Transit Commuting Modal Split Remains the Same Over Past Five Years

Latest Results from the American Community Survey

*Governing* has reviewed the most recent data collected by the Census Bureau in its American Community Survey and reports this month on the latest U.S. national statistics on commuter modal split. It was found that there is not much change in the percentage of commuters nationwide who prefer public transit. Rates have remained relatively steady, hovering around five percent, since 2007. However, the analysis found that use of public transit is on the rise in some parts of the country and declining in popularity in other places. A total of 29 metro areas had statistically-significant growth in the number of commuters using public transit in 2011, while 11 metro areas saw their transit numbers drop.

The largest growth was found in the Champaign-Urbana, Illinois, metro area where 7.3 percent of workers used public transportation to get to work last year. That was up from just four percent in 2010. Local leaders say the growth may be attributed to expanding enrollment at the University of Illinois and a reconfiguring of the transit system.


On the flip side, 11 areas had a statistically-significant drop in the number of people using public transportation to commute. In Ithaca, New York, the estimated percentage dropped from 8.9 percent to five percent of all commuters.

As it has for years, the New York-Northern New Jersey-Long Island metro area claims the highest percentage of public transit commuters.

New Guide Designed to Help Make Walking a Better Transportation Option

Multidisciplinary Approach Aimed at Wide Audience of Community Members, Planners, and Decision Makers

The benefits of walking are well known, and now there’s a guide for all those involved in community planning to help get more Americans out of their cars and onto their feet. *Steps to a Walkable Community: A Guide for Citizens, Planners, and Engineers* is a collaboration between the transportation engineering consulting firm Sam Schwartz Engineering and the national pedestrian advocacy organization American Walks.

The guide offers figures to support what it calls the “drastic erosion of walking” in the United States and cites problems that has caused, including increased rates of obesity among children and adults. It notes that the societal trend toward suburban living and dependence on cars has had a disproportional affect on people with low incomes and communities of color, and it cites the impact transportation costs have...
Study Finds Traffic Congestion is Major Stress Factor for Fleet Van Drivers

Research in Europe Reveals Service Problems Due to Crowded Streets and Highways

Many drivers complain about their daily commute to work, but for people who drive for a living, a new study has found that traffic congestion is becoming a major stress factor in life.

TomTom sent researchers to service stations across the United Kingdom to talk to drivers who work for a company van fleet. Of those surveyed, 90 percent admitted to arriving late for customer appointments, and traffic was cited as the major cause by 93 percent of the respondents. Everyone questioned said traffic had an impact on their weekly job schedule, and 81 percent said traffic congestion was a regular source of disruptions.

All that traffic adds up to a lot of stress. The researchers found that roughly half of the van drivers reported feeling stressed because of traffic, and there were two major reasons for the stress. Sixty-three percent of the drivers complained about being stuck in traffic while 21 percent felt stress caused by the annoyance caused to customers.

The drivers reported that 60 percent of their companies provide customers with a specific estimated time of arrival (ETA) in advance of jobs, and 63 percent of those occasionally failed to meet that ETA. Only 14 percent reported never missing an ETA while three percent said they always do. The remaining 20 percent say they often fail to meet their schedule.

Of the drivers who don’t have to meet a specific ETA, 83 percent are supposed to arrive within a given arrival window or time slot. For these drivers, 63 percent occasionally failed to miss that time slot, 27 percent often did and six percent always missed it. Only four percent said they were never late.

Only two factors besides traffic were cited for lateness. Six percent of the drivers said they had a delay in a previous job and one percent said their schedules were changed because of an urgent job coming in.

TomTom interviewed 177 drivers in the United Kingdom for the study, and it conducted similar research in the Netherlands, Germany, and France. It chose its survey sites after conducting field research and interviews with operators to ensure a cross-section of drivers from across industry sectors and among those who drove short and long distances.

The findings confirm what many European customers already knew. A second study commissioned by TomTom and conducted by global research consultancy TNS found that 87 percent of customers in the Netherlands, Germany, France and Great Britain complained about tradesmen and delivery firms turning up late for appointments.

More than a quarter of the customers surveyed said punctuality is a problem on a regular basis, and 73 percent complained they were frequently kept in the dark about the delays. Customers also complained that commonly given four-hour service timeslots, such as morning or afternoon, were not acceptable.

Thomas Schmidt, Managing Director, TomTom Business Solutions, says the research found that “traffic congestion puts significant pressure on mobile workers, causing missed deadlines, disruption to the work schedule and disappointment among customers.” He suggests that “advanced fleet management technology provides the tools needed to alleviate stress and make employees’ jobs easier.”

For more information, contact: tomtom.pr@tomtom.com.

Motorway congestion in England.
New Jersey May Extend the Duration of Yellow Time at Intersections with Red-Light Cameras

Bi-partisan Group of Lawmakers Argues Motorists are Being Unfairly Punished because of Timing

A state lawmaker in New Jersey says he seems to have “hit a nerve” with a bill he’s introduced that would give people more time to get through the yellow interval at intersections monitored by red-light cameras. The bill, sponsored by Republican Assemblyman Declan O’Scanlon and others, would add one second to the amount of time a yellow light stays yellow at monitored intersections in the state. It would also give drivers a half-second grace period to get through the light once it turns red.

New Jersey’s pilot red-light camera program has been a frequent target of critics who complain it’s mainly a revenue generator and argue the system is flawed. Much of the program was shut down earlier this year because of concerns that drivers were not being given enough time to get through yellow lights. O’Scanlon says timing of the lights should be based on the actual speeds at which drivers approach intersections, but he argues there have been problems in determining the proper methodology for determining those speeds.

Though O’Scanlon has never been a supporter of the red-light camera program, he says extending the length of time the lights stay yellow will at least make the system more fair to drivers. He believes, “If you’re going to have automatic tickets, give motorists the benefit of the doubt.” Should his legislation become law, O’Scanlon says that if drivers “get a ticket going forward, there’s no question you ran a red light and potentially caused a dangerous situation.” In his words, they will get “no sympathy even from me at this point.”

O’Scanlon notes that the measure has bipartisan sponsors in both the New Jersey Assembly and the Senate, and he’s seen a “huge outpouring of support” from both Republicans and Democrats since he introduced the bill (A3285). He predicts it has a “good shot” at passing because it would be “a hard bill to argue against.”

The state lawmaker is not concerned that people will use the extra time to try to take advantage and just push harder to get through a changing light. He says that has not been shown to be the case and people “will continue to behave the way they’re behaving” and “act in ways they perceive to be safe.”

O’Scanlon says his proposal has been met by “extreme happiness on the part of the public” and believes having longer yellow lights “will do nothing but improve safety.”

The legislation also would reduce fines for drivers who are photographed rolling through a red light to make a right turn. The current $85 fine would drop to $20 under the bill. O’Scanlon argues it’s not fair to fine someone who fails to come to a complete stop at the same rate as a driver who barrels through an intersection. He acknowledges that some are concerned rolling rights pose a danger for pedestrians, but he says that in the last two years, there has been only one pedestrian injury in a right turn on red case in New Jersey.

Studies in recent years from groups such as the Federal Highway Administration, the Insurance Institute for Highway Safety and the Texas Transportation Institute have concluded red-light cameras can improve safety and improve lives. O’Scanlon counters with reports from a half-dozen state and local agencies that have dropped their red-light camera systems or determined they were not making intersections safer.

New Jersey measure A3285 sets minimum durations for an “amber light at an intersection with a red light camera.” The durations increase in half-second increments for each additional five miles of speed per hour. Some of the new times would be:

- Four seconds if at least 85 percent of the vehicular traffic approaching the signal is traveling at a speed of 30 miles per hour or less;
- Five seconds if at least 85 percent of the vehicular traffic approaching the signal is traveling at a speed of more than 35 miles per hour but less than or equal to 40 miles per hour;
- Six seconds if at least 85 percent of the vehicular traffic approaching the signal is traveling at a speed of more than 45 miles per hour but less than or equal to 50 miles per hour;
- Seven seconds if at least 85 percent of the vehicular traffic approaching the signal is traveling at a speed of more than 55 miles per hour.

For more information, visit: http://www.njleg.state.nj.us/2012/Bills/A3500/3285_I1.PDF.

Researchers Suggest Timeline for Changing LED Traffic Lights

Schedule and a New Device Pending Patent Approval May Help Agencies Save Time and Money

LED traffic lights are prized by transportation departments for their long lives, but many agencies are struggling to determine an optimum replacement schedule for the lights. Researchers at the Missouri University of Science and Technology (MST) have a collection of data and a new device that might help.

Unlike the standard bulbs they’ve replaced around the country, LED lights don’t suddenly burn out. Instead, they lose their brightness over time until they reach a point where drivers find them hard to see. In some places, once complaints come in, crews go out to make the replacement. It can be a costly process on a light-by-light basis.

Many agencies use a generic replacement schedule that’s based on manufacturer’s warranties, but an LED’s life expectancy varies by the type of light and its use, so the MST study found a warranty-based schedule is not the most cost-effective way to go either. The researchers found that many lights can be used beyond the manufacturer’s suggested time, since manufacturers use caution in setting that life expectancy.

Please turn to Page 8
Karlsruhe, Germany Embraces Car-sharing

HUNDREDS OF CARS ARE AVAILABLE FOR SHARING AT PARKING STATIONS THROUGHOUT THE CITY

The concept of car-sharing continues to grow in popularity in Germany, and Karlsruhe is ranked as having the best car-sharing services in the nation among major cities. This city of approximately 300,000 in southwestern Germany provides almost double the number of cars per 1,000 inhabitants as the runner-up city.

Germany’s car-sharing association, Bundesverband CarSharing (BCS), reports that a single car-sharing company in Karlsruhe, Stadtmobil, offers 1.76 cars per 1,000 inhabitants, compared to 0.91 per thousand in Dusseldorf and 0.64 per thousand in Munich. It notes that in both Dusseldorf and Munich, there are six car-share operators. Association CEO Will Loose says that means Stadtmobil is doing “an extremely good job” of meeting needs and running a cost-efficient operation.

Loose says there are a number of factors contributing to the success of car-sharing in the city. He points out that Karlsruhe offers excellent public transportation with tramways in the city and a regional tramway system. The city is flat and offers good conditions for cycling, and its demographics are favorable for car-sharing. He describes the city as relatively rich with a low unemployment rate and a high number of people working in the service industry and public services. Loose says “alternatives to owning a car are well developed and customers can trust that they don’t need their own car.”

BCS says car-sharing got its start in Germany in the city of Berlin in 1988. Since then, car-sharing services have popped up in numerous urban areas – and many are celebrating their 20th anniversaries this year. BCS says an industry that began has an “eco project” has morphed over the years into a “professional mobility service.”

Loose attributes much of the growth in Germany’s car-sharing programs to the attitudes of urban youth. He says their status symbol “is the ownership of modern means of communication, rather than that of a car. Therefore, they have a positive attitude towards car-sharing and represent a huge potential.”

In Karlsruhe, Stadtmobil maintains a fleet of low-emission and fuel-efficient cars ranging in size from compacts to full-size vans. Customers can use the cars for a matter of hours or weeks after making reservations over the phone or internet.

