FHWA Soliciting Proposals for Innovations in Transportation Planning
Projects May Cover Wide Range of Research Areas

The Federal Highway Administration (FHWA) is hoping to find some new ideas in transportation planning through the release of a Broad Agency Announcement (BAA). Short, pre-proposals are due April 23, and the FHWA will ask for full proposals in May from those whose ideas are most promising.

This BAA is being used to help “advance the practice and application of transportation planning among state, metropolitan, regional, local and tribal transportation planning governments in response to significant changes in the planning process and to identify new tools, techniques and approaches that respond to national transportation planning priorities.” Once the awarded projects are complete, information will be posted to the FHWA’s website. Research results will also be highlighted in a webinar series.

The FHWA says it is soliciting these research and development proposals to “foster innovative changes and revolutionary advances for transportation planning in the United States,” and it is confident leading companies will be willing to share their best practices and ideas with government transportation planners at all levels. Not only will the companies receive federal funds for their projects, the FHWA says the firms will also benefit through greater awareness of their projects and marketing through FHWA’s programs.

There are several focus areas that are of particular strategic interest and relevance to the FHWA. Those areas are: State, MPO and Local Planning Capacity Building; Tribal Planning Capacity Building; Congestion Management; Safety Planning; Public Involvement, Environmental Justice, Visualization in Planning; Freight Planning; Planning and Environmental Linkages; and Pedestrian and Bicycle

Galveston Charging for Street Parking Without Using Meters or Paystations
PayByPhone System Generating Revenues to Improve Waterfront Area

The city of Galveston has found a way to collect payments from those parking along its waterfront without having to install parking meters. It has teamed up with PayByPhone, supported by CreditCall, to install a meterless parking system that is expected to generate $700,000 per year over the next five years.

Last year, city residents voted to introduce paid parking in the Seawall area to help improve infrastructure and amenities along the 10-mile wall that was built in 1902 to protect the city. In order to maximize its revenue, the city did not want to pay for the placement of parking meters or pay to maintain meters in an area buffeted by sea wind and spray. So, Galveston has become what CreditCall calls the “first sizeable location” in the U.S. to move directly to a “mobile payment for parking solution without the installation of

The city of Galveston, Texas, implemented a pay by phone system for parking along the Seawall area which did away with the need to provide parking meters. (Photo: Courtesy of Google, Inc.)
The Congressional Budget Office (CBO) sees some advantages and some risks when it comes to the use of public-private partnerships along the U.S. network of more than four million miles of public roads. In testimony this month before a House transportation committee on public-private partnerships, the CBO highlighted its findings on the increasing use of these partnerships to address highway projects.

Joseph Kile, Assistant Director for Microeconomic Studies, told the Committee on Transportation and Infrastructure’s Panel on Public-Private Partnerships that the CBO has reached three major conclusions:

“Private financing will increase the availability of funds for highway construction only in cases in which states or localities have chosen to restrict their spending by imposing legal constraints or budgetary limits on themselves. The reason is that revenues from the users of roads and from taxpayers are the ultimate source of money for highways, regardless of the financing mechanism chosen.

The cost of financing a highway project privately is roughly equal to the cost of financing it publicly after factoring in the costs associated with the risk of losses from the project, which taxpayers ultimately bear, and the financial transfers made by the federal government to states and localities. Any remaining difference between the cost of public versus private financing for a project will stem from the effects of incentives and conditions established in the contracts that govern public-private partnerships.

On the basis of evidence from a small number of studies, it appears that such partnerships have built highways slightly less expensively and slightly more quickly, compared with the traditional public-sector approach. The relative scarcity of data on public-private partnerships for highway projects, however, and the uncertainty surrounding the results from the available studies make it difficult to apply their conclusions definitively to other such projects.”

Kile went on to tell the panel that these partnerships have been limited in the U.S. The CBO found that between 1989 and 2013, the value of contracts for projects exceeding $50 million was only about $61 billion. That represented about 1.5 percent of the approximately $4 trillion (in 2013 dollars) spent on highways by all levels of government.

In addition, the CBO found that when public-private partnerships transfer risks and control to private firms, there’s a potential downside. Kile testified that the partnerships may limit a government’s ability “to respond to changing conditions or to achieve other objectives” that might benefit the public but reduce the private partner’s profits. For example, if a private firm is given toll-setting authority, increases in tolls may conflict with other public-sector goals.

The CBO acknowledges that assessing the ability of these partnerships to cut costs or save time is challenging because of the limited data and research. There are indications of success with two older highways that were built in a traditional way but are now under private management. Kile says the Chicago Skyway and Indiana Toll Road have experienced cost reductions since private firms took control, but he says even in those cases, factors such as the recession and the associated reduction in traffic probably contributed to the results.


The I-495 Express Lanes in Fairfax, VA are a design-build-finance-operate public-private partnership project. (Photo: Courtesy of the Transurban Group)
Car Sharing Services Moving Beyond Major Metropolitan Areas

Smaller Cities Finding Advantages to Offering Shared Vehicles

Car-sharing services started in larger cities where parking is tight and more extensive transit and mixed land use make owning a car optional. But smaller cities are finding benefits to car sharing as well. Northampton, Massachusetts, with a population just under 30,000, started small years ago with only two Zipcars for sharing, but it hopes to continue growing its fleet.

Wayne Feiden, the city’s planning director, says the Sustainable Northampton Comprehensive Plan calls for the city to support car sharing services to reduce reliance on single-occupancy privately owned vehicles, and that offers numerous benefits. He notes, “First, and perhaps most importantly, shared cars make downtown living, with the inherently higher cost of owning a car, more achievable, helping make downtown more vibrant. Second, and probably as importantly, we expect each shared car to replace 10 to 15 private cars, reducing demand for future parking structures that we will otherwise have to build.”

In addition, Feiden says shared cars tend to reduce vehicle trips. When drivers are paying for a car per hour, they “tend to be more efficient about their trip chaining.”

Northampton Mayor David J. Narkewicz, who is a Zipcar member himself, is supporting a proposal to bring Zipcars into the downtown area. The first two Zipcars to arrive in 2006 were located on the edge of town at Smith College. That fleet grew to six cars as the car-sharing concept caught on, not just among the Smith College community, but among many people outside the campus as well.

Narkewicz says that because a large portion of those using the Smith Zipcar are not connected with the college, it shows that there is support for car sharing among the broader community. He wants to see parking spots added for two more Zipcars at a municipal parking garage and says he’s optimistic the plan will work its way successfully through the local approval process.

While Feiden says that in large urban areas shared cars may replace the need for private car ownership, in Northampton, a Zipcar is more likely to replace the need for an additional family car. Zipcars may not be appropriate for daily commutes to work or long vacations, but Feiden says they “are perfect for any errand and short-term trip.” Feiden’s family owns two cars, but he says his daughter is now using one of those cars on a regular basis.

So, Feiden finds himself using Zipcars from Smith College for his out-of-town meetings, saving his family the need to buy a third car.

In Northampton, the fees to use a Zipcar include a $25 fee to join and a $60 annual fee. Cars can be rented for $8.50 an hour, which includes gas and mileage up to 180 miles per trip. Insurance is included, too, with a small deductible. Cars must be returned to the spot where the trip begins.

For more information, visit: [www.zipcar.com](http://www.zipcar.com) or contact Wayne Feiden at wfeiden@northamptonma.gov.
Active Traffic Management Coming to Illinois Tollway

*Smart Corridors Credited with Improving Safety and Traffic Flow*

Chicago is poised to follow the lead of other metropolitan areas that have turned to active traffic management (ATM) to reduce accident rates and smooth the flow of traffic on major highways. These so-called “Smart Corridors” feature variable speed limits and frequent signage to alert drivers to upcoming congestion, merging traffic or obstructions in the roadway.

The Illinois Tollway Authority is planning over the next two years to install digital signs every half-mile along the Jane Addams Memorial Tollway (I-90) from the Kennedy Expressway to Barrington Road. It’s one of the state’s most heavily traveled roadways, and the Illinois Tollway says “these changes will provide real-time road information to help our customers move more quickly through congested areas.”

The signs will alert drivers to change lanes or slow down as they approach congestion or collisions. A red “X” would be used to show when a lane is closed, and accompanying text alerts would let drivers know what was causing problems. In some cases, the signs could even be used to redirect traffic onto the shoulder lane to avoid accidents or ease congestion or to propose alternate routes. Signage will also be used to indicate preferential bus lanes.

Illinois wants to provide a “21st century, state-of-the-art corridor linking Rockford to O’Hare,” and ATM was chosen to “improve mobility and reduce congestion” while using the latest technologies available to “enhance roadway safety.” When accidents do occur, the smart corridor concept will also help emergency vehicles to safely navigate roadways and reach the scene more quickly.

