Deadline: June 14, 2012 at 3 p.m.
   Contact: E-mail questions to: PSPD@dot.state.nj.us, subject line. If your firm does not have access to e-mail you may fax your questions to 609-530-2212. The Bureau of Professional Services will forward the inquiry to the Project Manager and post all questions and answers on the Professional Services Website.
   Website: http://www.nj.gov/transportation/business/procurement/ProfServ/CurrentSolic.shtm
   Description: The New Jersey Department of Transportation (NJDOT) seeks three qualified firms to perform Traffic Monitoring System Planning and Data Collection, and Roadway Inventory Digital Imaging in the referenced regions of New Jersey. This will involve collecting traffic volume data using automatic traffic recorder (ATR) equipment, manual turning movement counts, automatic vehicle classification (AVC), speed monitoring, average vehicle (passenger) occupancy (AVO) counts, origins-and-destinations (O&D), Roadway Inventory Digital Imaging, and other transportation movement data and characteristics and additional tasks.

4. Use of Web-based Customer Feedback to Improve Public Transit Services
   Agency: Transportation Research Board
   Deadline: July 10, 2012
   Contact: Gwen Chisholm Smith, tel. 202/334-3246, email: gsmith@nas.edu
   Website: http://apps.trb.org/cmsfeed/TRBNetProjectDisplay.aspx?ProjectID=3326
   Description: The objective of this research is to develop a practical and easy-to-use toolkit of best practices, emerging platforms, and promising approaches for customer web-based and electronic feedback to help improve public transit services. The toolkit should include (1) a menu of options available to manage and analyze customer feedback from customers incorporating various design choices (e.g., web-based forms versus native apps), Geographic Information Systems (GIS) versus non-GIS applications, third-party applications versus in-house, and general public availability versus employees only; (2) a menu of the specific kinds of feedback that will provide actionable and useful information in areas such as safety, security, maintenance, and customer service (a detailed hierarchy of categories and sub-categories should be developed); (3) suggestions on how to categorize and organize unstructured feedback from social media outlets; and (4) best practices in implementing structured feedback systems and utilizing the feedback both internally and externally with customers.

5. Intelligent Transportation System (ITS) Innovative Idea Program
   Agency: Minnesota Department of Transportation (MnDOT)
   Deadline: June 14, 2012
   Contact: Ron Bisek, email: Ron.bisek@state.mn.us
   Website: http://www.dot.state.mn.us/consult/documen ts/rfp/01023.pdf
   Description: Minnesota Department of Transportation (MnDOT) 2012-2013 Innovative Idea Program. MnDOT requests proposals for the Innovative Transportation System (ITS) Innovative Idea Program, an initiative developed by Minnesota GuideStar. This solicitation is to seek out new and innovative ideas to test, demonstrate or deploy intelligent transportation systems technology in the state of Minnesota.

PUBLIC AGENCIES — RFP notices are published here FREE OF CHARGE — call (703)764-0512 for details and deadline.