Once a reservation is made, drivers can pick up a car at their desired parking lot by using a chip card and pin code to access a key deposit box. Parking lots are spread throughout the city and are designed to be accessible for those using public transport. Cars must be returned to the lot where they were picked up. If a car gets low on gas, drivers can refuel it at no expense by using a refueling card that can be found in every vehicle. Drivers are only asked to fill up when the fuel drops to a quarter of a tank. Drivers must have a valid driver’s license and reside in Germany to use the service.

Stadtmobil estimates that people who drive less than about 7,400 miles in a year may find car-sharing to be more cost-effective than car ownership, but it admits the system doesn’t pay for those who make daily drives. To use the service, customers must pay a registration fee and a deposit of approximately $430 to get a chip-card and PIN code to access the cars. There are additional usage fees based on the length of time booked plus the distance driven. A mini costs about 98 cents an hour, plus 19 cents per kilometer.

Stations may hold anywhere from one to more than 20 vehicles. Reservations can be made and cars can be accessed around the clock.

Car-sharing’s appeal to young drivers can be seen on an information site for students at the Karlsruhe Institute of Technology. The school advises that car-sharing is a widely used means of transportation for students in Germany and provides a link to the Stadtmobil website.

BCS reports that in Germany, the number of car-share customers has been growing by 20 percent per year, and “the driver using his own car for all of his trips does no longer exist, especially among the younger target groups in big cities.”

For more information, visit:
http://karlsruhe.stadtmobil.de/english/ and
http://www.carsharing.de/index2.php?option=com_content&task=view&id=355&pop=1&page=0&Itemid=137.
Motorists in Texas can now legally travel faster than anyone else in the United States. Segments 5 and 6 of Texas Highway 130 are opening with a posted speed limit of 85 miles per hour, five miles faster than the current maximum speed in the U.S.

This stretch of SH 130 is 41 miles long and runs from Austin south to Seguin. Chris Lippincott, spokesman for the SH 130 Concession Company, says the road runs east of I-35 and will “provide valuable congestion relief for Central Texas.” The SH 130 Concession Company has invested $1.4 billion to develop the road at no cost to the state of Texas. In return, it will operate and maintain the toll road for the next 50 years.

While some critics have expressed concerns about the high speed limit on the tollway, Texas Department of Transportation spokeswoman Veronica Beyer says it’s important to note that the highway was designed with higher speeds in mind. She says professional engineers reviewed and recommended the 85 mph speed limit, and “they put their professional credentials on the line stating this is the safe and right speed for this highway. The Texas Transportation Commission then reviewed and approved the proposed 85 mph speed limit.”

Beyer explains that the highway has controlled access, with no driveways and only a limited number of entrances and exits located long distances from each other. She describes the road as “pretty much a straight highway with 12 foot lanes and wide shoulders.” She says, “The rights-of-way are clear and the terrain is soft and rolling. There are no steep hills or curving.” It sits in a rural area with “wide open spaces,” and many of the property owners along the highway have right-of-way fences on their property. Beyer notes that the portion of the highway that’s already open has had an 80 mph speed limit since April.

Lippincott says the road has two north-bound and two south-bound main lanes. In addition, there are 17 miles of non-tolled frontage road. The base toll rate for a light vehicle (such as a family car or pickup truck) will be 15 cents per mile or $6.17 to travel the entire 41-mile length of the new roadway. The base toll rate for an 18-wheeler will be 60 cents per mile or $24.58 to travel the entire length. Rates are determined by distance, vehicle type and payment method. The highway uses an open tolling design.

Drivers are being offered a chance to try the highway for free from October 24 to November 10. Tolling begins November 11.

When asked if TxDOT is concerned about the possibility of a higher fatality rate with the higher speeds, Beyer noted that there was actually a decrease in fatal crashes in recent years along two Texas highways (I-10 and I-20) where the speed limit was increased to 80 mph. She says that similar to any other state highway, TxDOT will review speeds along SH130 and monitor the crash rate. The rate will be compared to crash rates along similar four-lane, divided highways in the state.

As for speeders, Beyer says “our experience with other high-speed facilities is that the majority of drivers will drive at or near the posted speed limit.” She would not speculate about how many drivers might top 85 mph, saying only that all drivers should obey the limit, and TxDOT will work closely with law enforcement to ensure the speed limit is followed.

The TxDOT spokeswoman adds that “on any road, drivers hold the key to safety.” So, TxDOT is ramping up its efforts to educate motorists about how to safely drive at 75 mph or more. The department’s tips include: no texting and talking, keep your eyes on the road, drive to conditions, buckle up, never drink and drive, obey all traffic laws, keep vehicles well maintained and use the left lane for passing only.

For more information, visit: http://mysh130.com/ or contact Veronica Beyer at Veronica.Beyer@txdot.gov or Chris Lippincott at chris@houndscreek.com.
California Court of Appeals Respond to Dispute About Turning Left from a Driveway Where a Double Yellow Centerline is Present

In 2007 a motorcyclist was injured when his motorcycle crashed into a car making an illegal left turn from the driveway of an apartment complex for seniors in North Hollywood, CA. The vehicle was driven by an 85-year-old resident of the complex.

The road – consisting of two northbound lanes and two southbound lanes – was striped directly in front of the complex’s driveway with two sets of double yellow lines more than two feet apart, indicating a left turn out of the driveway was prohibited.

The motorcyclist sued the owners and operators (“the owners”) of the complex for negligence, for having created a dangerous condition by constructing a driveway at a location where left turns were prohibited without posting signs warning motorists of the prohibition.

He also sued the City of Los Angeles for negligence for failing to erect a barrier at the center of the street to prevent or discourage left turns from the driveway or post a right-turn-only sign on public property near the driveway.

Both the City and the owners moved for summary judgment. The trial court granted the owners’ motion, finding that the nature of the duty was that of requiring the posting of a right-turn-only sign, and that no such duty existed for the owners. It rejected the City’s motion, finding that there were material issues of fact as to whether a dangerous condition existed and whether design immunity, if applicable at all, had been lost when the driveway was built. At a bench trial, the court found the City had indeed established it was entitled to design immunity and that plaintiff had not shown the immunity had been lost.

The bench trial accepted the testimony of the City’s Director of Transportation Operations that he had approved the stripes and signage design in 1990, more than ten years before the complex and its driveway were built. At that time, the double yellow lines were not intended to prohibit left turns from the driveway, as it did not exist; they were merely intended to serve as a transition between a left-turn pocket lane, going in one direction and the two-way left-turn lane. Since there had been no other accidents at, or complaints about, the site, and only approximately 260 vehicles used the driveway daily to enter a segment of road used by between six to seven million vehicles per annum, the City did not consider the striping inadequate to prevent people turning left. Nor did it consider itself under notice of a dangerous condition. Further, the construction of a 198-unit apartment complex in a mixed-use location did not constitute a “major change” that would have altered traffic conditions and required a new plan, unlike, say, the construction of a shopping center.

Plaintiff then appealed, contending with regard to the owners, that the trial court incorrectly asked whether they had a duty to warn of a dangerous condition on the public street, rather than whether they had a duty to exercise reasonable care in the design and construction of the driveway to the apartment complex. The answer to the properly framed question, he insisted, was that such a duty does exist under the Civil Code and the owners failed to establish any categorical exception to this general duty of care.

With regard to the City, plaintiff maintained the court erred in ruling it was insulated from liability by the design immunity doctrine.

The Court of Appeals reversed the judgment as to the owners and affirmed as to the City. It found that to establish the design immunity defense, one element required is that the public entity must show a causal relationship between the accident and the plan or design. However, plaintiff alleged the City could not establish the requisite connection because the roadway did not exist at the time the street’s design was considered and approved. Accordingly, it could not be said the accident was the result of the City’s design.

The Court rejected this, arguing that the design, which included street striping but no median or signage to reinforce the striping, had been fully implemented before the construction of the driveway, so that the proper question became whether the design had become unreasonable and dangerous when the current driveway was built.

Further, it determined the testimony of City’s expert witnesses constituted sub-
Pennsylvania Turnpike Deeper in Debt Due to Legislation

FHWA Denied the Request to Toll Interstate I-80 to Help with Payment to PennDOT

The Pennsylvania Turnpike Commission (PTC) finds itself in a financing hole that’s grown deeper over the past five years because of a law called Act 44. The PTC is some $7 billion dollars in debt as it faces payments to the Pennsylvania Department of Transportation (PennDOT) of $450 million a year through 2057.

Act 44, signed by the governor in 2007, requires the PTC to make payments to PennDOT for state transportation needs, such as roadway maintenance, interstate repair and rebuilding, design, bridges and transit funding. The measure came about in response to a state report in late 2006 that cited a dire need for more transportation funding for state highways, bridges and transit.

The idea was to give the PTC authority to collect tolls along Interstate 80 to pay for reconstruction of the interstate and to make the payments to PennDOT. The plan fell apart when after three years of efforts, the Federal Highway Administration in 2010 denied Pennsylvania’s application to toll I-80.

The FHWA ruled that the lease payments proposed were inconsistent with the statutory requirements of the Interstate System Reconstruction and Rehabilitation Pilot (ISRRP) Program. According to the PTC, the FHWA said the lease would have the effect of diverting toll revenues collected from the operation of I-80 to projects on other roads.

Though the tolling plan fell through, Act 44 remains law. The PTC has already paid more than $3.5 billion to PennDOT, and under the law, by the end of the 50-year period, it will have provided nearly $24 billion in supplemental funding for non-Turnpike projects. Without funds coming in from I-80, the PTC has been forced to keep increasing tolls along the Turnpike to meet its debt obligations. As tolls rise higher, there’s concern more and more motorists and truckers will find alternative means of traveling across the state, further reducing revenues.

State Auditor General Jack Wagner has warned the commission is “drowning in debt” and may be forced into defaulting on its financial obligations, but the PTC says there is no debt crisis. Spokesman Carl DeFebo says the commission is “successfully managing the debt and we continue to get favorable ratings from Wall Street.” While he concedes that too much debt can be bad, he emphasizes, “We’re not there.” He notes the PTC is still able to invest adequately in its own system and last year approved an enhanced capital plan. In fact, DeFebo says the commission is “investing more in our system than ever before in the history of our organization.”

The organization does have critics among state lawmakers. Last month, State Rep. Peter Daley, D-Washington County, called on top leaders at the commission to resign, and earlier this month, the CEO of the commission, Roger Nutt, announced he would be leaving at the end of October. Nutt cited medical reasons for his departure, saying “for my long-term health, it is best I resign at this time.” PTC Chief Operating Officer Craig Shuey will serve as acting CEO until a permanent replacement is named.

Since state lawmakers have so far failed to take action on Act 44, the PTC continues to raise tolls to remain in compliance with the law. Tolls for drivers paying with cash went up 10 percent last January. The 2012 toll increase was the fourth rate hike needed to meet the debt-service costs associated with Act 44. Currently, a 357-mile trip across the state via the Turnpike costs the cash-paying driver of a passenger vehicle $35.55. Those with E-ZPass pay $30.17. A 55-mile trip from the Ohio state line to Pittsburgh is $7.95 for passenger vehicles paying in cash and $6.64 for those with E-ZPass.

The Turnpike Commission notes on its website that it’s not alone in facing financial hardships. It says many states are facing similar challenges with aging infrastructure and declining revenue sources. DeFebo points out that the Pennsylvania Turnpike opened to traffic in 1940 and is among the oldest highways in the nation.

For more information, visit: http://www.patrurnpike.com/financial/act44.aspx or contact Carl DeFebo at cdefebo@paturnpike.com.