Morgan Balogh, a Washington state regional traffic engineer, says a similar system has been at work in the Seattle area along Interstate 5 since 2010. This smart corridor was designed primarily to reap safety benefits, and it has. Balogh says they have seen a 7 ½ percent drop in weekday collisions and at least double that rate on the weekend, when drivers are less likely to be as familiar with the route as the weekday daily commuters. He says, “For people who don’t know the roadway very well, we’re making it a lot safer for them.”

Balogh says that in the Seattle area, they have “aggressively pushed variable speeds, slowing people prior to congestion and incidents.” Traffic information signs can now be found every half-mile, as opposed to the seven-mile separation prior to the adoption of the ATM system. Washington is using the smart corridor technology to post variable, automated speed limits, close lanes in the event of an accident, signal merges, offer travel time information and suggest alternative routes. The system also allows drivers to use the high-

*Please turn to Page 5*
Active Traffic Management Coming to Illinois Tollway

way shoulder under certain conditions and warns people in advance of heavy on-ramp traffic to move out of the right lane.

Washington has chosen to legally enforce the variable speed limits, while a similar system in Minnesota makes the variable rates “advisory” only. Chicago is planning advisory limits, too, and Balogh says both can be effective. He says, “We’re regulatory for emphasis, to show we’re serious about it. We wanted to show the importance of slowing down,” and traffic planners worked with the state patrol on enforcement.

Along I-90 in the Chicago area, disregarding the variable speed limits will not result in speeding tickets. Officials say “issuing citations or fines is not the intent of the improvements being made. Rather, the work is being done to give our customers additional information they need to travel safely.” They expect most customers to generally follow the advisory instructions, especially after they get used to the system and realize that following the notices will allow them to “travel more easily and avoid traffic backups.” Existing traffic laws, such as those requiring drivers to change lanes for emergency vehicles, would still be enforced.

ATM has been used in Europe since the 1970’s, and the Illinois Tollway Authority points to studies that have found it offers numerous benefits — increased throughput, an increase in overall capacity, a decrease in primary and secondary accidents, an overall harmonization of speeds during congested periods, decreased headways and more uniform driver behavior, increased trip reliability and the ability to delay the onset of freeway breakdown. Smart corridors are now gaining ground in the U.S. In addition to the installations in Washington and Minnesota, there are smart corridors in the planning stages in Georgia, along I-80 in Oakland, California, and on I-66 in northern Virginia.

The Illinois Tollway puts the cost of its 28-gantry ATM system at nearly $18 million dollars. It anticipates annual maintenance and operations costs of nearly $758,000 with an offset of close to $533,000 in reduced I-90 maintenance patrol costs reassigned to other functions that will improve efficiencies in scheduled and routine maintenance.

Tollway officials decided to add the new features now because that 16-mile portion of the toll road already is scheduled for reconstruction as part of a $2.5 billion project that will rebuild and widen 62 miles of the roadway between Rockford and O’Hare International Airport. According to the Tollway, “Installing the gantries, fiber optics and other infrastructure necessary to operate the ATM system will be easier and more cost effective if done during the already scheduled rebuilding project, which is scheduled for completion in 2016.”

Galveston Charging for Street Parking Without Using Meters

of meters.”

Now, those who want to park in the area can complete a one-time parking registration by placing a phone call, downloading an app or going online to Paybyphone.com. They will be asked to register their license plate and provide a credit card number. Then, when they come to the area to park, they simply load the app, enter Galveston’s Seawall location number and enter the amount of time they want to use the space.

A text message is sent to the driver’s phone five minutes before the parking session expires. If the thought of leaving the beach is too painful, drivers can simply extend the parking session via app or phone call without having to leave their beach chair. Email receipts are available.

In Galveston, parking hours run from 10 a.m. to 6 p.m. every day and parking costs one dollar per hour up to a maximum of $8 per day. Yearly passes are available for $25. There are no numbered spots. A driver can pull into any available space along the waterfront and even move their car to another location within the paid time period. Parking is first-come, first served, and paying in advance does not guarantee a spot.

The system is tied to the registered license plate. There’s no receipt to display on the vehicle’s dash. Seawall enforcement offices can see if parking fees have been paid by using automatic license plate readers in specified vehicles and handheld devices.

CreditCall reports that 34,000 drivers signed up for the parking system within the first three months and 50,000 transactions were generated in the first 160 days. Parking validation fees are being used to provide and maintain amenities such as clean restrooms, showers, lighting and landscaping on the Seawall. The city says the paid parking on the Seawall also allows for additional security and safety on Galveston’s beaches.

Galveston is spreading the word about the parking system to visitors with the installation of more than 500 PayByPhone information signs along the Seawall. Those who come to the waterfront without a credit or debit card can pay by cash at a number of approved retail stores and convenience stores in the area.

Dave Witts, president of US Payment Systems at CreditCall says Galveston is “a perfect example of how anyone looking to deliver paid parking services can do so with less cost and infrastructure work than they perhaps initially envisaged.”

For more information, contact Ingrid Anusic at Ingrid.anusic@creditcall.com or Chris Morisawa at cmorisawa@paybyphone.com or visit http://www.cityofgalveston.org/473/Seawall-Paid-Parking.
The term “peak car” has been used to describe the point at which global car sales will hit their peak, but it’s also been used to describe the point at which car use per capita tops out. That’s why one auto analyst says he likes to avoid the term altogether.

Phil Gott, a senior analyst at IHS Automotive, says he prefers the term “weak car” to describe the trend he sees for the future.

Charting car sales and use is not only important to the car industry, it also impacts transportation infrastructure needs.

Gott says that for now, vehicles continue to be sold in large numbers globally and in increasing volumes, and “people will always need motorized vehicles in one form or another to get around.” However, there are a number of factors at work that are making private car ownership and use less desirable.

Gott points first to a “phenomenon of density” that is happening worldwide, and he says that as congestion grows in urban areas, the appeal of car ownership wanes. As people increasingly move into cities, they find themselves being stacked vertically in high-rises, which sets up a conflict. While living becomes three-dimensional, driving on the streets remains a two-dimensional experience and traffic congestion grows. Gott says that in mature markets, the demand for vehicles begins to decline when urbanization reaches 80 percent.

Another factor at work is what Gott describes as the increasing “connectedness” we enjoy today. With transit information at our fingertips through apps and mobile devices, options like public transportation become more appealing. Gott notes that in the past, the confusing nature of some transit systems kept people away. He says people want to know, “Which bus, where is it, and what the schedule really is today.” The internet and new transit apps help to address those questions.

IHS, a global information company, also sees a change in the desired lifestyle of people today. Even in suburban areas, developers are building villages in which there is a reduced need for a car. Gott remembers that when he was a child, going somewhere by car was as easy as crawling into the back seat of his parents’ DeSoto. No child seats, harnesses or unhappily constrained kids.

Gott says today’s parents are beginning to rebel against the cumbersome, isolating nature of car travel and looking for opportunities to walk to their destination and converse with neighbors along the way. Transit-oriented design principles allow people to find alternatives to their private cars — and Gott says these principles can work in small villages as well as large cities.

Another factor at work is what Gott describes as the move toward a sharing economy, as witnessed by the growth of car-sharing companies such as ZipCar. There’s a growing attitude that “if you only need something occasionally, why buy it.” Besides, Gott says car sharing allows you the flexibility to rent a two-seat roadster for a special date or a mini-van to haul the kids and their teammates.

Car sales are booming in China and other developing countries, and Gott says that’s because “people see cars as a sign of entering the middle class — something they’ve learned from the West.” However, he notes that some people report only using their cars two or three times a month in China because there’s too much traffic to use them for work on a daily basis.” Gott says that if these drivers continue looking to the west for trends, the “next thing that’s coming along is the sharing economy.”

In the United States, Michael Sivak, a researcher at the University of Michigan Transportation Research Institute, made news last year when he reported that older drivers are outpacing young drivers when it comes to buying new vehicles. He also conducted an analysis that found the absolute number of light-duty vehicles (cars, pickup trucks, SUVs and vans) reached a maximum in the U.S. in 2008, which he attributed to societal changes as well as the economy.

Globally, Gott says about 80 million vehicles are being sold a year and sales are expected to grow reasonably quickly to 110 million or so by 2025 before leveling off. In terms of yearly sales, he says, “There are always high points and low points around a long-term trend.”

Though bicycling is become more popular, Gott says bicycle usage does not tend to impact car ownership. A bicycle may be a healthy alternative, but it is “not all-weather, all cargo.” Bikes may reduce the car count on a given day, but they are not a substitute for car ownership.