## 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>May 27-30</td>
<td><strong>ITE Canadian District Meeting</strong></td>
<td>Winnipeg, MB, Canada</td>
<td>Fort Garry Hotel</td>
<td>The theme for the 2012 CITE Annual Conference is <em>Transportation: At the Heart of It All</em>, 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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<td>May 31</td>
<td><strong>Transport Futures Goods Movement &amp; Mobility Pricing Forum</strong></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><strong>American Public Transportation Association Rail Conference</strong></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 4-6</td>
<td><strong>Conference on Oklahoma Transit</strong></td>
<td>Muskogee, OK</td>
<td>Muskogee Civic Center</td>
<td>The conference will feature a workshop on available funding and how to apply and sessions on topics such as effective supervision, workplace communication, reward, recognition and retention, and nuts ’n’ bolts shop talk.</td>
<td><a href="http://oktransitassociation.com/ota/">http://oktransitassociation.com/ota/</a> Phone: 405-208-8777.</td>
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<tr>
<td>June 4-7</td>
<td><strong>TRB’s North American Travel Monitoring Exposition and Conference (NATMEC): Improving Traffic Data Collection, Analysis and Use</strong></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.</td>
<td><a href="http://www.cvent.com/events/natmec-icwim/event-summary-cca37ba718c4b3aa299666e1c54c7ca.aspx">http://www.cvent.com/events/natmec-icwim/event-summary-cca37ba718c4b3aa299666e1c54c7ca.aspx</a></td>
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<td>June 7-8</td>
<td><strong>ITS-NY 19th Annual Meeting and Technology Exhibition</strong></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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<td>June 10-12</td>
<td><strong>2012 NASTO Annual Meeting</strong></td>
<td>Baltimore, MD</td>
<td>Renaissance Baltimore 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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<td>June 10-14</td>
<td><strong>46th National Association of Regional Councils (NARC) Annual Conference and Exhibition</strong></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.</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>DATES</td>
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<td>June 17-20</td>
<td>American Association of State Highways and Transportation Officials (AASHTO) Subcommittee on Traffic Engineering (SCOTE)</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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<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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<td>June 19-22</td>
<td>TRB Innovations in Traffic Flow Theory, Highway Capacity, and Quality of Service Symposium</td>
<td>Ft. Lauderdale, FL</td>
<td>Hilton Fort Lauderdale Beach Hotel</td>
<td>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.</td>
<td><a href="http://www.trb.org/Calendar/Blurbs/164321.aspx">http://www.trb.org/Calendar/Blurbs/164321.aspx</a> Richard Cunard of TRB at <a href="mailto:RCunard@nas.edu">RCunard@nas.edu</a></td>
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<tr>
<td>June 24-27</td>
<td>ITE Midwestern District and TRB 4th Urban Street Symposium</td>
<td>Chicago, IL</td>
<td>Holiday Inn Martz Plaza</td>
<td>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.</td>
<td><a href="http://www.mwite-uss4-2012.org/">http://www.mwite-uss4-2012.org/</a></td>
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<tr>
<td>June 24-27</td>
<td>TRB’s 4th Urban Street Symposium</td>
<td>Chicago, IL</td>
<td>Holiday Inn Chicago Mart Plaza</td>
<td>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.</td>
<td><a href="http://www.mwite-uss4-2012.org/home">http://www.mwite-uss4-2012.org/home</a></td>
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<tr>
<td>June 24-27</td>
<td>TRB 2012 Summer Workshop</td>
<td>Little Rock, AR</td>
<td>Peabody Hotel</td>
<td>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></td>
<td><a href="http://www.mwite-uss4-2012.org/">http://www.mwite-uss4-2012.org/</a></td>
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<td>July 23-27</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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<td>July 8-12</td>
<td>IABMAS/TRB 6th International Conference on Bridge Maintenance, Safety and Management</td>
<td>Cernobbio, Lake Como, Italy</td>