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**Transportation Tort Liability**

Stantial evidence to support the bench court’s ruling, that plaintiff had not established that the change in physical conditions—the development of the property and relocation of the driveway—made the design unreasonable and dangerous.

With regard to reversing the summary judgment in favor of the owners, the Court of Appeals found that they had failed to meet their burden to negate the element of duty.

It rejected the owners’ insistence that by demonstrating there was no dangerous condition on their property, they had negated this essential element.

The Court found that the owners were interpreting the issues too narrowly. It argued that the proper question before it was not to ask whether there was a general duty to warn of existing traffic conditions or restrictions but whether a property owner should be categorically excluded from any duty of reasonable care to mitigate the increased risk (by its construction of a driveway) to motorists and those entering and leaving its property. It found that, based on the undisputed facts of the case and public policy considerations, that it could not simply be said, categorically, there was no duty under the circumstances.

Therefore it found that summary judgment on this ground was improper.
Standard & Poor's Offers Mixed Outlook for GARVEE Bonds

MAP-21 Seen as Favorable for GARVEE Credit Quality

Standard & Poor’s Ratings Services reports that the transportation bill signed into law in July has been good news for government anticipation revenue vehicle (GARVEE) bonds, which are backed by direct federal payments for state and local highway and transit programs. However, while ratings remain strong for GARVEEs, Standard & Poor’s says the future outlook is mixed.

GARVEEs are issued by states which are expected to repay the funds with future federal transportation grants or reimbursement revenues. Last summer’s transportation measure, the Moving Ahead for Progress in the 21st Century Act, or MAP-21, extends the Federal-Aid Highway Program funding that supports these highway and transit programs. The measure extends the authority to impose the Highway Trust Fund’s (HTF) key revenue source, the federal gasoline tax, until September 2016. By extending that authority, Standard & Poor’s says MAP-21 brings stability to a system that had been maintained with a series of nine short-term funding provisions over the past three years.

On the downside, Standard & Poor’s notes, “this sector continues to face economic and financial risks associated with the pace of the U.S. economic recovery and with the consequences of federal deficits and budget impasses.” It calls the outlook for the sector “mixed” with about 60 percent of the ratings carrying a “stable” outlook and the remaining 40 percent carrying a “negative” outlook.

The ratings company notes three main reasons MAP-21 will have a favorable impact on GARVEE credit quality: funding levels through federal fiscal 2014 will maintain the sector’s credit quality; the planned transfer of additional funds from the general treasury mitigates the risks associated with diminishing gas tax collections; and extending the program for 27 months provides relatively greater certainty.

Despite these positive factors, Standard & Poor’s says the HTF remains at risk to cuts “because of its dependence on general fund transfers and the possibility of federal budget sequestration.” Sequestration would trigger automatic budget cuts, and while the HTF is not subject to sequestration, the transfers are. It notes that regardless of what happens on sequestration, the HTF’s long-term funding outlook is uncertain because of federal deficits and debts which could result in diversion of gas tax revenues.

This month, Standard & Poor’s rated 27 GARVEE programs, with 70 percent at “AA-” or higher. No ratings were downgraded, and two were raised. However, the outlooks on 11 of the 15 “AA” ratings were revised to “negative” last month. Outlooks for the other 16 GARVEES were listed as “stable.”

In summary, Standard & Poor’s notes that despite potential threats to the GARVEE program from federal deficits and budget impasses, “more than 50 years of historical precedent suggest that the government will continue to recognize the political and economic importance of national highway and mass transit systems.”

For more information, visit: http://library.modot.mo.gov/RDT/reports/TRyy1001/or11015.pdf or contact Missouri S&T Public Relations at (573) 341-4328 or news@mst.edu.

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Researchers Suggest Timeline for Changing LED Traffic Lights

Dr. Suzanna Long, who led the research at MST, says there’s a better way to determine when to replace those bulbs. She and her team at the university, in partnership with the Missouri Department of Transportation (MoDOT), have designed an instrument that measures LED intensity from the point of view of drivers. The laser-guided device allows measurements to be taken from the roadside at night, rather than the more costly and cumbersome method of having technicians physically check traffic lights from a bucket truck.

Researchers used the tool to develop a data-driven replacement schedule for MoDOT’s traffic signals, and Long says the researchers believe the schedule can be adopted by other agencies “if they have complete records on LED type, manufacturer, age, etc.” The problem, she says, is that many agencies don’t have that sort of detail, so initial measurements are “highly recommended” as baselines.

Long and three colleagues who conducted the initial research hold a provisional patent on the prototype light intensity measurement device. So far, it’s only been used in the team’s initial study and an ongoing follow-on study, but the researchers are exploring opportunities to commercialize the device. The initial report was released last year, and Long says the ongoing follow-on study being conducted with MoDOT will refine the recommendations and add a longitudinal component, as the same lights are being studied over a prolonged period of time.

The study offers recommended replacement times for lights based on their shape (circular or arrow), their color (green, yellow or red) and their brand (ACT, Dialight, GE, LTEK or Phillips). A series of tables and graphs are used to illustrate the team’s findings and its “pessimistic” and “optimistic” estimates of when various lights should be replaced. Times ranged from four to nine years, depending on the type of light and brand.

Long concludes, “our methodology and the resultant replacement schedule will result in significant maintenance and operations savings.”

For more information, visit: http://library.modot.mo.gov/RDT/reports/TRyy1001/or11015.pdf or contact Missouri S&T Public Relations at (573) 341-4328 or news@mst.edu.
Product and Industry News


Traffic Data Inc. has released a new guide for all those involved in the business of traffic counting, and it’s being distributed through its sister company, Countingcars.com. Mike Spack, President of Countingcars.com, describes the book as a “how to manual” that was written by practitioners for practitioners.

Spack says The Traffic Counting Manual: The Insiders’ Guide to Data Collection uses plain English and tries to stay away from “academic jargon.” The goal was to “make it simple,” and it weaves in “stories of things that have gone bad and how they’ve shaped our best practices.” Countingcars.com wants to take lessons that have already been learned and make them available to benefit others as they journey “along their learning curve.”

The book covers types of data collection, location and time selection, office preparation, hardware installation, data processing, quality checking the data and testing equipment to make sure it is in working order. Costs also are discussed. Spack says the method for pricing traffic counting may be of interest to those in the private sector.

In addition, the guide includes a list of traffic counting hardware brands, summaries of what they provide and links to company websites. It offers information on both manual types of traffic data collection and automatic counting through the use of hardware.

Those who organize and actually do traffic counting are the primary audience for the book. Spack says the secondary audience is “the people who supervise our primary audience.” He calls the book “a pretty quick read at 30 pages,” but Spack notes it would be a great resource for those who are new to traffic counting. Checklists and templates are offered in a companion document that can be copied and modified by the user.

The goal is to make this a “living document,” and Spack says the company is asking for input from other people involved in the field of traffic counting to enhance the book’s coverage of the industry’s best practices. A 2.0 version is expected out next year.

The eBook can be purchased for $15 at http://www.countingcars.com/pr_Hlt338404068_Hlt338404069oBM_1_BM_2_duct_p/91001.htm. Spack says all proceeds from the sales are going to Engineers Without Borders. For more information, visit: http://www.countingcars.com/ or contact Nate Hood at nhood@countingcars.com.

New Bicycle Named Bicymple has No Chain and Fewer Moving Parts

While the world may not “need” a new type of bicycle, the inventor of one says that if we relied strictly on “needs” for innovation, “we wouldn’t have come far as a species.”

Josh Bechtel argues that there is a “huge worldwide need for any product that uses fewer resources to produce, requires virtually no maintenance or repairs and is long-lasting” – and he says his new bicymple “hits all of these marks.”

The bicymple offers a new take on the common two-wheeled, chain-driven bicycle that’s been used for more than 100 years all around the world. Bechtel, a designer at Scalyfish Designs in Bellingham, Washington, describes this new two-wheeler as “a bike with no chain that can steer at both ends. It’s a unicycle with two wheels. It’s the bicycle, simplified.”

In place of a chain, the bicymple uses a direct-drive, freewheeling hub to join the crank arm axis with the rear-wheel axis. That shortens the wheelbase to 31 inches and minimizes the design. The frame and fork are made of CroMo Steel, and the optional rear-steer mode is described as being “reminiscent of custom ‘swing bikes’ and allows tighter turns and ‘crab-riding.’”

This simplified bike is not designed for long-range touring or mountain biking, but it offers advantages for those who would like to use a bicycle for navigating city streets. Bechtel says it’s really “a zero maintenance bike. As long as there is air in the tires, you know it will be ready to go.” The company says its ultra-compact

Please turn to Page 10
Product and Industry News (continued)

design "makes it effortless to get in and out of tight spaces" and it “easily squeezes into stairwells, hallways, fire escapes, nooks and crannies.”

He says there are three primary types of riders who will fit the bicymple most: the rider who needs a very basic bike to get around their neighborhood; the bike enthusiast who already has multiple bikes for different purposes; and the trick rider looking for new things to learn.

What Bechtel is not ready to discuss is pricing. He says he won’t be talking prices until they’ve been finalized. As for availability, he recommends staying tuned to the websites www.bicymple.com and www.facebook.com/bicymple and the funding platform www.kickstarter.com in the coming days and weeks.

For more information, visit: [http://w_Hlt338156990_Hl_t338156991_w BM_3_BM_4_w.bicymple.com](http://w_Hlt338156990_Hl_t338156991_w BM_3_BM_4_w.bicymple.com) or [http://www.scalyfishdesigns.com](http://www.scalyfishdesigns.com) or contact info@scalyfishdesigns.com.

**TREDIS Offering New Multi-modal Software to Aid Transportation Planning; Features Guided Process to Gather Information and Generate Reports**

TREDIS Software is introducing a new support tool for those involved in multi-modal transportation planning and finance. TREDIS 4.0 is a web-based system that’s designed to help transportation planners incorporate economic impacts into their transportation plans, policies or funding decisions. It requires no special data or expertise.

The company says that what makes the software unique is its “guided process that is tailored to the specific needs of the public agency, planner or consulting organization.” TREDIS 4.0 starts by asking the planner or analyst to specify the study area, modes and current stage in the transportation planning process. There are options for policy development, long-range vision, project prioritization, alternatives analysis, project funding, operation and asset management.

Users are then guided through a process that “collects information in a streamlined format, with terminology and requirements tailored to the planning stage and modes involved.” Results are generated by an economic impact model, and reports in areas such as cash flow, tax revenue, economic impact, benefit-cost and performance metrics can be matched to the specific needs of lawmakers, agencies, public information and financing.

The software maker says TREDIS 4.0 covers all combinations of travel modes, including road and rail, pedestrian, bicycle, airports and marine ports. It also includes sub-modes which users can use “to define and assess unlimited variants of train and bus services, vehicle types and sizes.”

Potential customers can give TREDIS 4.0 a free trial for evaluation.

For further information, contact: TREDIS Software at (617) 303-0424 or info@tredis.com.

**Xerox Working on Vehicle Occupancy Detection for Application in HOV and HOT Lanes**

Xerox is working to automate the enforcement of vehicle occupancy requirements for HOV and HOT lanes. By using and applying data analytics, control systems, sensing, imaging, and video, Xerox is working on a practical solution for vehicle occupancy enforcement. A team has created an image-based prototype that accurately identifies how many people are in a vehicle so that police officers can better monitor highway lanes.