Gott acknowledges that some people will always want a car, either because they like to control their own environment or because they have health issues that necessitate a car. He notes, “Terms like peak car tend to evoke a feeling that we’re going to get rid of these things. We’re not. The quality of life in the U.S., Europe and Japan that others are aspiring to, based on the western model, is based on motorized mobility. It’s like trying to kill the goose that laid the golden egg.”

For more information, contact: Jim Dorsey of IHS at jim.dorsey@ihs.com.
A settlement has been reached in a building industry lawsuit that challenged a regional growth strategy for the San Francisco Bay Area. The Building Industry Association of the Bay Area (BIA) has agreed to drop a lawsuit it filed last August against the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC).

Paul Campos, senior vice president of the BIA-Bay Area, says his organization challenged the Plan Bay Area because it failed to comply with two fundamental requirements in the state’s landmark Sustainable Communities and Climate Protection Act of 2008. That statute, SB 375, requires integrated regional housing and transportation plans to accommodate each region’s housing needs while striving to attain greenhouse gas reduction targets.

First, Campos says Plan Bay Area failed to accommodate long-term housing needs within the region and relied on hundreds of thousands of more commuters traveling to work from outside the region, which would have exacerbated “mega-region sprawl.” Second, he says that though the plan purported to increase housing choice, it would actually have restricted it by defining only a handful of acceptable “Place Types” eligible to be considered Priority Development Areas. According to Campos, “Plan Bay Area is based on 80 percent of all new housing growth through 2040 being in extremely high density PDAs.” He says, “BIA believes that the resulting distribution of new housing in the region is not feasible from market demand, economic and political standpoints.”

In addition, Campos maintains the Plan Bay Area “relied on a number of highly questionable financial and other assumptions to make it appear ‘pencil out,’” and the assumptions were buried in technical documents away from public view. A real estate consulting firm hired by the BIA to conduct a peer review found that one key assumption “had no basis in reality.”

The BIA says the settlement with ABAG and MTC addresses each of its concerns. When the Plan Bay Area undergoes a major update in 2017, Campos notes that under the settlement, the plan must identify areas in the region “sufficient to meet the region’s long-term housing need without increasing the number of future in-commuters.” It also requires the agencies to “complete a thorough feasibility analysis early in the process so that its results will inform the final distribution and type of housing in the next version of Plan Bay Area.” Finally, Campos notes that the Settlement of Agreement greatly enhances “the transparency of future updates.”

Though BIA felt it had a strong legal case, Campos says a key to reaching the settlement was BIA’s offer to allow the current Plan Bay Area and its related Environmental Impact Report (EIR) to remain in place until the next update in 2017. It weighed “prospective relief” against what could have been “significant disruption in funding Bay Area transportation projects” if the plan had been invalidated.

MTC Chair Amy Rein Worth says MTC and ABAG are “pleased to have been able to work so quickly and effectively with the BIA to craft an agreement that addresses the BIA’s concerns, safeguards MTC’s and ABAG’s essential planning functions and saves each party the time and expense of an unnecessary court case.”

The settlement provides for a full dismissal of all claims by the BIA and for each party to bear its own costs.

For more information, contact: info@mtc.ca.gov, info@abag.ca.gov or Paul Campos at pcampos@biabayarea.org. See the complete Plan Bay Area at www.mtc.ca.Hlt382386849_Hlt382386850.BM_1_BM_2.gov or

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**FHWA Soliciting Proposals**

Planning and Design.

In releasing the BAA, the FHWA cited some examples of travel modeling related research in which it could use innovation in methodology. For instance:

- Processing and analyzing large passive data sets collected via various media;
- Using large passive data sets for analyzing current travel behavior and forecasting near future travel;
- Using large passive data sets to assist calibrating and validating travel modeling techniques;
- Providing strategies and methods for evaluating the effectiveness of travel forecasting techniques.

“Cost reasonableness and realism” will be considered in the overall selection process for the projects. The FHWA has budgeted about $1.5 million for fiscal year 2014 to fund the research announcement, and it “strongly encourages” proposals that offer a significant portion of non-federal matching funds or in-kind resources.

The administration expects to make multiple awards, typically of 12-24 months duration. The number and size of the individual awards will be based on the merits of the proposals, their potential to lead to transformational changes and advances in transportation planning practice, the type of research area and the study requirements.

Those interested in applying should go to: https://www.fbo.gov/index?s=opportunity&mode=form&id=46b5c187590e07a4e6a60f6593a6b84&tab=core&cview=0.

For more information, contact: Jennifer Johnson, Contracting Officer, at jennifer.johnson@dot.gov.
Product and Industry News

**Streetline Releases New Parking Analytics Product: ParkSight 2.0 Offers Continued Real-Time and Historical Parking Data**

There’s a new option for cities considering a software solution to their parking problems. Streetline, Inc., has introduced ParkSight 2.0 to give customers round-the-clock data about parking availability and how their parking spots are being used.

Streetline says this update to its ParkSight parking analytics application features “enhanced and robust analytics and reporting capabilities.” It will give its city and university customers access to 19 standard reports and allow them to create their own custom reports.

The company describes ParkSight 2.0 as a “cloud-based, software-as-a-service application that allows customers to access both real-time and historical parking data on a continuous basis.” The system works by relaying information from parking spot sensors and other sources of occupancy information to a data center in the cloud. Parking administrators can use the data to determine parking availability, occupancy rates, turnover and length of stay.

The company says that “with 30 percent of city traffic caused by people searching for parking, there is a strong case for parking management tools.” Streetline worked with customers of different sizes, who had different needs and goals, to come up with the included charts and reports. It says the reporting features can be used to aid cities and universities trying to use parking data to “optimize resource use, enhance workforce efficiency, decrease congestion, increase patronage in commercial districts and improve the motorist experience for residents, visitors and students.”

Streetline says it has nearly 40 sensor deployments across the U.S, as well as in the United Kingdom and Germany. ParkSight 2.0 was released and made available to all of its existing customers, and it will be a standard application for all new customers moving forward.

Two examples of the analytic capabilities of Streetline’s ParkSight software. (Images: Courtesy of Streetline, Inc.)
Product and Industry News (continued)

When a customer makes the decision to go with ParkSight 2.0, they’re actually buying a complete parking monitoring system. Streetline did not disclose its prices, but it says, “We do not sell individual sensors. Our offering is truly a smart parking platform — deployed as a service paid as a monthly fee that includes the hardware (sensors, repeater, gateway), the software (applications like Parker, ParkSight) and the maintenance of the system.”

The company points out that sensors are just one of the ways the system uses to “sense” and capture data. “Our system can also capture data from existing counting equipment such as a loop or gate counter or even video. There are various ways to ‘sense’ and our goal is to use the most efficient and effective means given a particular environment.”

ParkSight counts among its customers: Beverly Hills, California; Birmingham, UK; Boston; Clemson University; Ellicott City, Maryland; Fort Lauderdale; Hollywood; Indianapolis; Los Angeles; Manchester, UK; New York City; Oregon State University; San Mateo, California; and the Washington Metro Area Transit Authority (WMATA).

The company says it’s already getting positive feedback on the upgrade. Matt Bronson, Assistant City Manager at the City of San Mateo, told Streetline, “With applications such as ParkSight 2.0, we can run reports and share them with other members of our team to help manage our parking inventory most efficiently.”

Gabriel Merrell, Senior Accessibility Associate and Deputy ADA Coordinator at Oregon State University says, “With ParkSight 2.0, we are able to view the occupancy and turnover data quickly and easily, create reports, and provide utilization data to support the allocation” of accessible spaces on campus.

For more information, visit: http://www.streetline.com/parking-analytics/ or contact Brittany Blasing at brittany@streetline.com.

AirSage Claims Cellular Data is An Accurate, Cost-Effective Resource for Origin-Destination Information for Transportation Studies

Household travel surveys (HTS) and motorist and license plate surveys have long been used to obtain observed origin-destination information for transportation planning and traffic analysis, but new technologies have led to new options. The AirSage population analytics company is out with a white paper that seeks to compare the old and new options in terms of time to results, cost, accuracy/coverage and ease of use.

AirSage looks at five primary options – HTS, vehicle intercept surveys, license plate surveys, Bluetooth and cellular data. It finds that the traditional surveys can be difficult to implement, citing their cost and time-consuming nature. Accuracy can vary based on the survey respondents and coverage area. AirSage says using Bluetooth or cellular data can help cut costs and provide more accurate data in a timelier manner. However, it gives its own anonymous cellular data the edge over Bluetooth in terms of costs, accuracy and ease of use, since no equipment needs to be installed.

AirSage notes that mobile data doesn’t depend on anyone’s memory of where they traveled, and it offers unbiased results. Mobile data also provides large sample sizes. AirSage points to a Pew survey last year that found 91 percent of American adults have a cell phone.