<td>Villa Erba, Lake Como, 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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<tr>
<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/Blurbs/165999.aspx">http://www.trb.org/Calendar/Blurbs/165999.aspx</a></td>
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<td>July 11-12</td>
<td>Interactive Communication for the Transport Industry</td>
<td>Sydney, Australia</td>
<td>Sebel Surry Hills</td>
<td>Learn about: Integrating social media into your communication strategy; Developing a targeted and engaging safety campaign; Communicating effectively with a diverse and dispersed workforce; Managing the media and engaging the community.  The conference program is being developed to meet professional needs; Give your company a unique opportunity to network with colleagues and potential customers; 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.arkgroupaustralia.com.au/Events-E016Transport.htm">http://www.arkgroupaustralia.com.au/Events-E016Transport.htm</a> Contact: Steven Oesterreich</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%20Calendar/DispForm_naco.aspx?List=0f3eeb5%2DDe5e1%2D441%2D8034%2D11f5e87f928&amp;ID=113&amp;Source=http%3A%2F%2Fww%2Enaco%2Eorg%2Fmeetings%2Fdates%2FPages%2FUpcomingEvents%2Easpxa">http://www.naco.org/meetings/dates/Lists/Event%20Calendar/DispForm_naco.aspx?List=0f3eeb5%2DDe5e1%2D441%2D8034%2D11f5e87f928&amp;ID=113&amp;Source=http%3A%2F%2Fww%2Enaco%2Eorg%2Fmeetings%2Fdates%2FPages%2FUpcomingEvents%2Easpxa</a></td>
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<td>July 14-18</td>
<td>1st International Conference on Public-Private Partnership in Infrastructure</td>
<td>Dalian, China</td>
<td>N/A</td>
<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>N/A</td>
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<td>July 17-20</td>
<td>2012 Mid America Association of State Transportation Officials Annual Meeting</td>
<td>Lexington, KY</td>
<td>Hyatt of Lexington</td>
<td>Participating in MAASTO events provides direct access to an estimated 400 transportation decision-makers and stakeholders from the public and private sector. This is a unique opportunity to network with colleagues and potential customers through various conference partnerships and to showcase the cutting edge services and innovations your company has to offer.</td>
<td><a href="http://www.maastoconference.org/">http://www.maastoconference.org/</a></td>
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<tr>
<td>July 17-20</td>
<td>2012 TRB 10th Access Management Conference and Transportation Planning Conference</td>
<td>Dallas, TX</td>
<td>Hyatt Regency Dallas</td>
<td>The conference program is being developed to meet professional needs through the dissemination of the latest information by professionals in the transportation field.</td>
<td><a href="http://www.accessmanagement.info/AM2012/index.html">http://www.accessmanagement.info/AM2012/index.html</a> Event Management and Planning at Texas Transportation Institute at Texas A&amp;M at (979) 862-1219 or <a href="mailto:events@tamu.edu">events@tamu.edu</a>.</td>
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<td>July 28-31</td>
<td><strong>117th Annual International Municipal Signal Association (IMSA) Conference</strong></td>
<td>Orlando, FL</td>
<td>Omni Orlando Resort at Champions Gate</td>
<td>The tentative program calls for four-day schools on topics such as electronics in traffic signals and microprocessors in traffic signals, and seminars on topics such as interior and municipal fire alarms, traffic signal design and construction, roadway lighting and traffic signal inspection.</td>
<td><a href="http://www.imsasafety.org/2012conf/conf2012.html">http://www.imsasafety.org/2012conf/conf2012.html</a></td>
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<tr>
<td>Aug. 12-15</td>
<td><strong>ITE 2012 Annual Meeting and Exhibit</strong></td>
<td>Atlanta, GA</td>
<td>Westin Peachtree Plaza</td>
<td>The theme of this year’s meeting is Advancing Transportation Knowledge and Practice.</td>
<td><a href="http://community.ite.org/ITE/Events/EventDescription/?CalendarEventKey=dfa60216-512b-4816-9e73-250d2df72010">http://community.ite.org/ITE/Events/EventDescription/?CalendarEventKey=dfa60216-512b-4816-9e73-250d2df72010</a></td>
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<tr>
<td>Aug. 13-15</td>
<td><strong>2nd International Conference on Evacuation Modeling and Management</strong></td>
<td>Evanston, IL</td>
<td>Northwestern University</td>