Testing is currently under way to determine how the system performs with a wide variety of vehicle colors, shapes, sizes, and configurations, as well as, changing weather conditions and day-light/nighttime periods, variety of vehicle speeds, etc. Xerox has found that its testing using cameras and illuminators sitting on tripods and manned by a bunch of scientists on the side of the road does attract attention - especially from the police. However, its conversations with the police have been useful in addressing the "real world" application of its system.

Xerox plans to unveil its new system at the ITS World Congress in Vienna. For more information, please visit [http://realbusinessatxerox.blogs.xerox.com/2012/10/22/xerox-scientists-turn-highway-overpasses-into-research-labs/](http://realbusinessatxerox.blogs.xerox.com/2012/10/22/xerox-scientists-turn-highway-overpasses-into-research-labs/)
Transit Commuting Modal Split Remains the Same

people commuting via public transportation. The percentage has increased from 30.2 percent in 2007 to 31.1 percent last year. Next in line are the Washington, D.C.-Arlington-Alexandria metro area with 14.8 percent and the San Francisco-Oakland-Fremont metro area with 14.6 percent of commuters using public transit last year.

Bicycle use for commuting has also been holding steady in recent years. Governing’s analysis reveals that nationwide, more than 777,000 people rode bicycles as their primary means of traveling to work last year, an estimated 0.56 percent of working adults in the U.S.

As with public transit, commuters in some areas are far more likely to bike than commuters in other parts of the country. In Davis, California, 16.6 percent of workers bike to their jobs. Palo Alto, CA, follows with just over ten percent of workers taking a bike and Boulder, CO, comes in third with 9.6 percent.

Governing found that many people would love to be able to walk to work, but there are few who live close enough to enjoy that option. Some large urban areas have an above average number of walkers, but mid-size towns in the Midwest and northeastern U.S. record the greatest number of commuters on foot. Many of the most popular walking locales are college and university areas. Ithaca, New York, tops the list for walkers with 15.4 percent of its commuters. It’s followed by State College, Pennsylvania, at 11.4 percent and Flagstaff, Arizona, at 10.7 percent.

The American Community Survey gathered its data by asking workers aged 16 and older how they commute. Respondents are asked to choose the mode of transportation used for the longest portion of their commute.

For more information, visit: http://www.governing_Hlt338501197_Hlt338501198gBM_1_BM_2_com/go_Hlt338502721_Hlt338502722xBM_3_BM_4-data/transportation-infrastructure or contact Zach Patton, Senior Editor, at zpatton@erepublic.com.

New Guide Designed to Help Making Walking a Better Option

on family budgets.

To help reverse the anti-walking trend, Laura MacNeil, an urban planner at Sam Schwartz Engineering, says the guide discusses the advantages of an investment in walking and walking infrastructure. She explains that the benefits of walking are grouped into five main categories – health, safety, transportation, economic and social equity. Two-page fact sheets are provided that can serve as talking points to help justify making an investment in walking.

MacNeil explains that the goal of the guide is “to demystify techniques in different fields that all work toward creating walkable communities.” The tactics are grouped by approach into advocacy, policy, land use, design and engineering, encouragement and education, and enforcement. Users can “assemble multiple tactics into a customized strategy suited to the specific concerns and circumstances of their community.”

The guide is targeted at a wide audience, including community members, urban planners, landscape architects, transportation engineers, transit professionals, elected officials, government agencies, private developers, law enforcement officers and walking advocates. It uses case studies to illustrate how various tactics can be combined to successfully implement changes to encourage walking.

Specifically, MacNeil says the guide contains “tactics for building or rebuilding cities and suburbs in ways that encourage walking and engaging the city and its businesses and institutions on foot.” It includes tips on “making walking in cities safer, and it provides traffic-engineering techniques to achieve that.” It also describes methods for organizing advocacy to reach planning goals.

When it comes to design and engineering, MacNeil says the guide offers tactics in four areas:

- Design guidance focuses on physical layouts and elements of streets, sidewalks, and crossings.
- Traffic-analysis techniques count and account for pedestrians in traffic analysis.
- Intersection elements list physical additions to road crossings that improve safety.
- Signal treatments list the types and timing plans of traffic lights that can improve the safety of walkers.

She adds that new tactics include “adopting context-sensitive street design guidelines and construction planning processes, creating slow zones, turning underutilized asphalt into plazas and other uses, and analyzing person delay instead of vehicle delay to better assess traffic impacts.”

Steps to a Walkable Community can be downloaded for free from www.samschwartz.com and www.americawalks.org/walksteps. A hard copy can be ordered by emailing info@walksteps.org. A website called www.WalkSteps.org is being launched to integrate tactics outlined in the guide with other emerging ideas.

The guide is a continuation of work that began last November when America Walks gathered 50 leaders to come up with a strategy to help state and local efforts aimed at improving walkability. It also serves as the basis for a series of webinars, phone discussion groups, training and walking campaign walkshopsTM being launched this month. For more information, visit: http://samschwartz.com/ or http://americawalks.org/walksteps/ or contact Laura MacNeil at lmacneil@samschwartz.com or Scott Bricker at sbricker@americawalks.org.
This Month’s Survey Results (Survey 1)

Asset Management Software for Transportation

Last month, The Urban Transportation Monitor sent survey questionnaires to 6 vendors of asset management software. Replies were received from on 5 vendors.

The results of the survey are published here.

Asset Management Software Contacts

<table>
<thead>
<tr>
<th>ORGANIZATION</th>
<th>CONTACT PERSON</th>
<th>ADDRESS, TELEPHONE, E-MAIL</th>
</tr>
</thead>
<tbody>
<tr>
<td>CartéGraph Systems, Inc.</td>
<td>Jake Schneider</td>
<td>3600 Digital Drive</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Dubuque, IA 52003</td>
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<tr>
<td></td>
<td></td>
<td>(563) 556-8120</td>
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<tr>
<td></td>
<td></td>
<td><a href="mailto:jakeschneider@cartegraph.com">jakeschneider@cartegraph.com</a></td>
</tr>
<tr>
<td>Vulcan Traffic Management Services</td>
<td>Perry Judd</td>
<td>P.O. Box 1850</td>
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<tr>
<td></td>
<td></td>
<td>Foley, AL 36536 - 1850</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(251) 943-7477 ext.1951</td>
</tr>
<tr>
<td></td>
<td></td>
<td><a href="mailto:perry@vulcaninc.com">perry@vulcaninc.com</a></td>
</tr>
<tr>
<td>Lucity, Inc.</td>
<td>Jarrod Gerbaud</td>
<td>10561 Barkley, Suite 500</td>
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<tr>
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<td>Overland Park, KS 66212</td>
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<tr>
<td></td>
<td></td>
<td>(800) 492-2468</td>
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<tr>
<td></td>
<td></td>
<td><a href="mailto:info@lucity.com">info@lucity.com</a></td>
</tr>
<tr>
<td>TES Information Technology Ltd.</td>
<td>Kornel Szrejber</td>
<td>137 Briarmeadow Pl.</td>
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<tr>
<td></td>
<td></td>
<td>Kitchener, Ontario N2A 4C6</td>
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<td>Canada</td>
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<td>(519) 208-4161</td>
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<tr>
<td></td>
<td></td>
<td><a href="mailto:skornel@tes.ca">skornel@tes.ca</a></td>
</tr>
<tr>
<td>Center for Technology &amp; Training -</td>
<td>Tim Colling</td>
<td>309 Dillman Hall</td>
</tr>
<tr>
<td>Michigan Tech Transportation Institute</td>
<td></td>
<td>Houghton, MI 49931</td>
</tr>
<tr>
<td></td>
<td>John Ryynanen</td>
<td>(906) 487-2102</td>
</tr>
<tr>
<td></td>
<td></td>
<td><a href="mailto:roadsoft@mtu.edu">roadsoft@mtu.edu</a></td>
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</table>
# Asset Management Software for Transportation

<table>
<thead>
<tr>
<th>Name of Software</th>
<th>CarteGraph</th>
<th>VIMMS</th>
<th>Lucity</th>
<th>TES (Traffic Engineering Software)</th>
<th>RoadSoft</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Contact Organization</strong></td>
<td>Cartegraph</td>
<td>Vulcan Management Services</td>
<td>Lucity, Inc.</td>
<td>TES Information Technology Ltd.</td>
<td>Center for Technology &amp; Training - Michigan Tech Transportation Institute</td>
</tr>
<tr>
<td><strong>Price of Software</strong></td>
<td>We have two pricing model options for customers</td>
<td>Per User Pricing by Module ($500 - $3,000) per concurrent seat</td>
<td>TES is modular software that allows customers to purchase only the modules/functionality that they require. The price per module is $1,500-$1,800 per seat. Periodically, TES has different promotions and volume discounts based on number of modules and seats.</td>
<td>As part of the statewide roadway asset management initiative spearheaded and supported by the Michigan Department of Transportation (MDOT), Roadsoft is available to local road agencies in Michigan at no cost to them. Outside of Michigan, Roadsoft can be licensed for use by individual road agencies or a supported project similar to Michigan’s may be negotiated.</td>
<td></td>
</tr>
<tr>
<td><strong>Operating Systems Under Which Software Runs</strong></td>
<td>Completely web-based system - not operating system dependant. Runs on any modern browser as well as iOS and Android mobile OS’s.</td>
<td>Windows XP, Vista and 7</td>
<td>Windows</td>
<td>Microsoft Windows. Also, TES works on CITRIXS.</td>
<td>Current Windows operating systems.</td>
</tr>
<tr>
<td><strong>With Which GIS Software Is Software Compatible?</strong></td>
<td>Our system has built-in integration with Google maps and Esri GIS. We provide the customer with the option to run with Google Maps, Esri’s ArcGIS Online or Esri’s ArcGIS Server. The customer can run all of these map and GIS options simultaneously to allow for the best end-user experience.</td>
<td>ESRI</td>
<td>ESRI ArcGIS 10.1</td>
<td>ESRI GIS products</td>
<td>Any that can take a shape file export.</td>
</tr>
<tr>
<td><strong>Which Core Database Program Is Used?</strong></td>
<td>Microsoft SQL or Oracle.</td>
<td>Microsoft Visual FoxPro 9</td>
<td>MS SQL Server &amp; Oracle RDBMS</td>
<td>SQL Server, Oracle</td>
<td>Microsoft SQL Server</td>
</tr>
<tr>
<td><strong>Does the Software Provide a Means for Recording Historical Maintenance Records?</strong></td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
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<tr>
<td><strong>Can Work Orders Be Prepared Directly From the Software?</strong></td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
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<tr>
<td><strong>Is The Database Managed From One Source, Or Do All Users Have Access?</strong></td>
<td>Information can be managed from multiple sources or one source - depends on the organizations security model or choices. The system is built for enterprise use, meaning that tasks and work orders can be assigned to the appropriate department or resource with notifications of completion.</td>
<td>All users</td>
<td>All users</td>
<td>All users</td>
<td>All users</td>
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<tr>
<td><strong>Is the Software Customizable?</strong></td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
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<tr>
<td><strong>Can Additional Recordable Fields Be Entered When Future Needs Arise?</strong></td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td><strong>Software’s Main Capabilities/Scope in Terms of Interoperability, With Particular Reference to Transportation-Related Applications and With Transportation-Related Data</strong></td>
<td>Our system is considered an enterprise Operations Management System (OMS). Any of the infrastructure assets, inspections or work related to the transportation network can be managed in our system - everything from street signs, to traffic signals to ITS (intelligent transportation system) components.</td>
<td>VIMMS consists of multiple modules: Sign Manager, Lights Manager, Signal Manager, Markings Manager, Roadside Manager, Shop Manager and Service Manager. Sign Manager exceeds Federal Retroreflectivity Requirements. All appropriate modules have a predictive aging algorithm as well as a custom report generator.</td>
<td>Track bridge inspection information and easily develop reports for regulatory compliance with Lucity Bridges. Get a complete picture of your roadway and pavement assets with Lucity Rights-of-Way, which gives you the ability to identify and track attribute and condition information on assets like sidewalks, pavement markings and medians. Use the exceptional forecasting tools in Lucity Pavement to track pavement condition ratings and develop budget scenarios that can be used to determine appropriate maintenance schedules, and more.</td>
<td>TES contains modules for data capturing and various analytical tools including report builder. The following modules are available: Crash Module, Traffic Count Module, Traffic Study Module, Sign Inventory Module, Signal Inventory Module, Maintenance Module, Safety Module, GIS Module and Infrastructure Module. Integrated GIS Module allows for producing Maps with data without third party GIS application. TES data can be integrated with transportation planning, traffic engineering and GIS solutions.</td>
<td>RoadSoft has the ability to export any of the user data stored in it’s database in a number of formats for use with other GIS systems or further manipulation with statistical packages.</td>
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### Asset Management Software for Transportation (continued)