When it comes to cost, AirSage says its basic data requests start at $10,000. The final price is determined by a number of factors including the length of the study period, the geographic size of the area and how that area is divided — from zip code to census block group. Prices also vary along a sliding scale by the options selected. For example, AirSage can provide data on nine different trip classes. It offers results in weekly averages or daily totals and for up to five day parts. Customers can also add census information, such as income and age, and residence class, such as resident, visitor and commuter.

In Moore County, North Carolina, AirSage says county and state officials joined together to determine the best ways to reduce traffic and prepare for future transportation needs along a 3.6-mile stretch of Route 1 from Aberdeen to Southern Pine. Officials decided against traditional HTS for reasons of cost and accuracy. Instead, they used cellular data and found that most of the travel along the corridor was either local traffic or those traveling from outside to a local destination. Knowing that there is very little through traffic in the corridor is helping to shape future planning.

When the Ohio-Kentucky-Indiana Regional Council of Governments wanted to update its data on travel in the eight-county tri-state area, it was hampered by laws that forbid stopping drivers on the freeway to conduct surveys. With 98 percent of traffic in the area traveling by freeway, the council turned to AirSage to provide an alternative source of information. AirSage says it was able to capture almost 500 times more trips than previous HTS — in less time and at significantly less cost.

Niceville, Florida, used AirSage to validate travel patterns and people counts on the Mid-Bay Bridge crossing Choctawhatchee Bay. AirSage examined home-work, work-home, home-other and other-other trips, as well as reporting trip lengths and time of day distributions.

NuStats, a research consultancy firm, also turned to AirSage to augment and validate data that had been gathered using a traditional travel study. This project involved the capture of regional data in the area around the Fort Huachuca military base, Tucson, and Bisbee. NuStats says it was able to save time, money and manpower by using the cellular data.

For more information, visit: http://airsage.com/Contact-Us/White-Paper/ or contact Melissa Mannozzi at mmannozzi@airsage.com.
Product and Industry News (continued)

**Asphalt Alternative May Offer Cost and Environmental Benefits, Pigment Can Be Added for Bicycle Lanes and Other Special Purpose Lanes; Terra Pave Working with University of Texas on Pavement Products**

Members of the Pflugerville City Council are the latest Texans to put a new asphalt alternative to the test. The city joins Austin and the Texas Department of Transportation (TxDOT) in deciding to experiment with Terra Pave for jobs where asphalt would have been used in the past.

Joe Graff, Director of Marketing for Terra Pave, says the Terra Pave products have several qualities that make them better than asphalt. The products are water based and include no volatile organic compounds (VOCs). As Graff explains, “Only water is evaporated into the atmosphere, therefore, they are very safe and good for the environment.” In addition, he notes that since the products are placed at ambient temperatures and do not need to be heated, “they save the cost of heating and keeping them hot.”

Terra Pave says its products are “much stronger” than asphalt and stay flexible at most temperatures. That allows them to “remain strong and resistant to deformation by both traffic loading and environmental forces such as heat, cold, rain and freezing.” Finally, Graff points out that no special equipment is necessary to apply Terra Pave. It can be placed with conventional paving equipment.

Because the polymers used in Terra Pave are clear when they dry, the products can take on the color of any pigment added. Graff says carbon black is added to many of the Terra Pave products to make them look like conventional asphalt pavements and give them good UV light resistance. However, the company expects to develop some material in blue or green in the near future for a test bicycle lane.

Earlier this year, Pflugerville voted to go with Terra Pave to save money on the construction of 37 new parking spaces and test its spirit of innovation by taking a risk on what it viewed as a more environmentally friendly product. Austin is currently testing Terra Pave in one of its parking lots, too, and TxDOT applied it last year on SH195.

Terra Pave’s products are developed and patented by the Center for Transportation Research at the University of Texas at Austin, and Graff points out “that certainly gives them great credibility.” However, because of the great variety of ways in which asphalt is used, Terra Pave cannot currently be used to replace asphalt in all situations. Graff says more experience will be necessary and additional research on the products still needs to be done.

Though the company did not offer specifics on its pricing, it says Terra Pave costs are “very competitive” with asphalt and in many cases less costly. In addition, it expects its prices to remain more stable because costs are not based on the more “volatile” asphalt market. It also anticipates that Terra Pave will last “as long or longer” than asphalt.

Graff sees a broad market for Terra Pave. It can be used worldwide on large projects by transportation agencies or small projects by homeowners. The first sections of Terra Pave products were installed about two years ago, and Graff says the reaction to all test sections and installations has been promising.

For more information, visit: [http://terrapaveinternational.com/](http://terrapaveinternational.com/) or contact [info@terrapaveinternational.com](mailto:info@terrapaveinternational.com).

Two examples of Terra Pave. The pavement can take the color of any pigment added to indicate a bicycle lane, for example. (Photos: Courtesy of Terra Pave)
Essential Transportation Publications

Last month the *The Urban Transportation Monitor* conducted a survey among transportation professionals to obtain their opinions on and information about what are considered to be the most essential transportation publications. Questionnaires were sent by e-mail to a random sample of traffic engineers, transportation planners and transit professionals. Altogether 93 completed surveys were obtained. Questionnaire recipients were asked to list what they believe are essential publications (reference/manual/guide/book/report) that every transportation professional should have on his/her bookshelf. They were also asked to provide a reason for listing a particular publication as essential. The results of the survey are published here.

Transit, Pedestrian and Bicycle Publications

- It answers any question a public transit planner may have.
- Comprehensive explanatory and criteria manual for transit facilities planning and design.

*Building Type Basics for Transit Facilities, by Kenneth W. Griffin, John Wiley & Son, 2004*
- Valuable reference overview of basic transit facility requirements and recommendations.

*Designing Walkable Urban Thoroughfares: A Context Sensitive Approach, multiple authors, Institute of Transportation Engineers and the Congress for the New Urbanism, 2010*
- Helped turn the corner on thoroughfare design from treating streets and roads as utilities to treating them as vital elements of community life.

*Journal of Public Transportation, National Center for Transit Research, University of South Florida*
- Good research; wide range of coverage; open access.

*Mass Transit*
- Good articles from around the nation.

*Passenger Transport, American Public Transportation Association*
- Timeliness.

*Pedestrian Planning and Design, John J. Fruin, Ph.D., 1987, second edition*
- Detailed explanation of pedestrian planning criteria.

*Transit Access Report, Letter Publications, serial*
- Focus on accessibility, paratransit issues.

*Urban Bikeway Design Guide, National Association of City Transportation Officials (NACTO), 2012, 2nd edition*
- Provides state of practice guidance for incorporating the bicycle mode into the transportation network.

Traffic Engineering and Highway Design Publications

- Fundamental design reference.
- It’s an excellent resource for road design, speed, sight distance, vehicle turning paths, etc.
- This is the compendium of transportation geometric design, and design standards, continuous for years.
- Comprehensive design guide for streets and highways.
- Guidelines for road design.
- This publication, commonly referred to as the “Green Book,” contains the current design research and practices for highway and street geometric design.
- It is the Standards Reference of roadway design.
- Geometric Design Guidelines for design and evaluation of streets.
Essential Transportation Publications (continued)

- Minimum design criteria for new streets and proposed roadway improvements.
- Provides detailed guidance in street design and markings for traffic operations.
- Everyday use.
- Best guidelines for geometric design

**Manual of Uniform Traffic Control Devices, Federal Highway Administration, 2009**
- Bible for signs, signals, pavement markings.
- Regular review of streets.
- Defines the standards used by road managers nationwide to install and maintain traffic control devices on all public streets, highways, bikeways, and private roads open to public traffic.
- The MUTCD is a great tool in the engineering and transportation departments. It provides exact information of what a road needs and should have to be functional.
- Back-up to California manual.
- Good articles from around the nation.
- This publication is the LAW for controlling traffic.
- All traffic control devices must be in compliance with this document.
- Legally required to comply.
- Regulation of traffic control devices.
- Proper installation of equipment. (I only use this product electronically.)
- Standard reference for traffic control devices and signage for roadways.
- Standards and guidelines for the application, installation and maintenance of traffic control devices.

- Has most land use types.
- It is essential for estimating trips/traffic for site development and traffic impact analysis.
- To estimate the transportation impact for undeveloped parcels (future land uses).
- Provides some scale of travel demand relative to land development[s] planned and existing.
- I use it almost daily for trip generation.
- Extensive data.
- I refer to it almost daily.
- A universally accepted compendium of trip generation studies to cover most trip generation concerns, that includes qualifications on when not to use the data and how to prepare studies to be added to the data base for future editions.