<td>The conference will bring together researchers dealing with the development of theory, models and simulation tools to explain, predict and control dynamic traffic flow operations in case of emergency evacuation. The objective is to synthesize knowledge and insights from the fields of traffic flow theory, behavioral modeling, emergency psychology and systems and optimal control.</td>
<td><a href="http://icem12.org/">http://icem12.org/</a></td>
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<tr>
<td>Aug. 20-22</td>
<td><strong>TRB 5th National Bus Rapid Transit Conference</strong></td>
<td>Las Vegas</td>
<td>Paris Las Vegas</td>
<td>The conference is designed to bring together transit professionals interested in planning, implementing, and enhancing Bus Rapid Transit service so they can discuss and share information on the latest developments, technologies, and lessons learned in the field.</td>
<td><a href="http://www.event.com/events/5th-national-bus-rapid-transit-conference/event-summary-ce65b699f04a9b265268c3c0d76a79d.aspx">http://www.event.com/events/5th-national-bus-rapid-transit-conference/event-summary-ce65b699f04a9b265268c3c0d76a79d.aspx</a></td>
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<tr>
<td>Aug. 25-26</td>
<td><strong>International Conference on Transport, Environment and Civil Engineering (ICTECE' 2012)</strong></td>
<td>Kuala Lumpur, Malaysia</td>
<td>The idea of the conference is for the scientists, scholars, engineers and students from the Universities around the world and the industry to present ongoing research activities, and hence to foster research relations between the Universities and the industry. This conference provides opportunities for the delegates to exchange new ideas and application experiences face to face, to establish business or research relations and to find global partners for future collaboration.</td>
<td><a href="http://psrcentre.org/listing.php?subcid=113&amp;mode=detail">http://psrcentre.org/listing.php?subcid=113&amp;mode=detail</a> Contact: Prof. Dr. P. S. Sandhu</td>
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<td>Aug. 26-29</td>
<td><strong>American Public Works Association (APWA) International Public Works Congress and Exposition</strong></td>
<td>Anaheim, CA</td>
<td>Anaheim Convention Center</td>
<td>The Congress and Exposition will offer education sessions that address current public works issues—as well as ongoing challenges. More than 125 technical and professional development sessions will be presented. The Expo Experience will showcase the latest products, services and technologies specific to public works.</td>
<td><a href="http://www.apwa.net/congress/">http://www.apwa.net/congress/</a></td>
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<td>Aug. 29-31</td>
<td><strong>International Conference on Traffic and Transport Psychology</strong></td>
<td>Groningen, Netherlands</td>
<td>University Medical Hospital</td>
<td>There will be three keynote presentations, and individual papers will be presented in thematic parallel sessions and poster sessions.</td>
<td><a href="http://www.icttp2012.com/">http://www.icttp2012.com/</a> Contact: Dick de Waard</td>
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<tr>
<td>Sept. 6-7</td>
<td><strong>2012 Mid-Continent Transportation Research Forum</strong></td>
<td>Madison, WI</td>
<td>Wisconsin Transportation Center</td>
<td>The forum will be hosted by the Wisconsin Transportation Center and the Wisconsin Department of Transportation.</td>
<td><a href="http://www.wistrans.org/mrutc/events/2012-midcon/">http://www.wistrans.org/mrutc/events/2012-midcon/</a></td>
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<td>Sept. 11-14</td>
<td><strong>Association of Metropolitan Planning Organization (AMPO) Annual Conference</strong></td>
<td>Saratoga Springs, NY</td>
<td>Saratoga Hilton</td>
<td>The conference will focus on several different topic areas that MPOs address at the local and national level: administrative/management, policy; technical; and issues and challenges for small MPOs (non-TMAs)</td>
<td><a href="https://www.ampo.org/content/index.php?pid=261">https://www.ampo.org/content/index.php?pid=261</a></td>
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<td>Sept. 12-13</td>
<td>TRB 2012 International Transportation Research Information Access Workshop</td>
<td>Washington, DC</td>
<td>National Academy of Sciences (NAS) Building</td>