<table>
<thead>
<tr>
<th>NAME OF SOFTWARE</th>
<th>CartéGraph Solutions</th>
<th>VIMMS</th>
<th>Lucity</th>
<th>TES (Traffic Engineering Software)</th>
<th>RoadSoft</th>
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</thead>
<tbody>
<tr>
<td>WHAT ATTRIBUTES OF YOUR SOFTWARE AND COMPANY SUPPORT REDUCE TO SOME DEGREE THE LEVEL OF EFFORT BY ORGANIZATIONS USING IT TO KEEP UP TO DATE AND MAINTAIN THEIR ASSET MANAGEMENT DATA?</td>
<td>The system is built with user adoption in mind. Best practice was applied to managing information workflow and assignment. There are a significant number of on-screen analytics; metrics, performance curves, status, quality, etc. This allows for better decision making. Streamlined resource assignment and management combined with re-occurring activities and proactive notifications also allows for better day-to-day operational awareness.</td>
<td>Calendar pop-ups for date selections, pick lists for code selections, easy to use look-up functions along with short cut keys. Extensive on-screen help text. Help Desk support is available M-F 7:00 -4:00 CT.</td>
<td>Automated processes and workflow customization help agencies reduce the time it takes to manage work orders. Increase the ability to analyze transportation asset records for rehab and replacement.</td>
<td>TES provides classroom training, on-line interactive videos, a software manual, reference guides, live-phone and online support. Our most recent customer survey indicated that our client found our customer service was always either excellent or very good.</td>
<td></td>
</tr>
<tr>
<td>PLEASE INDICATE TO WHAT DEGREE YOUR SOFTWARE IS INTEGRATED WITH HANDHELD COMPUTERS WITH GPS CAPABILITY.</td>
<td>We integrate with smart devices (iPhones, iPads, Android devices) and other industry handheld devices (Trimble).</td>
<td>Customization is required, dependent upon handheld device(s)selected.</td>
<td>Automatic integration with Lucity API to GPS units. Can be used for location tracking and asset inventory data collection for use in Lucity and GIS.</td>
<td>TES has a version made specifically for handheld computers with GPS. This version can, for instance, be used by officers to enter collision data right at the crash site. Another example is allowing users in the field to take inventory of all their signs within the road network. In addition we developed the MobileDB that allows user to create relational database and forms that can be used for any data collection using tablet (Blackberry Playbook, Android Tablets).</td>
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</tr>
<tr>
<td>PLEASE LIST A FEW INTERESTING AND/OR STATE-OF-THE-ART APPLICATIONS OF YOUR SOFTWARE BY LICENSED USERS IN THE TRANSPORTATION FIELD.</td>
<td>DOT pavement segments, pavement markings, signs, traffic signals. Citizen engagement apps to report any issue including potholes and other infrastructure defects. Here are some links: <a href="http://blogs.desmoinesregister.com/dmr/index.php/2012/06/14/have-a-pothole">http://blogs.desmoinesregister.com/dmr/index.php/2012/06/14/have-a-pothole</a> -complaint-theres-an-app-for-t hat <a href="http://www.cartegraph.com/index.php/media/success-story/tu">http://www.cartegraph.com/index.php/media/success-story/tu</a> cson-az <a href="http://www.cartegraph.com/index.php/media/success-story/m">http://www.cartegraph.com/index.php/media/success-story/m</a> arana-az <a href="http://www.cartegraph.com/index.php/media/success-story/colorado-springs-co">http://www.cartegraph.com/index.php/media/success-story/colorado-springs-co</a></td>
<td>Specialized aging tables along with traffic control device attributes are used to determine remaining life of the device. USNO’s darkness duration table is utilized as one of the factors to determine remaining lamp life where appropriate.</td>
<td>ArcGIS Web Map capabilities, Android Smart Phone apps. Citizen web service requests.</td>
<td>Since TES is able to instantly provide data on the road infrastructure, traffic volume, and crashes within a road network, TES has worked with many regional and municipal clients and our partner (CIMA+) in the development of Safety Performance Functions (SPF) and network screening tools. For example, in the Region of Halton this allowed for the automation of ranking processes involved in determining locations with the largest potential for safety improvements within each municipality involved in the project. Each region and municipality was able to identify and prioritize problem intersections and road segments, allowing for the strategic spending of funds towards the most problematic locations whose improvements would yield the largest increase in road safety. Also, the municipalities were able to effectively compare their road network analysis results amongst themselves, allowing relative comparison that further promotes efficient spending of funds within the region. With TES to obtain, store and analyze everything occurring on their road network, the result was more integration, accuracy and efficiency within road safety programs. Without such a system, time would be wasted looking for data instead of defining the problem and finding a solution.</td>
<td>Pavement and distress data are automatically used in conjunction with pavement treatment data to develop road specific deterioration models that predict the remaining service life of the pavement. A network level model takes the output of the road specific models and can show the impact of future maintenance plans or maintenance budget modifications on the quality of the road network. In Michigan, RoadSoft is used for data collection by local government agencies, which can pass the data to a regional or metro planning agency for their use in RoadSoft, where the regional level data is passed up to the state level to meet reporting and monitoring requirements.</td>
</tr>
<tr>
<td>NAME OF SOFTWARE</td>
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<tr>
<td>MAIN STRENGTHS OF THE SOFTWARE</td>
<td>Cartegraph is a cloud-based Operations Management System designed to save you time and money. It's powerful enough to manage all the complex things that make-up your day-to-day operations. It's smart enough to communicate with your other enterprise systems. And it's easy enough for anyone to use. - The interface is uncomplicated and intuitive. Buttons and controls are where you expect them to be. Functions are easy to learn and remember. And everything Cartegraph does was created with best practices in mind. - Works on any device. Cartegraph adapts to the way you work. - Built with the latest technology. Cartegraph is the only Operations Management System developed with CSS, HTML5, and JavaScript. - Efficient workflow. We designed the best, most efficient way for you to work and built a system to that completely supports it. - Choose your cloud. Deploy Cartegraph cloud technology however it best fits your organization. - Select any base map. Location brings data to life.</td>
<td>Dynamic aging of Traffic Control Devices. Map display can be used to reposition a traffic control device on a roadway by a simple mouse click. Report generator is supplied with several hundred standard reports as well as the ability to create customized reports.</td>
<td>Industry specific asset types for transportation are out of the box and configurable. Configurable workflow for each user. Customizable screens based on user login. Customized user data to life. Dashboard presents filtered data for each specific user.</td>
<td>TES is the only software capable of storing, managing, analyzing, and reporting on all traffic engineering data within a road network. Benefits include: Time savings: easy &amp; quick access to all traffic engineering data within a road network. Safety Improvement: TES state-of-the-art analytical tools integrate various traffic engineering data (ex.crash, infrastructure, etc.). Easy data management: quick and customizable reports and maps along with data editing functionality.</td>
<td>RoadSoft provides an integrated, one-stop management system for agencies to manage assets including the following: Bridges, Crash data, Culverts, Driveways, Guardrails, Intersections, Linear pavement markings, Pavements, Safety analysis, Sidewalks, Signs, Traffic counts</td>
</tr>
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</table>

| HOW MANY YEARS HAS YOUR SOFTWARE BEEN IN USE? | In USA: 18 Outside USA: 15 | In USA: 25+ Outside USA: 0 | In USA: 22 Outside USA: 8 | In USA: 1 Outside USA: 12 | In USA: 20 Outside USA: 5 |

| HOW MANY ORGANIZATIONS USE YOUR SOFTWARE? | In USA: 1,000 Outside USA: 100 | In USA: 25+ Outside USA: 0 | In USA: 271 Outside USA: 4 | In USA: 1 Outside USA: 30 | In USA: over 400 Outside USA: 1 |

| HOW EXTENSIVE IS YOUR ON SCREEN HELP? | Multi-faceted with online help, how-to videos online and technical documents for detailed reference. | Very extensive practically a comprehensive manual on screen | Very extensive practically a comprehensive manual on screen | Very extensive practically a comprehensive manual on screen | Reasonably extensive |

| WHICH OPTIONS DO YOU PROVIDE FOR SUPPORT AND TRAINING? | Telephone support | Telephone support | Telephone support | Remote control over the internet. | Telephone support |

| WHAT IS THE ANNUAL COST OF SUPPORT FOR YOUR SOFTWARE? | Varies | Varies based on modules selected and number of users. | N/A (20% of software cost) | 15% of software cost | Free to Michigan Transportation Agencies. Non-Michigan agencies: initial year: $5,995; renewal year: $1,495 |

| WHAT IS INCLUDED IN YOUR ANNUAL SOFTWARE SUPPORT CONTRACT? | Phone support, system updates. Customers can also enhance support contracts with priority support or on-site contractors. | All software upgrades and toll-free technical support. | Help Desk, New releases of software, discounted annual Lucity conference rates. | Updates to TES, live support. | Software updates and technical support via phone or the web. |

| DO YOU PROVIDE A SITE LICENSE OR DO YOU REQUIRE THE USE OF A DONGLE WITH EACH LICENSE? | Site license | Site license | Concurrent user site licensing | Dongle | Site license |

| WHAT IS YOUR TYPICAL RESPONSE TIME TO QUESTIONS RELATED TO THE USE OF YOUR SOFTWARE? | 0 hours | Less than 1 hour | Less than 1 hour | 0-4 hours | 1 hour |


| PLEASE INDICATE SOME ADDITIONAL FEATURES THAT WILL BE ADDED TO YOUR SOFTWARE WITHIN THE NEXT 12 MONTHS | Too many to mention. | Based on customer requests. | Various customer requested enhancements, iPad and iPhone IOS development. | TES WEB version. | RoadSoft is under continuous development based on feature request from users. |

| IS A FREE DEMONSTRATION VERSION OF YOUR SOFTWARE AVAILABLE? | Yes, It's an option for the customer based on viable criteria. | Contact Lucity for Demonstration Software | | | |
This Week’s Survey Results (Survey 2)

Electronic Document Management by Transportation Organizations

Earlier this month, *The Urban Transportation Monitor* sent survey questionnaires on "Electronic Document Management" via e-mail to 600 transportation professionals at state, county, and city government, transit agencies, MPOs, and consulting firms. Responses were received from 40 public agencies. This represents a return rate of 6.7%.