**Highway Capacity Manual, Transportation Research Board, 2010**
- Basis for determining capacity and level of service for all modes.
- It provides the technical basis for most of the engineering analysis I do.
- It is the basis for all traffic engineering decisions - how does this impact the capacity?
- This manual codifies the protocol of traffic operations and the dynamics of traffic densities on streets. It provides guidance in the planning of streets with and without traffic control devices, pedestrian movement and non-motorized modes of traffic.
- The standard for intersection analysis.

- Trusted publisher; breadth of scope; topics covered.
- A summary of the most important aspects of Traffic Engineering.
- State of the Practice for traffic engineering and traffic engineering studies.
- Guidance on doing traffic engineering studies.
- Basic manual.
- Important manual.
- Industry standard.

**AASHTO Daily Update, American Association of State Highway and Transportation Officials**
- Summary of news stories on transportation.

**California Manual on Uniform Traffic Control Devices, 2012, California Department of Transportation**
- It’s the go-to resource
- Determine use and proper location of traffic signs, stripes and pavement markings.
Essential Transportation Publications (continued)

- Lays out uniform ways to conduct “Engineering Studies” referenced in the law regarding traffic controls (the MUTCD).
- It is a valuable desk reference for any traffic engineer who is either starting out or has a varied practice requiring knowledge of a variety of study types.

- Construction.
- Provides guidance on traffic signals design and operation.

Driveway Information Guide (Florida DOT), Florida Department of Transportation, Systems Planning Office, 2008
- This is the one publication which contains information, in plain English, about best design practices as well as specific Florida standards for the construction and placement of driveways serving the public.

Quality/Level of Service Handbook, Florida Department of Transportation, Systems Planning Office, 2013
- It is one of the few publications explaining the concepts of LOS for planning level analysis. It is accompanied by a suite of software programs (all free) which will help you get a quick first shot estimate of LOS for freeways, streets, and rural roadways with minimum effort.

Highway Design Manual, California Department of Transportation, 2010
- Used by all jurisdictions in California.

Highway Safety Manual, American Association of State Highway Transportation Officials, 2010
- Standard reference for roadway safety design.

- Most relevant guidance for building and retrofitting city streets to become more appropriate for all users.

Public Roads, Federal Highway Administration
- General news about highways in the United States.

- This book talks about the Traffic Calming Devices in Practice. For me this book gives a lot of insight about the use of the devices and examples about where they are located and functionality.

Traffic Technology International, various contributors, UKIP, 2014
- This is one of the best resources I have seen for keeping a good pulse on up-and-coming technologies that the industry needs to be aware of. Specifically, ITS applications/tools and connected and autonomous vehicles.

Policies, procedures and standards for the local state transportation agencies, State DOTs
- This addresses local standards where options are allowed in the MUTCD.

Transportation Planning Publications

- It’s an excellent basic reference source for individuals involved in transportation planning and related disciplines.
- Comprehensive overview.
- Good basic background on all aspects of regional transportation planning.

The Transportation Planning Process Key Issues, Updated September 2007, Publication Number: FHWA-HEP-07-039, Transportation Planning Capacity Building Program, US Department of Transportation
- Has a basic description of the regional planning process, key terms and issues.

TMIP, various authors, US Department of Transportation, weekly (go to https://www.fhwa.dot.gov/planning/tmip/community/list_serv.cfm for more information)
- Current research and findings.

Transportation and Land Development, July, 2002, Vergil Stover and Frank Koepke, Institute of Transportation Engineers
- It provides useful and timely discussion on the linkage between site/land development and the provision of transportation.
Essential Transportation Publications

Miscellaneous Publications

*Gridlock: Why We’re Stuck in Traffic and What to Do about It, Randal O’Toole, Cato Institute, 2009*
- Understanding the link between land use and transportation infrastructure.

*Highway Statistics, Federal Highway Administration, annual*

*ITE Journal, Institute of Transportation Engineers, monthly*
- Important papers.
- While the content is not critical to the profession, it is often worth reviewing and more importantly it is an important resource to be aware of what is happening in the field of transportation engineering and planning. It is a good barometer journal.
- Wide variety of transportation-related subjects covered. Many articles useful, some just interesting.

*Shared Parking, 2nd Edition, 2005, Urban Land Institute*
- Can be used to determine shared parking reductions.

*Traffic: Why We Drive the Way We Do (and What It Says About Us), Tom Vanderbilt, Vintage Books, 2008*
- Understanding the psychology of drivers. All the design knowledge in the world is useless if you do not understand your user.

*Transportation Research Parts A-F, Elsevier, 2014*
- (Speaking as the publisher) taking into account both quantity and quality, this journal family is the single most important repository of transportation research.

*TRB Journals and Publications, various contributors, Transportation Research Board, 2014*
- Generically, every transportation professional needs to keep up-to-date with the materials produced by the TRB.

*Urban Transportation Monitor, Lawley Publications, serial*
- International coverage; survey results.

*Volpe Publications, various contributors, Volpe, 2014*
- Volpe - Advance Transportation Technologies - the field of transportation will be changing rapidly. It is critical that transportation professionals be aware of the potential change, and Volpe is a great source to review the most credible future changes/areas-of-interest rise to the top.

*The Associated Press Stylebook, annual*
This Month’s Survey Results (Survey 2)

Freeway Active Traffic Management Characteristics

Last month, The Urban Transportation Monitor conducted a national survey to obtain information from organizations that have or are planning to implement active traffic management on freeways. Six organizations (state department of transportation and toll authorities) were identified that have either implemented or are planning active traffic management on freeways. E-mails with a link to the survey questionnaire’s web location were sent to the six organizations. Three organizations provided useable reports.

These responses are provided below and on the following page.

Contacts for Freeway Active Traffic Management Projects

<table>
<thead>
<tr>
<th>PROJECT, LOCATION</th>
<th>ORGANIZATION</th>
<th>SURVEY RESPONSE CONTACT, TELEPHONE, E-MAIL ADDRESS</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-35W and I-94 Smart Lanes, Minneapolis</td>
<td>Minnesota Department of Transportation</td>
<td>Brian Kary (651) 234-7022 e-mail: <a href="mailto:brian.kary@state.mn.us">brian.kary@state.mn.us</a></td>
</tr>
<tr>
<td>Project Neon, I-15 Las Vegas</td>
<td>Nevada Department of Transportation</td>
<td>John Hibbard (678) 247-2585 e-mail: <a href="mailto:john.hibbard@atkinsglobal.com">john.hibbard@atkinsglobal.com</a></td>
</tr>
<tr>
<td>Rural Safety Initiative (RSIP) - US 25 Grant In Greenville near the North Carolina border</td>
<td>South Carolina Department of Transportation</td>
<td>Joey Riddle (803) 348-5378 email: <a href="mailto:riddlejd@scdot.org">riddlejd@scdot.org</a></td>
</tr>
</tbody>
</table>
### Freeway Active Traffic Management Characteristics

<table>
<thead>
<tr>
<th>Name of Active Traffic Management (ATM) Project</th>
<th>Project Neon/I-15</th>
<th>Rural Safety Initiative (RSIP) - US 25 Grant</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-35W and I-94 Smart Lanes</td>
<td>Las Vegas, Nevada</td>
<td>US 25 in Greenville near the North Carolina border</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Location of ATM project? (please provide freeway name, nearest cross streets and metro area)</th>
<th>I-35W from the I-35 split to I-94, and on I-94 from I-35W to I-35E</th>
<th>Las Vegas, Nevada</th>
</tr>
</thead>
<tbody>
<tr>
<td>Length of ATM project? (miles)</td>
<td>18 miles on I-35W, 10 miles on I-94</td>
<td>Approximately 3 miles</td>
</tr>
<tr>
<td>In what stage is this project presently? (please select one)</td>
<td>Implemented</td>
<td>Implemented</td>
</tr>
<tr>
<td>When did this project become operational or when is it planned to be operational? (year)</td>
<td>I-35W was operational in two phases from 2009/10. I-94 in 2012</td>
<td>2012</td>
</tr>
</tbody>
</table>

**Which agencies, consultants, and contractors were and are involved in the planning, implementation, operation, and management of this project?**

- N/A

- Nevada DOT, Regional Transportation Commission of Southern Nevada (RTC-SNV).
- Consultants are still being selected.
- Atkins did planning work under an on-call to the Nevada DOT.

- A road safety audit was included in this project with the following team members: South Carolina DOT, South Carolina Department of Highways and Public Transportation, Greenville’s Sheriff’s office, EMS, Traffic Engineering and the FHWA division.

**Which components are included in this project?**

- Dynamic lane management; speed harmonization; hard shoulder running (hard shoulder running is on 3 miles of I-35W only)

- Dynamic lane management; speed harmonization; hard shoulder running

- Dynamic lane management; speed harmonization; hard shoulder running; DMS warning or wet conditions/slippery road

**What are the realized or estimated benefits of this project?**

- The hard shoulder element provides the greatest benefits as we were able to add a new lane within the existing footprint. We have seen minimal benefits with the dynamic lane management and speed harmonization.