<td>The workshop will explore the transportation information resources and practices in key international transportation organizations in order to expand the coverage and depth of TRIS and TRID, and to uncover new and innovative best practices with respect to information sharing that can benefit and be implemented within the United States transportation community. TRID is an integrated database that combines the records from TRB's Transportation Research Information Services (TRIS) Database and the OECD's Joint Transport Research Centre's International Transport Research Documentation (ITRD) Database. TRID provides access to more than 900,000 records of transportation research worldwide.</td>
<td><a href="http://www.trb.org/Calendar/Blurbs/166276.aspx">http://www.trb.org/Calendar/Blurbs/166276.aspx</a> Jennifer Rosales at <a href="mailto:JRosales@nas.edu">JRosales@nas.edu</a> or Thomas Palmerlee at <a href="mailto:TPalmerlee@nas.edu">TPalmerlee@nas.edu</a></td>
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<tr>
<td>Sept. 12-14</td>
<td>TRB 13th Annual National Conference on Transportation Planning in Small and Medium-Sized Communities</td>
<td>Big Sky, MT</td>
<td>Big Sky Ski and Summer Resort</td>
<td>Join transportation professionals to learn about the best in planning for small (under 50,000) and medium-sized (50,000-250,000) communities. Topics include transit, traffic/operations, tourism, corridor planning, bike/pedestrian, sustainability and financing.</td>
<td><a href="http://www.trbtoolsofthetrade.org/">http://www.trbtoolsofthetrade.org/</a> Lynn Zanto (406) 444-3445 or <a href="mailto:lzanto@mt.gov">lzanto@mt.gov</a></td>
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<td>Sept. 13-14</td>
<td>World Intelligent Cities Summit (WICS 2012)</td>
<td>Istanbul, Turkey</td>
<td>Swissotel The Bosphorus</td>
<td>WICS 2012 is a high-level business summit and exhibition dedicated to the development of truly 21st century connected and sustainable cities. Future development of cities and regions will require the intelligent integration of communications technology, coupled with changing behavior in how we use this technology, to make our cities and regions smarter and more energy efficient.</td>
<td><a href="http://www.wicsummit.com/">http://www.wicsummit.com/</a> Contact: Hilary Parker</td>
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<tr>
<td>Sept. 16-19</td>
<td>Intelligent Transportation Systems Conference 2012</td>
<td>Anchorage, AK</td>
<td>Hilton Anchorage</td>
<td>The theme of the 15th IEEE ITSC is The Wild Frontier in Intelligent Transportation. The conference brings together researchers, engineers, practitioners, managers, and policy makers from academia, industry, and government to share and discuss the latest in ITS research and development (R&amp;D) results and implementation strategies. It will include dedicated sessions, workshops, and forums at which researchers, practitioners, government experts, and decision makers will share the latest research, success stories, and implementation needs of ITS.</td>
<td><a href="http://itsc2012.org/">http://itsc2012.org/</a></td>
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<td>Sept. 17-21</td>
<td>TRANSED 2012: 13th International Conference on Mobility and Transport for Elderly and Disabled People</td>
<td>New Delhi, India</td>
<td>LaLit Hotel</td>
<td>The conference is designed to review advances in research, profile international breakthroughs, and explore perspectives for technological innovations to enhance the mobility of an aging population and persons with disabilities. The conference will also examine ways to address challenges associated with improving mobility and transport for the elderly and disabled.</td>
<td><a href="http://www.transed2012.in/">http://www.transed2012.in/</a></td>
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<td>Sept. 23-26</td>
<td>25th ARRB Conference</td>
<td>Perth, Australia</td>
<td>Pan Pacific Perth Hotel</td>
<td>The theme for the Conferences is Shaping the Future: Linking research, policy and outcomes. The Conference will explore how the outputs of transport research support informed decision making and policy formulation, leading to community.</td>
<td><a href="http://wired.ivvy.com/event/6NRYP8">http://wired.ivvy.com/event/6NRYP8</a> Contact: Briarlea Green</td>
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<td>Oct. 8-10</td>
<td>European Transport Conference 2012</td>
<td>Glasgow, Scotland, UK</td>