The results of the survey are published here.

**Size of Organization (staff members)***

<table>
<thead>
<tr>
<th>Size of Organization (staff members)</th>
<th>Percentage of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 tot 20 persons</td>
<td>23%</td>
</tr>
<tr>
<td>21 to 100 persons</td>
<td>20%</td>
</tr>
<tr>
<td>101 to 500 persons</td>
<td>30%</td>
</tr>
<tr>
<td>More than 500 persons</td>
<td>27%</td>
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</tbody>
</table>

An electronic document management system typically allows an organization to place important and/or useful reports, reference material, and other documents in a secure and easily accessible and searchable location by all staff that might find it useful. Does your organization have in place an electronic document management (EDM) system?

<table>
<thead>
<tr>
<th>Percentage of Respondents</th>
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<tbody>
<tr>
<td>Yes</td>
</tr>
<tr>
<td>No</td>
</tr>
<tr>
<td>Planning to implement an EDM system</td>
</tr>
</tbody>
</table>

If you answered “yes” in the previous question, how many years have you had an EDM system in place?

<table>
<thead>
<tr>
<th>Years EDM System has been in Place</th>
<th>Percentage of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than 3 years</td>
<td>50%</td>
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<tr>
<td>3 to 5 years</td>
<td>25%</td>
</tr>
<tr>
<td>More than 5 years</td>
<td>25%</td>
</tr>
</tbody>
</table>
Electronic Document Management by Transportation Organizations (Continued)

What do you consider to be the main functions of an EDM system?
- Many respondents cited archiving, document sharing, easy access and retrieval of documents, knowledge sharing and accessibility by all parties.
- Consistency of record identification and location.
- Support for the records management program and retention schedule.
- Prevention of duplication of records.
- Free space in the file cabinets and IT servers and provide safe storage.
- Documentation of Environmental and Sustainability Management System.
- Control access to documents and files.
- Replace the need to keep official, original paper documents on hand.
- Redundant storage of the electronic documents to ensure no loss of documents.
- Reduce time spent on filing and archiving.
- Ability to restrict access to only the appropriate users (internal, external, company-wide, by work group, etc.).
- Designated storage area for any record with a state-required retention period of five or more years or anything of historical value or long-term reference/business value. City departments are also permitted to store records of lesser retention, if they so choose.
- Have a common document for edits and updates instead of hunting the latest version, and provide for key word search or topic search of documents within the organization.

Who are typically the main users of an EDM system? (e.g. mostly senior personnel, all professional personnel, etc.)
- Most respondents cited all professional personnel.
- Administrative staff - all levels.
- Everyone in our office and sometimes clients (agencies).
- All employees, but mostly used by project managers, office managers and office administrative staff.
- Public and private sector, internet-based, ESMS team, staff.
- Department heads and administrative assistants.
- Our system allows mobile employees with laptops to access records from anywhere they have an Internet connection.

What do you believe are the most useful type of content to include in an EDM system? (e.g. final reports resulting from projects, useful reference documents)
- Most cited all final documents and reports.
- Drawings from projects, archived documents, documents in process (drawings shared between design teams and/or external consultants) construction documentation and document logs (RFI’s, field orders, inspection reports, etc.).
- Useful reference documents, traffic modeling and drafting files, etc.
- Survey results.
- Design and construction plans of all streets, drainage systems, lighting and utilities.
- Organizational information, council reports, traffic collision reports.
- Interim submittal plan sets, QA/QC sets, contracts and schedules, marketing proposals and firm collateral, standard operating procedures, and organizational goals and policies.
- Everything, as long as it can be indexed properly.
- Mostly documents for internal company use are set up on an intranet site. EDM are sometimes set up by project managers for individual projects for file sharing and storage, for reference by the project team/client.
- EDM system is used to track projects progress from initialization to completion and archived.
- Searchable based on a wide range of meta data. Searchable .pdf documents of the official original documents. Links to other related documents.
- From the City Clerk’s Office’s perspective, the system allows us to very rapidly pull City Commission related documents in response to public records requests; we can provide most documents within one hour.
Electronic Document Management by Transportation Organizations (Continued)

In what format do you believe should documents be stored in an EDM system? (e.g. a PDF file). Please provide reasons for your answer.

- PDF and/or TIFF were listed by most respondents. One respondent cited Microsoft office to allow users to do key word searches and make documents editable for future rewrites or updates.
- PDF was a popular choice because respondents answered that it can protect documents from changes, is most likely to be forward compatible, is easy for most users to access and allows for rapid retrieval.
- PDF format is good in order to avoid inadvertent modifications of source files; however, source document availability and contact information (keeper of source documents) should be made available if source document can be shared (not confidential, for example)
- TIFF for scanned images to assure long-term accessibility. "There is a large concern that we will not be able to open/access electronic files that are in a proprietary file format (e.g. MS Word). We already have problems opening MS Word 1997 version documents in the Office 2010 suite. For this reason, we do encourage users to at least think about storing two copies of their digital files; one copy being the original file and the second copy being either a TIFF or PDF of the same."

What would you consider to be the easiest and quickest way to retrieve documents from an EDM system? (e.g. search with Google desktop)

- Google Desktop was mostly mentioned.
- Browser based with multiple-document upload and download utility.
- Database search in which keywords need to be chosen carefully to avoid a “needle in a haystack” search.
- Integration of the EDM system into the agency’s network is the easiest way for users to retrieve files (from anywhere).
- Doesn’t matter as long as it’s in a usual search manner.
- This is the hardest thing. Depending on the system, making sure it is searchable and intuitive to use.
- Search by project name or manager of the project.
- Custom templates based on the types of documents you are searching for.
- Interactive menus to simplify the search.
- Search capabilities are the largest end-user complaint. Many want a Google-like search, and our system lacks this. We are currently evaluating other products on the market and a Google-like search capability will be one of the requirements. The reason for this is our workforce is ever-changing and many employees lack historical knowledge. Many of our workers are not natives of the area and do not have strong backgrounds in the local area - such as street names, names of neighborhoods, etc. Training is of great importance as training (and re-training) keeps the EDMS system fresh in employees’ minds and also reinforces good search strategies.

What do you believe is the best arrangement for the “library” administration and maintenance of an EDM system and who should have the capability to add to or change the contents of a system?

- Answers ranged from “everyone needs to be able to access and modify” to “one” or “only a few selected people should have rights to add or change to the library.” Several noted that the structure will vary with an organization’s needs.
- We permit program and project managers to add to the contents, but have an administrator to maintain and configure the system. Only the administrator can reconfigure the library format.
- Administered by one person to assign responsibility and accountability.
- Maintained by one or two appointed staff members who maintain consistency.
- There should be a team dedicated to the maintenance of the EDM system. All changes to the content should be done through the responsible data manager(s).
- Only selected professionals may have access to manage or edit the contents of the system.
- The library should be arranged by department and an organization-wide agreed upon sub-structure. Each department should have a technical person assigned that would have the capability to edit the system.
- Documents should be stored by agency, then by sub-agency to aid in quicker search for documents. However, should you not know what agency has the document, you should be able to search the entire system quickly base on keywords. Each agency should have a limited number of people to manage the content of their agencies documents along with the system managers.
- As few people as possible
- There must be one gatekeeper or one committee that serves as gatekeeper. We learned early on (the hard way) to avoid granting every request to add a new records series or to grant every request to implement a new storage area. We do NOT allow each department to have their own area within the EDMS. We force the departments to merge similar records together (e.g. all HR records in one area, all plat maps/blueprints/AutoCad design files in one area, all City Commission records in one area, all AP records in one area, etc.). This forced departments to think about the records they have in storage and if their copy was the original document, or if what they had was in fact a duplicate. We defined the original document as being the document that was first received or created by a City department. Anything after the initial file was considered a duplicate. The department who possessed the original was responsible for scanning/storage and departments who had duplicated on file could simply dispose of them.
Electronic Document Management by Transportation Organizations (Continued)

What do you believe might be the best commercial software product to use for an EDM system?

- ProjectWise
- Sharepoint
- Basecamp
- Evernote
- Falcon

How should documents be classified in an EDM system? How will this affect the ability to retrieve or search for a specific document or a specific topic?

- By date, subject and project.
- By one identifier only.
- By project and program.
- With a good search engine, classification is less important. Maintaining documents by source entity seems to work well. They should be classified as “Read Only.”
- Classification system should be developed for the organization.
- We use an index by document type, then numerical sequence by year, then sequential numerical assignment. The title of the documents, description of the documents, location information is input to an access/oracle database. This makes retrieval similar to Google, word search, location search. We also have a map based search capability (flash driven) on the Web.
- Documents should be classified in folders named by user or department that stored the documents. Avoid too many folders. Keywords need to be obvious.
- Documents should be classified according to use: general information (standard operating procedures, etc.), which would be available to all internal users; division-specific documentation (project files, reports, etc.), which would be available to specific work groups only; and documentation for public access (if applicable).
- The projects should be classified based on their content and be retrieved by alpha numeric assignment.
- A document should have a primary classification and then be able to have multiple secondary classifications added to it. This will help in doing an original search and then refining that search within a topic.

If you do have an EDM system at your organization, what do you believe are the best features of your system?

- Accessibility, search capabilities, and availability of information were mostly mentioned.
- Easily searchable and accessible through internal intranet.
- Secure, easy access, user friendly system.
- Web-based information.
- Ability to find data and working documents.
- Can save the scanned image as a PDF on workstation.
- Can look up signed version of council resolutions.
- Always backed up, never lose files.
- Availability/access to files and documentation from anywhere.
- Access by all employees.
- Fairly easy to navigate.
- It stores documents, even large sized documents over 100 GB in size.
- Can create specialized templates for adding and searching for documents.
- All text is searchable.
- Efficient storage is the largest cost-savings benefit. Instead of having these files on a file server that is backed up nightly to tape backup, we utilize Magneto Optical (UDO-2) to create 3 copies of each file stored. After this, we never pay to back the file up again vs. the typical file server that is backed up 365 days per year. This is a huge benefit given the millions of files we have stored.
- Rapid research: with OCR / Full-Text Index features, we can run keyword searches on a records series and locate hard-to-find items in mere minutes. If you are familiar with the indexing standards of a particular records series, you can usually search for and locate the desired record within a minute or two. Rapid accessibility is probably the best end-user feature for those users who have learned how to use the system.
Electronic Document Management by Transportation Organizations (Continued)

If you do have an EDM system at your organization, what do you believe are the worst features of your system?

- Slowness and difficulty doing searches were mostly mentioned.
- Not being able to search through all projects at the same time.
- Not everyone follows storage protocols.
- Not all documents that should or could be stored are actually made available.
- Too much information.
- Customized templates are limited and the search criteria are picky.
- The largest roadblock has been the technical ability of the average end-user.
- Complexity of system, learning where types of documents are saved.
- Difficult to thumb through document from page to page. Difficult to track down specific reports without knowing the report date.
- Does not handle email as well as other documents.
- System (ProjectWise) is somewhat slow.
- Limit on available disk space.
- Not using the system in a way it is supposed to be used.
- Vague titles.
- Ordered by year not by subject.