- Not known

- We would project a B© ratio greater than 10 but have not completed a post implementation evaluation as we are awaiting three years of after data.

**What do you consider to be the best aspects of this project and why?**

- The section with the hard shoulder running on I-35W because it added an additional lane of traffic for 3 miles of northbound I-35W within the same footprint of the roadway.

- Managing heavy weaving traffic flows.

- Innovative solution to increase awareness of hazardous conditions and reduce speed limits during these conditions.

**What do you consider to be the worst aspects of this project and why?**

- It’s expensive to deploy, operate and maintain.

- Short segment length and lack of automated speed enforcement.

- There was some political resistance to installing these signs and it was a lengthy process since it involved multiple offices

**What advice can you provide to those thinking of implementing ATM?**

- Rather than corridor wide deployments, consider looking at just spot locations. More frequent Dynamic message signs (DMS) may be more cost effective than lane control signals. On hard shoulder lane sections, lane control could just be provided over the shoulder lane and not the other lanes.

- It is challenging to fit in the overhead gantries given other signage. Automated enforcement is key.

- N/A

N/A = not available or not applicable
REQUESTS FOR PROPOSALS

1. Multiuse Path Intersection Improvements and Signage Design
   Agency: Village of Prairie du Sac, Wisconsin
   Deadline: April 25, at 2 p.m.
   Contact: Alan Wildman, Village Administrator, tel. (608) 643-2421, e-mail: awildman@wppienergy.org.
   Website: N/A
   Description: ID 5852-00-04
   The Village of Prairie du Sac is seeking the services of a Consulting Engineering firm to conduct a Multiuse Path and Intersection Improvements Design at various locations within the Village of Prairie du Sac and the Village of Sauk City. The Village is eligible for funding of the project through the Safe Routes to School program. A contract based on the Wisconsin Department of Transportation’s (WDOT) three-party form will be signed by the consultant, the Department and the Village of Prairie du Sac. A summary of the services required of the Consultant include:
   • Design of Multiuse Path to be installed along Sycamore Street and 13th Street from Hemlock Street to Grand Avenue, and along hemlock Street from Maple Street to Sycamore Street.
   • Design Safe Routes to School Signage to be installed for the Safe Routes to School paths.
   • Design of Minor Intersection Improvements at 9th Street and Prairie Streets; 9th Street and Broadway Streets; and 9th Street and Grand Avenue.
   • Design a “One Way” sign to be installed at Middle School access drive.
   • Obtain all required permitting and necessary approvals.
   • Attend 1 Public Works/Utilities Committee meeting to present the design.
   • Proposals for this project will be evaluated on technical ability and qualifications of the firm.

2. City of Palmdale, Avenue Q Feasibility Study
   Agency: Southern California Association of Governments (SCAG)
   Deadline: April 16, 2014, at 10 a.m.
   Contact: Ranjini Zucker, Senior Contracts Administrator, Southern California Association of Governments (SCAG), tel. (213)236-1887, email: zucker@scag.ca.gov.
   Website: http://www.planetbids.com/SCAG/QuickSea rch.cfm
   Description: RFQ Number: 14-001-B39
   The project proposes to conduct an analysis that will determine the feasibility of developing the Avenue Q Corridor as a Transit Oriented Development (TOD), mixed use development corridor. The “Corridor” will ultimately serve as an extension of the Palmdale Transportation Center (PTC), as well as the Palmdale Transit Village Specific Plan Planning Area.

3. Vehicular Wayfinding Signage Master Plan
   Agency: Henderson County Tourism Development Authority
   Deadline: April 25, 2014
   Contact: Mr. Lew Holloway, email: holloway@cityofhendersonville.org.
   Website: http://cityofhendersonville.org
   Description: The Henderson Count Tourism Development Authority (TDA) is requesting proposals from experienced design firms for vehicular level wayfinding signage to be located in Henderson County and its municipalities. The goal of this project is to improve the overall vehicular wayfinding experience in the county and its municipalities through wayfinding and directional signage and as such the plan should provide guidance for installing a wayfinding signage program that will:
   • Guide travelers from the major highway gateways (east west and north south) into and around the municipalities of Henderson County and to certain public and non profit facilities within Henderson County (parks, points of historical interest, etc.)
   • Guide travelers into and around the City of Hendersonville, including the Downtown and 7th Ave Districts.
   • Establish a universal design standard that is reflective of the cultural identity of the region with an element or elements that can be customized by the municipalities or yet to be determined districts.
   • Be in compliance with the standards of the FHWA Manual of Uniform Traffic Control Devices (MUTCD) and any additional North Carolina Department of Transportation guidelines that apply.

4. Center City Bicycle Network
   Agency: City of Seattle
   Deadline: April 7, 2014, at 4:00 p.m.
   Contact: Sonia Palma, (206) 684-4107, email: Sonia.Palma@seattle.gov
   Website: http://www.seattle.gov/transportation/bicycles/centersafe
ter-city-bicycle-network
   Description: RFQ-14-018
   All questions must be submitted via eBid.
   The City of Seattle wants to make riding a bike a comfortable and integral part of daily life for people of all ages and abilities. To help make the vision a reality, Seattle is improving its network of bicycle facilities in order to attract a broad range of riders. These improvements include protected bicycle lanes (also called cycle tracks) on some streets, including several in the Center City area. Protected bicycle lanes will physically separate people riding bikes from vehicle

The Seattle Department of Transportation (SDOT) prepared this solicitation to initiate the design and development of a Center City protected bicycle lane network. Seattle’s Center City, which consists of downtown and the urban neighborhoods immediately adjacent to downtown, is the densest urban center in the region. This density provides opportunities to benefit a large number of current riders, and attract new riders, by providing high-quality bicycle facilities. It also creates design and implementation challenges. This network development and design process will need to be creative and strategic in order to deliver high-quality facilities in a constrained urban environment.

5. On-Call Professional Traffic Engineering Services
   Agency: Virginia Department of Transportation
   Deadline: March 31, 2014
   Contact: Ms. Toni Curtis, Traffic Engineering Contract Manager, email: Toni.Curtis@VDOT.Virginia.gov.
   Website: http://www.virginiadot.org/business/rfps.asp
   Description: The Virginia Department of Transportation (VDOT) is seeking expressions of interest from consulting engineering firms who wish to be considered to provide on-call professional traffic engineering services for the studies, analysis, design, and operations of statewide traffic control devices within Virginia and to provide technical support and engineering recommendation on traffic engineering issues for the VDOT Central Office and the five operations regions within Virginia to include, but not be limited to: traffic models, signal operations, traffic data, traffic monitoring, work zone safety assessments, training, specifications, traffic and crash analysis, roadway safety assessments, ITS applications, traffic operation improvements, spot geometric improvements, innovative designs for safety and operations, roadside safety, access management, non-motorized traffic, public awareness, traffic calming. Strategic Highway Safety Plan development and implementation, etc.