<td>The conference will include topics such as low emission vehicles, the challenge of moving goods and people across long distances, changes in travel behavior and demand patterns during changing economic times, climate change and extreme weather conditions, how to minimize social exclusion in times of economic hardship, transport planning response to social media, bus rapid transit and personal rapid transit.</td>
<td><a href="http://www.aetransport.org">www.aetransport.org</a>, Sally Scarlett at <a href="mailto:sallyscarlett@aetransport.org">sallyscarlett@aetransport.org</a></td>
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<tr>
<td>Oct. 14-17</td>
<td>20th National Conference for Rural Public and Intercity Bus Transportation— &quot;Connecting Communities: Sharing Solutions&quot;</td>
<td>Salt Lake City, UT</td>
<td>Little America Hotel</td>
<td>The conference will focus on the latest in best practice and current research in rural public and intercity bus transportation. Issues that will be addressed at the meeting include planning and design; policy, funding, and finance; rural transportation in today's operating environment; technology; and special issues in rural transportation.</td>
<td><a href="http://www.ribtc.org/">http://www.ribtc.org/</a></td>
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<tr>
<td>Oct. 15-19</td>
<td>American Public Transportation Association and Canadian Urban Transit Association Transit Planning Program</td>
<td>Fredericton, New Brunswick</td>
<td>The conference is Canada’s largest annual gathering of transportation professionals. This year’s theme is &quot;Transportation: Innovations and Opportunities.&quot;</td>
<td></td>
<td><a href="http://www.tac-atc.ca/english/annualconference/">http://www.tac-atc.ca/english/annualconference/</a></td>
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<tr>
<td>Oct. 22-26</td>
<td>ITS World Congress</td>
<td>Vienna, Austria</td>
<td>The Messe Wien Exhibition and Congress Centre</td>
<td>Under the motto “smarter on the way,” the conference will focus on the benefits of Intelligent Transport Systems and Services for all traffic participants. The program will include public day, technical tours and demonstrations.</td>
<td><a href="http://www.itsworldcongress.com">www.itsworldcongress.com</a>, AustriaTech-Federal Agency for Technological Measures, Ltd. at <a href="mailto:its2012@austriatech.org">its2012@austriatech.org</a></td>
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<td>Oct. 22-26</td>
<td>CODATU XV</td>
<td>Addis Ababa, Ethiopia</td>
<td>The CODATU conference is intended to promote scientific studies and share concrete experiences that help to implement sustainable urban mobility in cities and towns in developing countries</td>
<td></td>
<td><a href="http://conferencealerts.com/show-event?id=95637">http://conferencealerts.com/show-event?id=95637</a></td>
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<tr>
<td>Oct. 29-31</td>
<td>Società Italiana Infrastrutture Viarie 5th International Congress</td>
<td>Rome, Italy</td>
<td>Sapienza-University of Rome-Faculty of Engineering</td>
<td>The conference will cover different topics, under themes that can be considered the basic components of a sustainable transport infrastructure – road, railroad, airport and logistic platform. Topics include environment, society and culture, safety, economy, engineering and resource utilization and project management.</td>
<td><a href="http://w3.dicea.uniroma1.it/~silv2012/">http://w3.dicea.uniroma1.it/~silv2012/</a></td>
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<tr>
<td>Oct. 30-31</td>
<td>Ohio Transportation Engineering Conference</td>
<td>Columbus, OH</td>
<td>Greater Columbus Convention Center</td>
<td>The two-day conference will be sponsored by the Ohio Department of Transportation and The Ohio State University and focus on issues of importance to those in Ohio’s transportation industry.</td>
<td>Lisa Hall, OTEC Administrator, (614) 644-0273 or <a href="mailto:lisahall@dot.state.oh.us">lisahall@dot.state.oh.us</a></td>
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<td>DATES</td>
<td>CONFERENCE AND SPONSOR</td>
<td>CITY</td>
<td>VENUE</td>
<td>MAIN TOPICS</td>
<td>WEBSITE /CONTACT INFO</td>
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<td>Nov. 8-9</td>
<td>2012 UTC Spotlight Conference on Sustainable Energy and Transportation: Strategies, Research, Data</td>
<td>Washington, DC</td>
<td>The Keck Center of the National Academies</td>
<td>The topic of the conference, Sustainable Energy and Transportation, speaks to one of the leading challenges facing the nation. The conference will bring together representatives of federal, state and local agencies, universities and transportation to promote synergies among these diverse groups to address sustainable energy issues.</td>