What advice can you provide to those transportation organizations planning to implement or upgrade an EDM system?

- Doing your homework, planning for the long-term and getting the most updated features with plenty of storage were mostly mentioned.
- Look for systems that can be built upon. Test-drive before you buy and get recommendations.
- Make it broadly available through the use of readily available tools. An intranet site accessible by browser, and having a good search engine, will meet most people's needs.
- Have a good library system in place for easy retrieval of the material. And, limit the amount of people assigned to maintain the system.
- Define the structure well up front. Assign specific people the ability to manage the EDM.
- Insist on being part of the selection committee.
- Ask your peers, think of how big your firm is now and how much it will grow in the next 5-10 years.
- Select the most appropriate software for the intended purpose.
- Have a dedicated EDM system management team for update and maintenance tasks.
- Provide the appropriate level of user-rights for the system.
- Get the system which has most updated features with plenty of storage.
- Should provide quick and accurate searches.
- The key is to ensure the documents and the associated metadata are accurate and concise. If not, no matter what system you have, it will operate poorly.
- If there's a way to incorporate maps, it would be ideal.
- Try before you buy. Once you have narrowed your list of software products to one or two, make a site visit to another agency that actually uses the software. See the software in action vs. relying on demonstrations by sales & marketing staff. Talk with the other agency to see what hurdles or pitfalls they experienced with implementing the software. Ask about the quality or availability of technical support. Ask their IT staff if there are any complaints or drawbacks. Ask about cost; make sure the price you were quoted is similar. Develop a written policy mandating the EDMS system to be used; prohibit all other methods of storage. Executive Management’s approval and enforcement of this policy will be critical. Develop a records taxonomy by studying your organization’s current record keeping habits & practices and identify all records that will be stored in the EDMS. Develop written indexing guidelines that dictate how records will be indexed, filed, and/or “tagged” with metadata descriptors such as File Number, Date, Address, etc. Having well-defined definitions of what each index field means and what the acceptable data entry values are critical. For example, what is the “File Date”. Is this the date it was scanned, or the date the organization received it? Early on, we had one employee that entered their birth date for each date field because the employee didn’t think date was important). Without clear, written guidelines and stringent enforcement, the data will be entered in many different ways and will have no consistency. Lack of consistency undermines end-users’ ability to search the system and will cause complaints that staff have difficulty locating files within the EDMS. Have your IT folks put as many constraints on data entry as possible. For example, we disallowed entering dates in the future (e.g. 2-2-2020) and also blocked entry of dates prior to 1960 as a means to catch incorrect data entry. For employee ID and Department ID numbers, we verify the IDs entered against the Human Resources database; if the ID number entered does not exist in the HR database, it is rejected. Establishing as many of these types of checks & balances will greatly improve your data quality — which will increase consistency and end-user satisfaction.
## REQUESTS FOR PROPOSALS

### 1. Bus Passenger Onboard Survey
**Agency:** Westchester County, New York  
**Deadline:** November 26, 2012 at 4:00 p.m.  
**Contact:** Arielle Bourgart, Principal Planner  
**Website:** http://www.westchester.gov/rfp

### 2. Public Outreach, Polling and Strategic Planning to Assess Future Transportation Project and Program Needs in Contra Costa
**Agency:** Contra Costa Transportation Authority  
**Deadline:** November 21, 2012 at 12:00 p.m.; late submittals will not be accepted.  
**Website:** http://www.ccta.net/EN/main/about/241/rfprfq.html

### 3. Travel Modeling, Transit O&M
**Agency:** Regional Transportation District (RTD)  
**Deadline:** November 8, 2012 at 2:00 p.m., prevailing local time  
**Contact:** Edward Gonzales, Purchasing Agent  
**Website:** http://www.rtd-denver.com/C_Hlt338835357uBM_3_rntSolicitations

### 4. On-Call Transportation Planning Services (RFQ 12/13-02)
**Agency:** San Francisco County Transportation Authority  
**Deadline:** November 16, 2012 at 2:00 p.m., at the Authority’s Offices  
**Website:** http://www.sfcta.org/co_Hlt338835286nBM_7_teview/291/113/

### 5. Guidance on Quantifying Benefits of TIM Strategies
**Agency:** Transportation Research Board  
**Deadline:** December 4, 2012  
**Website:** http://apps.trb.org/cmsfeed/TRBNetProjectDisplay.aspx?ProjectID=3390

## Notes
The objective of this research is to develop a guidance document for analyzing and quantifying the impacts of traffic incidents and the economic benefits of TIM strategies. The guidance shall be useful and applicable for TIM program mid-level managers/analysts in planning and operations for a broad spectrum of transportation and incident responding agencies with varying TIM program maturity levels and a variety of data collection capabilities. Funds: $500,000 (Includes $100,000 FHWA funding) Contract time: 24 months (includes 1 month for NCHRP review and approval of the interim report and 3 months for NCHRP review and for contractor revision of the final report.) Authorization to Begin Work: 5/1/2013 — estimated Fiscal Year: 2013