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

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

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<th>DATES</th>
<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>April 2-4</td>
<td>TRB Joint Rail Conference</td>
<td>Colorado Springs, CO</td>
<td>Cheyenne Mountain Resort</td>
<td>TRB is cosponsoring the Joint Rail Conference which is expected to address railroad infrastructure, rail equipment, and signal and train control engineering; service quality and operations; planning and development; safety and security; energy efficiency and sustainability; urban passenger rail transport; and electrification.</td>
<td><a href="http://www.asmeconferences.org/JRC2014/">http://www.asmeconferences.org/JRC2014/</a></td>
</tr>
<tr>
<td>April 8-9</td>
<td>Kansas Transportation Engineering Conference, sponsored by K-State University Transportation Center, Kansas Department of Transportation, Kansas County Highway Association, Kansas Chapter, American Public Works Association, Kansas Association for Uniform Traffic Control, Federal Highway Administration, Mid America Transportation Center and the Kansas University Transportation Research Institute</td>
<td>Manhattan, KS</td>
<td>Kansas State University Student Union</td>
<td>The conference will include addresses from state and federal transportation officials and educators, as well as numerous sessions on transportation issues such as: Public Works Professionals as First Responders: How Can We be Ready?: Low-Cost Option (Blue Configuration Light Systems) to Reduce Red Light Running at Signalized Intersections; Bridge Scour Countermeasures Based on HEC 23; and Estimating Design Discharges for Drainage Structures in Western Kansas</td>
<td><a href="http://www.dce.k-state.edu/conf/transportation/">http://www.dce.k-state.edu/conf/transportation/</a></td>
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<tr>
<td>April 8-10</td>
<td>New Jersey State Transportation Conference and Expo, sponsored by the New Jersey Council on Special Transportation</td>
<td>Atlantic City</td>
<td>Tropicana Hotel, Casino, Conference Center</td>
<td>This annual conference attracts more than 900 transportation professionals from New Jersey and nearby states and features five concurrent sessions each day with each track of sessions specializing in one of the following: Commuter Rail, Light Rail Transit and Bus; Community Transportation and Paratransit; Road and Bridge; Pedestrian and Bicycle; Goods Movement; Miscellaneous Transportation Subjects; Funding, Grand Opportunities and Advertising Revenue.</td>
<td>When available, conference details can be found online at <a href="http://www.njcost.com">www.njcost.com</a>. Click on Transaction.</td>
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<tr>
<td>April 9-11</td>
<td>TRB’s 5th International Transportation and Economic Development Conference</td>
<td>Dallas, TX</td>
<td>Dallas Sheraton</td>
<td>The conference is designed to address the important role that investments in all transportation modes have on the economic development potential and global competitiveness of communities, regions, and nations. The conference will include keynote speakers, general sessions, and breakout sessions. The breakout sessions will provide more focused discussions on techniques to promote economic development through transportation investments; the economic implications of trends in funding; the impacts of all forms of transit; climate change; global trade; and urban development policies. Other topics expected to be addressed during the meeting include freight and the impact of the expansion of the Panama Canal, economic development analysis tools, and techniques to communicate with the public and policy makers.</td>
<td><a href="http://www.trb.org/main/blurbs/168776.asp">http://www.trb.org/main/blurbs/168776.asp</a> or contact Martine Micozzi of TRB at <a href="mailto:MMicozzi@nas.edu">MMicozzi@nas.edu</a></td>
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<tr>
<td>April 14-16</td>
<td>5th International Conference on Women’s Issues in Transportation</td>
<td>Paris, France</td>
<td>Ecole des Ponts</td>
<td>The conference’s objective is to highlight the latest research on gender issues relating to the use of transportation systems and services through the use of plenary sessions, poster sessions, thematic sessions, and one keynote session. The conference will be held in concert with the Transport Research Arena Conference (European Union-sponsored) being held in Paris at the same time.</td>
<td><a href="http://www.ifsttar.fr">www.ifsttar.fr</a> and <a href="http://wiit-paris2014.sciencesconf.org/">http://wiit-paris2014.sciencesconf.org/</a></td>
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<tr>
<td>April 14-17</td>
<td><strong>Transport Research Arena (TRA 2014), supported by the European Commission, the Conference of European Road Directors, and the three European Technology Platforms: the European Road Transport Research Advisory Council the European Rail Research Advisory Council and the WATERBORNE TP.</strong></td>
<td>Paris, France</td>
<td>CNIT in Paris-La-Défense</td>
<td>The theme and slogan of TRA2014 are &quot;Transport Solutions: From Research to Development&quot; and &quot;Innovate Mobility, Mobilize Innovation.&quot; The objective will be to mobilize the best researchers and engineers together with policy and decision makers and company managers and engineers to find and implement innovative solutions in transport. TRA2014 will be composed of several types of sessions for better dissemination of information.</td>
<td><a href="http://tra2014.sciencesconf.org/">http://tra2014.sciencesconf.org/</a></td>
</tr>
<tr>
<td>April 16-18</td>
<td><strong>TRB’s 4th International Conference on Roundabouts</strong></td>
<td>Seattle, WA</td>
<td>Department of Transportation</td>
<td>The event, which will draw upon more than 20 years of roundabout design, planning, and operational knowledge, will explore innovative and effective uses of roundabouts to help enhance the safety and efficiency of intersections. The meeting will also examine the international influences on North American roundabout design practices.</td>
<td><a href="http://onlinepubs.trb.org/onlinepubs/conferences/2014/Roundabouts/Roundabout20144.pdf">http://onlinepubs.trb.org/onlinepubs/conferences/2014/Roundabouts/Roundabout20144.pdf</a></td>
</tr>
<tr>
<td>April 22-25</td>
<td><strong>3rd International Conference on Transportation Infrastructures, hosted by The Department of Civil and Industrial Engineering at the University of Pisa under the auspices of the International Society for Maintenance and Rehabilitation of Transportation Infrastructures (ISMArTI)</strong></td>
<td>Pisa, Italy</td>
<td>University of Pisa</td>
<td>The ICTI series aims to promote and discuss efficient planning, design, construction and maintenance of transportation facilities and infrastructure assets by addressing important issues related to roads, railways, airports, intermodal and mass transit systems. The 3rd ICTI is focused on sustainable development and preservation of transportation infrastructure assets, by eco-efficient and cost-effective actions needed to correct undesirable situations. The conference aims to present and discuss current knowledge of ever-changing challenges to scientists, engineers, managers and professionals from around the world who are involved in sustainable development and maintenance of transportation infrastructure assets.</td>
<td><a href="http://www.ing.unipi.it/">http://www.ing.unipi.it/</a>; Detailed information will be provided at the Conference web site <a href="http://www.ing.unipi.it/icti2014">http://www.ing.unipi.it/icti2014</a> several months before the event date.</td>
</tr>
<tr>
<td>April 27-30</td>
<td><strong>5th Transportation Research Board Conference on Innovations in Travel Modeling (ITM) of the Transportation Research Board</strong></td>
<td>Baltimore, MD</td>
<td>Hyatt Regency Baltimore on the Inner Harbor</td>
<td>This fifth conference will build on the successes of the previous four conferences to serve as a venue for the modeling community to exchange information on promising modeling methods to address emerging policy questions. The conference will feature a series of sessions that address a wide range of topics related to innovations in travel modeling.</td>
<td><a href="http://www.cvent.com/events/innovations-in-travel-demand-forecasting/event-summary-4777f7b85f6454859ac12a90d9ebc56c.aspx">http://www.cvent.com/events/innovations-in-travel-demand-forecasting/event-summary-4777f7b85f6454859ac12a90d9ebc56c.aspx</a></td>
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<tr>
<td>April 28-30</td>
<td><strong>TRB 10th National Conference on Transportation Asset Management</strong></td>
<td>Miami, FL</td>
<td>Hyatt Regency Miami</td>
<td>The 10th National Transportation Asset Management Conference will cover a broad range of topics on surface transportation modes of interest to agencies in all stages of implementation of asset management practices. Themes will include comprehensive implementation within and across organizations, establishing and monitoring asset management plans, performance measures for asset management, tools and technology to assist decision making, transit state of good repair, and adaptation of transportation to extreme weather events and climate change. This meeting will serve as the forum for moving MAP-21 asset management initiatives into practice and will be the venue for a wide range of federal, state, MPO/local, and transit agencies, as well as private sector practitioners and university researchers to share knowledge, sponsor peer to peer learning, and work together.</td>
<td><a href="http://www.cvent.com/events/10th-national-conference-on-transportation-asset-management/event-summary-b6a4a4a1f594e0843eeba46f827f83.aspx">http://www.cvent.com/events/10th-national-conference-on-transportation-asset-management/event-summary-b6a4a4a1f594e0843eeba46f827f83.aspx</a></td>
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<tr>
<td>May 2-6</td>
<td><strong>APTA International Bus Roadeo</strong></td>
<td>Kansas City, MO</td>
<td>Kansas City Marriott Downtown and Kansas City Convention Center</td>
<td>The International Bus Roadeo is a unique learning opportunity for operators and maintenance teams to engage with other transit agency professionals up close and personal. The Roadeo is more than a competition of driving skills and maintenance disciplines; it is a training and networking opportunity for all attendees. There are multiple training sessions for operators, maintenance teams and supervisors as part of the Bus &amp; Paratransit Conference</td>
<td><a href="http://www.apta.com/mc/busroadeo/Pages/default.aspx">http://www.apta.com/mc/busroadeo/Pages/default.aspx</a></td>
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N/A = Not Available; m = member; nm = non-member. To list your transportation conferences here FREE send all information as above to: The UTM Conference Dept., P.O. Box 12300, Burke, VA 22009-2300, or call (703) 764-0512, or fax (703) 764-0516, or email: editors@lawleypublications.com.