<td><a href="http://www.trb.org/Conferences/UTCSpotlight2012.aspx">www.trb.org/Conferences/UTCSpotlight2012.aspx</a></td>
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<td>Nov. 11-13</td>
<td>American Public Transportation Association Light Rail &amp; Streetcar Conference</td>
<td>Salt Lake City, UT</td>
<td>The Grand America Hotel</td>
<td>This conference will show decision-makers in mid-sized metropolitan regions how investments in light rail and streetcars have addressed and can continue to address the greatest deficiency of transit in modern America: The failure to connect Americans to jobs, which now overwhelmingly are in the suburbs. Conference sessions will show the positive results being experienced in metropolitan areas that have embraced light rail and streetcar, and similarly, show how other metropolitan areas that have rejected these modes of transportation have fared.</td>
<td><a href="http://apta.com/mc/lightrail/Pages/default.aspx">http://apta.com/mc/lightrail/Pages/default.aspx</a> Program Information: Charles Joseph (202) 496-4805 or <a href="mailto:cjoseph@apta.com">cjoseph@apta.com</a> Registration Information: Anitha Atkins (202) 496-4839 or <a href="mailto:aatkins@apta.com">aatkins@apta.com</a></td>
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<td>Nov. 11-14</td>
<td>3rd International Conference on Urban Transportation Systems</td>
<td>Paris, France</td>
<td>National Conservatory of Arts and Crafts</td>
<td>The conference will focus on “Civil Engineering Applications in Public Transportation” and include topics such as: planning, environment and finance; innovative systems and practices; design and construction of infrastructure; and operations and maintenance of systems infrastructure.</td>
<td><a href="http://www.asce.org/UTSCONFERENCE">www.asce.org/UTSCONFERENCE</a> Pete Sklannik, Jr., Conference Program Chair <a href="mailto:sklannik@pbworld.com">sklannik@pbworld.com</a></td>
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<td>Nov. 29-30</td>
<td>International Conference on Traffic and Transport Engineering (ICTTE Belgrade 2012)</td>
<td>Belgrade, Serbia</td>
<td>Belgrade Chamber of Commerce</td>
<td>The conference aims to provide a platform for discussion, interactions and exchanges between researchers, scientists and engineers on topics such as: air traffic and transport research, road traffic and transport research, rail traffic and transport research, transport economics, transport safety, traffic modeling and route planning, transportation infrastructure systems and the human factor in transport systems.</td>
<td><a href="http://ijtte.com/article/102/ICTTE_Belgradem_2012.html">http://ijtte.com/article/102/ICTTE_Belgradem_2012.html</a> Email: <a href="mailto:conference@ijtte.com">conference@ijtte.com</a></td>
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<tr>
<td>Dec. 12-14</td>
<td>10th International Conference on TRANSPORTATION PLANNING &amp; IMPLEMENTATION METHODOLOGIES FOR DEVELOPING COUNTRIES (TPMDC)</td>
<td>Bombay, Mumbai, India</td>
<td>IIT Bombay</td>
<td>This conference will serve as a platform to share the findings on issues concerned with the developing countries. Many approaches adopted in developing countries are derived from the work done in the developed countries. Thus, the conference will open many folds for the developing countries by providing an insight into the techniques and methods used by the developed nations. TPMDC-2012 promises to be an outstanding international technical forum for participants to further enhance their technical knowledge by exchanging opinions and ideas.</td>
<td><a href="http://www.civil.iitb.ac.in/tpmdc/">http://www.civil.iitb.ac.in/tpmdc/</a> Contact: Sasane G. S.</td>
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<tr>
<td>Dec. 15-17</td>
<td>17th International Conference of Hong Kong Society for Transportation Studies</td>
<td>Hong Kong</td>
<td>N/A</td>
<td>The conference will address topics such as Logistics and Supply Chain Management, Transport Dynamics, Transportation and Geography, Transit Management and Operations, Transportation Modeling and Surveys, and Sustainable Transportation.</td>
<td><a href="http://home.netvigator.com/~hksts/conf.htm">http://home.netvigator.com/~hksts/conf.htm</a> Dr. Ho-Yin Mak at <a href="mailto:hymak@ust.hk">hymak@ust.hk</a></td>
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