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>
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<tbody>
<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/~siiv2012/">http://w3.dicea.uniroma1.it/~siiv2012/</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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<tr>
<td>Nov. 6</td>
<td>AASHTO Maintenance and Operations related to Bike Facilities Webinar</td>
<td>Linthicum Heights, MD</td>
<td>Conference Center at the Maritime Institute</td>
<td>This Webinar will discuss recommended maintenance programs and activities. Topics covered will include sweeping, snow clearance, surface repairs, traffic signal detectors, and signs and markings. The operation of bicycle facilities in work zones will also be discussed.</td>
<td><a href="https://www2.gotomeeting.com/register/434461898">https://www2.gotomeeting.com/register/434461898</a></td>
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<td>Nov. 7</td>
<td>ITS Maryland Annual Meeting &amp; Regional Traffic Signal Forum</td>
<td>Linthicum Heights, MD</td>
<td>Conference Center at the Maritime Institute</td>
<td>Representatives from federal, state, and local agencies, and the private sector, are invited to attend this special event to hear about the latest developments in Traffic Signals and Intelligent Transportation Systems. This is an opportunity for signal technicians, operators, designers, engineers and ITS professionals in the Maryland, Washington, D.C., Northern Virginia, and Delaware regions to hear from experts and peers in this field. The forum will also provide an opportunity for vendors to showcase their products and latest technologies.</td>
<td><a href="http://documents4sharing.itsa.wikispaces.net/file/view/Annual+Meeting+Flyer.pdf">http://documents4sharing.itsa.wikispaces.net/file/view/Annual+Meeting+Flyer.pdf</a></td>
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<tr>
<td>Nov. 7-9</td>
<td>California Transit Association’s 47th Annual Fall Conference and Expo</td>
<td>Palm Springs, CA</td>
<td>Renaissance Palm Springs Hotel and Palm Springs Convention Center</td>
<td>The theme for this year’s conference is &quot;#InnovativeTransit.&quot; The conference will include dynamic industry experts, thought-provoking keynotes and innovative programs and technology implementations to share with attendees. The focus will be on shifts in technology adoptions, business innovations and digital cultural demands.</td>
<td><a href="http://www.caltransit.org/fallconference">http://www.caltransit.org/fallconference</a></td>
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<tr>
<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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| Nov. 8-9   | Texas A&M Transportation Institute Household Travel Survey Symposium                 | Dallas, TX    | Sheraton Dallas Hotel     | The conference is titled “Travel Surveys: Moving from Tradition to Practical Innovation.” Topical areas will include: use of innovative technology for data collection, survey design, cost effective means of increasing survey participation, efficient and effective sampling methodology, and drafting effective RFPs based on lessons learned in prior surveys. A portion of the symposium will also focus on identifying applied research needs to move forward the state-of-the-practice and discussing how to fund that research. | http://tti.tamu.edu/conferences/tss12/  
Event information: Stacey Bricka (512) 407-1123 or s-bricka@tamu.edu  
Registration information: Event Management & Planning at Texas A&M Transportation Institute (979)-862-1219 or events@tamu.edu |
| Nov. 10-14 | CUTA Fall Conference and Trans-Expo Trade Show                                       | Quebec City, Canada | Hilton Quebec and Quebec Convention Centre | The conference is expected to feature 15 sessions on topics such as Integrated Mobility, Using ITS, Mobility Management, Labour Relations, Accessible Transit, Human Resources Strategies, Greening and Energy, Impact of New Technologies on Human Resources and Electric Vehicles.                                                                                                                                                                                                                                             | http://www.cutaactu.ca/en/eventsandawards/FallConference.asp                           |
| Nov. 11-13 | American Public Transportation Association Light Rail & Streetcar Conference          | Salt Lake City, UT | The Grand America Hotel   | 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. | http://apta.com/mlc/lightrail/Pages/default.aspx  
Program Information: Charles Joseph (202) 496-4805 or cjoseph@apta.com  
Registration Information: Anitha Atkins (202) 496-4839 or aatkins@apta.com |
<p>| Nov. 12-13 | 12th National Light Rail Conference, Sustaining the Metropolis: LRT and Streetcars for Super Cities | Salt Lake City, UT | Grand America Hotel       | The conference will focus on planning and design of light rail transit and streetcars. The conference is designed to add to the body of knowledge and real-world experiences with modern light rail transit and streetcar applications in order to improve new systems being planned, as well as those already in operation.                                                                                                                                                                                                                     | <a href="http://www.trb.org/conferences/lrt2012.aspx">http://www.trb.org/conferences/lrt2012.aspx</a>                                             |
| Nov. 15-19 | American Association of State Highways and Transportation Officials (AASHTO) Annual Meeting | Pittsburgh, PA | Westin Convention Center  | With the theme &quot;Where Rivers Converge to Forge Leaders,&quot; several meeting sessions will look at recruiting younger employees and developing them into transportation leaders. In addition, several AASHTO committees – including the executive committee and the Board of Directors – will come together to discuss how MAP-21 will affect transportation programs and funding.                                                                                                                                                                                                              | <a href="http://www.event.com/events/2012-aashto-annual-meeting/event-summary-13e860b8efa8460796a30e3c28105114.aspx">http://www.event.com/events/2012-aashto-annual-meeting/event-summary-13e860b8efa8460796a30e3c28105114.aspx</a> |
| Nov. 28-Dec.1 | National League of Cities Congress of Cities &amp; Exposition                             | Boston, MA    | Boston Convention and Exposition Center | The conference will offer a range of learning and networking opportunities to city officials including mobile tours highlighting successful programs from the City of Boston, along with the traditional keynote speakers, workshops and peer networking sessions. Topics will include Promoting Strong Local Economies, Building Sustainable Communities and Strengthening Neighborhoods and Families.                                                                                                                                                                                      | <a href="http://www.nlc.org/build-skills-and-networks/education-and-training/event-calendar/congress-of-cities-and-exposition">http://www.nlc.org/build-skills-and-networks/education-and-training/event-calendar/congress-of-cities-and-exposition</a> |</p>
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| Nov. 29-30 | International Conference on Traffic and Transport Engineering (ICTTE Belgrade 2012) | Belgrade, Serbia | Belgrade Chamber of Commerce | 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. | http://ijtte.com/article/102/iCTTE_Belgrade_m_2012.html  
Email: conference@ijtte.com |
| Dec. 3-7   | Transportation Association of Maryland’s 24th Annual Conference and Tradeshow: “Charting the Course” | Cambridge, MD    | Hyatt Regency Chesapeake Bay Golf Resort, Spa, & Marina | The 2012 conference, in partnership with the Maryland RTAP program, will offer a two-day CSSO Safety and Certification class for transit professionals. Other conference sessions include topics on civil rights, dialysis transportation, driver fatigue, alternative fuels and green technologies, the benefits of technology, risk management, social media, a close look at driver training programs, personal strengths and leadership styles, succession and transition planning, ridesharing, MAP-21 and more. | http://www.taminc.org/Events/AnnualConference/2012AnnualConference.aspx |
| Dec. 12-14 | 10th International Conference on Transportation Planning & Implementation Methodologies for Developing Countries (TPMDC) | Bombay, Mumbai, India | IIT Bombay                     | 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. | http://www.civil.iitb.ac.in/tpmdc/  
Contact: Sasane G. S. |
| Dec. 12-16 | First Annual International Conference on Connected Vehicles and Expo                  | Beijing, China   | China National Convention Center | The conference is designed to provide a forum for exchange of the latest advances on connected vehicles and to examine the potential policy and economic impacts of these advances. The five-day conference program will feature paper sessions and workshops, industry summits and forums, demos, exhibits, tutorials, tours, and an applications contest. | http://iccve.org/index.html |
| Dec. 15-17 | 17th International Conference of Hong Kong Society for Transportation Studies       | Hong Kong        | Intercontinental Grand Stanford Hong Kong | 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. | http://home.netvigator.com/~hksts/conf.htm  
Dr. Ho-Yin Mak at hymak@ust.hk |
<p>| Jan. 13-17 | TRB 92nd Annual Meeting                                                                | Washington, DC    | Hilton, Shoreham and Marriott Hotels | The TRB Annual Meeting program covers all transportation modes, with more than 4,000 presentations in over 650 sessions and workshops addressing topics of interest to policy makers, administrators, practitioners, researchers, and representatives of government, industry, and academic institutions. A number of sessions and workshops will address the spotlight theme for 2013: Deploying Transportation Research - Doing Things Smarter, Better, Faster. | <a href="http://www.trb.org/Calendar/Blurbs/166565.aspx">http://www.trb.org/Calendar/Blurbs/166565.aspx</a> |</p>
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<th>DATES</th>
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<tr>
<td>Jan. 30-31</td>
<td>ATEC ITS France 40th International Congress</td>
<td>Paris, France</td>
<td>Espace Champerret, 6 rue Jean Ostreicher 75017 Paris</td>
<td>With the theme &quot;Mobility and Transport&quot; - &quot;Major and Future Developments,&quot; this event will focus on four major topics: new forms of governance of transport (economy, financing, criteria, environmental, social, energy, cooperation); new modalities of integrated design of projects (procedures, planning, modeling, intermodality); new technologies and new information on mobility services; and new transport services (including for events hosting a wide public, situations of crisis, and in terms of operation, safety, logistics).</td>
<td><a href="http://www.microsofttranslator.com/bv.aspx?from=&amp;to=en&amp;la=fr&amp;url=http%3A%2F%2Fwww.atec-itsfrance.net%2Fevenements.cfm%3Feventid%3D470%26categorid%3D3%26categorisubid%3D470%26congresid%3D70%26categoriessubid%3D70%26congressubid%3D70%26atexpo_id%3D129">http://www.microsofttranslator.com/bv.aspx?from=&amp;to=en&amp;la=fr&amp;url=http%3A%2F%2Fwww.atec-itsfrance.net%2Fevenements.cfm%3Feventid%3D470%26categorid%3D3%26categorisubid%3D470%26congresid%3D70%26categoriessubid%3D70%26congressubid%3D70%26atexpo_id%3D129</a></td>
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<td>Feb. 22-26</td>
<td>American Traffic Safety Services Association (ATSSA) Annual Convention and Traffic Expo</td>
<td>San Diego, CA</td>
<td>San Diego Convention Center</td>
<td>ATSSA is returning to the preferred &quot;show pattern&quot; of Sunday, Monday and Tuesday that features all of the industry-favorite ATSSA unique events being held during the traditional &quot;weekend&quot; schedule. Whether you've been in the industry for decades or just a short time, the event will show why ATSSA has been putting safety and innovation in our roadways for 43 years.</td>
<td><a href="http://www.atssa.com/MeetingsEvents/2013Expo.aspx">http://www.atssa.com/MeetingsEvents/2013Expo.aspx</a></td>
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<tr>
<td>March 2-6</td>
<td>National Association of Counties Legislative Conference</td>
<td>Washington, DC</td>
<td>Washington Hilton</td>
<td>The NACo Legislative Conference is held on an annual basis in Washington, DC. This meeting brings over 2,000 elected and appointed county officials from across the country to focus on legislative issues facing county government. Attendees hear from key Administration officials and members of Congress and are offered a myriad of additional educational opportunities addressing current and hot topic issues. A day of lobbying on Capitol Hill the last day rounds out an information-packed conference.</td>
<td><a href="http://www.naco.org/meetings/participate/LegislativeConference/Pages/default.aspx">http://www.naco.org/meetings/participate/LegislativeConference/Pages/default.aspx</a></td>
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<tr>
<td>March 3-6</td>
<td>Institute of Traffic Engineers (ITE) 2013 Technical Conference and Exhibit</td>
<td>San Diego, CA</td>
<td>Sheraton San Diego</td>
<td>Details of the conference agenda have not yet been released</td>
<td><a href="http://www.ite.org/meetings/index.asp">http://www.ite.org/meetings/index.asp</a></td>
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<tr>
<td>March 18-20</td>
<td>2013 Design-Build in Transportation Conference</td>
<td>Orlando, FL</td>
<td>Hilton Walt Disney World</td>
<td>The conference will provide networking opportunities with those who: make early decisions and maintain those decisions all the way through project completion: do not win projects based on low-bid but on best overall solution; specify and align with partners and expert solution provider; are leading edge, new technology, collaborative business drivers in the industry; and deliver fast-track projects</td>
<td><a href="http://www.dbtranspo.com/">http://www.dbtranspo.com/</a></td>
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<td>March 19-20</td>
<td>International Road Federation Regional Conference</td>
<td>Marrakech, Morocco</td>
<td>Pullman Marrakech Palmeraie Resort</td>
<td>The conference will focus on road infrastructure project challenges in Morocco and the North African region in general. Experience and input from other countries is welcomed. The conference presentations will focus on practical solutions based on proven experience. They will aim to identify challenges and obstacles to progress, and propose ways to address and overcome them. The event will further offer an opportunity for showcasing multi-stakeholder solutions and collaborations.</td>
<td><a href="http://www.irfnet.ch/eventdetail.php?catid=1&amp;id=488&amp;title=IRF">http://www.irfnet.ch/eventdetail.php?catid=1&amp;id=488&amp;title=IRF</a></td>
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<td>April 14-17</td>
<td>National Trails Symposium</td>
<td>Near Fountain Hills, Mesa and Scottsdale, AZ</td>
<td>Fort McDowell Yavapai Nation Resort Destination, Radisson Resort &amp; Conference Center</td>
<td>The Symposium addresses both non-motorized and motorized issues and the American Trails vision for trails and greenways nationwide. Dozens of speakers and keynote presenters from across America cover the top topics and state of the art technology.</td>
<td><a href="http://americantrails.org/2013/index.html">http://americantrails.org/2013/index.html</a></td>
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<td>April 15-18</td>
<td>2013 Joint Rail Conference: Next Generation Rail--Meeting Challenges of the Future</td>
<td>Knoxville, TN</td>
<td>Knoxville Convention Center</td>
<td>The purpose of this conference is to promote the dissemination of information and discussion of technological advances relevant to railroad operational and engineering issues and other matters. Topics to be discussed include railroad infrastructure, rail equipment, signal and train control engineering, planning and development, safety and security, energy efficiency and sustainability, and urban passenger rail transport.</td>
<td><a href="http://ctr.ra.utk.edu/jrc2013/">http://ctr.ra.utk.edu/jrc2013/</a></td>
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<tr>
<td>April 22-24</td>
<td>23rd Annual ITS America Annual Meeting</td>
<td>Nashville, TN</td>
<td>Gaylord Opryland Convention Center</td>
<td>This year’s theme “Real Progress — Great Future” will touch on how far we’ve come as a nation in the deployment of ITS technologies and will also illustrate just how much further we can go to create a connected, efficient, sustainable and safe transportation system. The 2013 conference will offer opportunities to see the latest and future of intelligent transportation solutions from across the U.S.</td>
<td><a href="http://www.itsa.org/annualmeeting">http://www.itsa.org/annualmeeting</a></td>
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<tr>
<td>April 17-19</td>
<td>2013 International Highway Technology Summit – IHTS Delivering Innovative Approaches and Best Practices</td>
<td>Beijing, China</td>
<td>Beijing International Convention Center</td>
<td>The conference will include four tracks that will address highway engineering, bridge and tunnel structures engineering, traffic engineering and environment and sustainability. The focus of the conference will be on inspection, maintenance, and management of bridges and tunnels; pavement technology; road environment and safety; and intelligent transportation systems. It will include two days of invited keynote presentations, technical sessions, and a one day study tour.</td>
<td><a href="http://www.trb.org/Calendar/Blurbs/166851.aspx">http://www.trb.org/Calendar/Blurbs/166851.aspx</a> Contacts: Wang Zheng at <a href="mailto:wangzheng@chinahighway.com">wangzheng@chinahighway.com</a> or Nina Guan at <a href="mailto:ninee818@hotmail.com">ninee818@hotmail.com</a>.</td>
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<td>May (Exact date TBD)</td>
<td>Integrating Transportation Agency Spatial and Business Data for Improved Management Reporting</td>
<td>Boise, ID</td>
<td>Westin Hotel Providence</td>
<td>TRB is sponsoring a peer exchange on Integrating Transportation Agency Spatial and Business Data for Improved Management Reporting in May 2013 in Boise, Idaho. The event will focus on current practices in integrating transportation agency spatial and business data, and strategies to help agencies overcome barriers to implementing these solutions.</td>
<td><a href="http://www.trb.org/Calendar/Blurbs/167631.aspx">http://www.trb.org/Calendar/Blurbs/167631.aspx</a></td>
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<tr>
<td>May 3-7</td>
<td>American Association of State Highways and Transportation Officials (AASHTO) Spring Meeting</td>
<td>Providence, RI</td>
<td>Westin Hotel Providence</td>
<td>Details of the meeting agenda have not yet been released.</td>
<td><a href="http://transportation.org/meetings/389.aspx">http://transportation.org/meetings/389.aspx</a></td>
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<tr>
<td>May 5-9</td>
<td>14th TRB National Transportation Planning Applications Conference</td>
<td>Columbus, OH</td>
<td>Hyatt Regency Columbus</td>
<td>The goal of this conference is to provide an outlet for new transportation planning techniques and methods. It will emphasize practical, innovative and timely technical and policy approaches to transportation planning through professional presentations, workshops and poster sessions spread over the course of five days.</td>
<td><a href="http://trbappcon.org/">http://trbappcon.org/</a></td>
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N/A = Not Available; m = member; nm = non-member. To list your transportation conferences here FREE, send all information as above to: The UTM Conference Dept., P.O. Box 12300, Burke, VA 22009-2300, or call (703) 764-0512, or fax (703) 764-0516, or email: editors@lawleypublications.com.