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<tr>
<td>May 4-7</td>
<td>APTA Bus &amp; Paratransit Conference</td>
<td>Kansas City, MO</td>
<td>Kansas City Marriott Downtown and Kansas City Convention Center</td>
<td>The conference includes specialized educational sessions, technical training workshops, interactive presentations, special events, tours, and also a bus display and exhibitor showcase featuring the latest bus and paratransit vehicles, products, and services. It's designed for all bus and paratransit system personnel, board members, policymakers, suppliers, consultants, and any other personnel involved with bus and paratransit design, construction, operations, and maintenance.</td>
<td><a href="http://www.apta.com/mc/bus/Pages/default.aspx">http://www.apta.com/mc/bus/Pages/default.aspx</a></td>
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<td>May 5-8</td>
<td>AASHTO GIS for Transportation Symposium</td>
<td>Burlington, VT</td>
<td>Sheraton Burlington Hotel and Conference Center</td>
<td>&quot;Seasons for Change&quot; is the theme of this year's 27th Annual GIS-T Symposium. It will provide a chance for people in government and private industry who are interested in the use of GIS for transportation purposes to get together and share experiences, see state-of-art software, and learn more about this field. The Symposium annually attracts over 400 Symposium registrants in addition to the 50 exhibitors in the technology hall.</td>
<td><a href="http://www.gis-t.org/">http://www.gis-t.org/</a></td>
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<td>May 12-16</td>
<td>Infrastructure Week 2014, led by the U.S. Council on Competitiveness, the U.S. Chamber of Commerce, the Brookings Institution’s Metropolitan Policy Program and the National Association of Manufacturers</td>
<td>Washington, DC</td>
<td>N/A</td>
<td>Infrastructure Week 2014 will feature a series of events designed to build awareness and educate both the public and policy makers about America’s infrastructure challenges. It will explore emerging solutions, innovative approaches, and best practices being developed nationwide to modernize aging infrastructure.</td>
<td><a href="http://www.infrastructureweek2014.com/">http://www.infrastructureweek2014.com/</a></td>
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<td>May 13-15</td>
<td>Intertraffic China 2014, organized by the Ministry of Transportation, and managed by the Transport Technology Exchange Center of the China Academy of Transportation Sciences and CCPIT Beijing Sub-council</td>
<td>Beijing, China</td>
<td>Beijing Exhibition Center</td>
<td>Intertraffic China takes place in conjunction with China Transpo 2014, organized by the Ministry of Transportation (MOT), and managed by the Transport Technology Exchange Center of the China Academy of Transportation Sciences (CATS) and CCPIT Beijing Sub-council. Since its launch in 1992, China Transpo has gone from strength to strength, and become the largest international show for transportation in China.</td>
<td><a href="http://www.intertraffic.com/intertraffic-china/Pages/default.aspx">http://www.intertraffic.com/intertraffic-china/Pages/default.aspx</a></td>
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<td>May 18-21</td>
<td>Inaugural Light Rail Futures 2014 Conference, hosted by Curtin University</td>
<td>Fremantle, Australia</td>
<td>The Esplanade Hotel Fremantle</td>
<td>Curtin University is inviting academics, engineers, architects, planners and others from around the world to present and discuss the latest advances in their research as well as important issues relevant to Light Rail transit role in City shaping. It aspires to embrace a broad cross section of the transport and land use planners to look to the future as well as build on the successes over the last past several decades of Light Rail systems planning, operations and outcomes. The Fremantle (Perth) Light Rail Futures 2014 Conference will be the first of the sort in Australia and provide an opportunity for Australians and the global community to contribute to the knowledge-base of the Perth Metro Region as it plans to construct a first line of Light Rail.</td>
<td><a href="http://www.lrf2014.com/">http://www.lrf2014.com/</a></td>
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<td>May 21-22</td>
<td>CTS Transportation Research Conference, sponsored by the University of Minnesota Center for Transportation Studies</td>
<td>St. Paul, MN</td>
<td>Saint Paul RiverCentre</td>
<td>The conference acts as a forum for researchers and practitioners from Minnesota and the Upper Midwest to share their research findings in a variety of transportation-related areas. Concurrent sessions are focused in four categories that match the Center’s research emphasis areas—Transportation Safety and Traffic Flow, Transportation Infrastructure, Transportation and the Economy, and Transportation Planning and the Environment—with a fifth category covering Education and Outreach issues. Attendees come from multiple disciplines and organizations involved in transportation, including policymakers and practitioners from state, regional, and local government; private sector consultants, shippers, carriers, and providers; and faculty, students, and staff from the University of Minnesota and other educational institutions.</td>
<td><a href="http://www.cts.umn.edu/events/conference/">http://www.cts.umn.edu/events/conference/</a></td>
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<td>May 28-30</td>
<td>Wessex Institute of Technology Urban Transport 2014</td>
<td>The Algarve, Portugal</td>
<td>Pestana Alvor Praia hotel</td>
<td>The goal of this 20th International Conference on Urban Transport and the Environment is to devise and implement transportation systems that contribute to a sustainable urban environment through minimizing the negative environmental impacts while improving the socioeconomic and cultural development of the urban environment. The depth and breadth of topics covered by this conference will allow for robust analysis of the complex interactions of urban transport and the environment and provide opportunities for establishing practical action strategies for resolving urban transportation problems.</td>
<td><a href="http://www.wessex.ac.uk/14-conferences/urban-transport-2014.html">http://www.wessex.ac.uk/14-conferences/urban-transport-2014.html</a></td>
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<td>May 28-June 1</td>
<td>AASHTO Spring Meeting</td>
<td>Louisville, KY</td>
<td>Louisville Marriott Downtown Hotel</td>
<td>The AASHTO Annual Spring Meeting offers transportation executives the opportunity to network and share the latest in industry policies and innovations. Hosted by the home state of the AASHTO President, this meeting includes informational sessions on relevant industry topics</td>
<td><a href="http://www.cvent.com/events/2014-aashto-spring-meeting/event-summary-eb49df7ac39bd4d1da1e65448d3756b57.a4px">http://www.cvent.com/events/2014-aashto-spring-meeting/event-summary-eb49df7ac39bd4d1da1e65448d3756b57.a4px</a></td>
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<td>June 2014</td>
<td>Council of University Transportation Centers (CUTC) 2014 Summer Meeting</td>
<td>Lincoln, NE</td>
<td>University of Nebraska-Lincoln</td>
<td>The meeting will include strategy sessions, workshops, committee discussions, and other business relevant to the members' transportation research activities.</td>
<td><a href="http://cutc2014.unl.edu/">http://cutc2014.unl.edu/</a></td>
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<tr>
<td>June 1-4</td>
<td>International Symposium on Transport Simulation &amp; International Workshop on Traffic Data Collection and its Standardisation, organized by the Traffic Engineering Laboratory (LICIT), a joint Research Lab. of ENTPE, and IFSTTAR (a state-funded Research Institute in the areas of Transportation, Urban and Civil Engineering, Construction Materials and Natural Hazards)</td>
<td>Ajaccio, Corsica, France</td>
<td>Conference Centre of Ajaccio</td>
<td>The aim of this event is to gather the world’s transportation and traffic academics and practitioners, as well as people who are interested in contributing to or gaining a deeper understanding of data collection, its standardization and the transport simulation field. The conference will include plenary sessions featuring high-level speakers and interactive breakout sessions. It will focus on scientific challenges and issues raised by new theoretical development in the transport fields, as well as new advances in Mobility Data Collection and smart processing tools</td>
<td><a href="http://ists14.sciencesconf.org/">http://ists14.sciencesconf.org/</a></td>
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<td>June 2-4</td>
<td>Geospatial Transportation Mapping Association’s 2nd Annual Meeting &amp; TransData Expo and US DOT Sponsored Data Palooza</td>
<td>Arlington, VA</td>
<td>Hilton Reagan National Airport</td>
<td>This gathering of transportation data experts provides an opportunity to network with the greatest data collection, organization and analytical minds. Private sector innovators combine with federal, state and local policymakers to push the borders and discover what makes the system work. For 2014, USDOT brings its successful “Data Palooza” showcase to TransData Expo providing greater access to more of tomorrow’s innovations while addressing MAP-21 related safety, pavement and bridge data requirements. Data Palooza sessions focus on challenges that need to be overcome to make “better, faster, smarter” a reality.</td>
<td><a href="http://www.gtma2014.com/">http://www.gtma2014.com/</a></td>
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<td>June 2-6</td>
<td>FISITA 2014 World Automotive Conference</td>
<td>Maastricht, Netherlands</td>
<td>Maastricht Exhibition &amp; Conference Centre (MECC)</td>
<td>FISITA 2014 will showcase the latest mobility innovations from companies and universities throughout the region, including The Netherlands, Germany, France and Belgium. It will provide a meeting place for engineers and executives from Europe, Asia and America to exchange knowledge and build collaborations for the creation of greener, safer mobility world-wide.</td>
<td><a href="http://www.fisita2014.com/">http://www.fisita2014.com/</a></td>
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<td>June 8-11</td>
<td>Transportation and Development Institute Congress 2014, organized by the Transportation and Development Institute of the American Society of Civil Engineers</td>
<td>Orlando, FL</td>
<td>Hilton Orlando Lake Buena Vista</td>
<td>The meeting is designed to bring together all of the disciplines of transportation and infrastructure development, including aviation. The aviation component includes discussions on airfield geometry, safety, Geographic Information Systems, and pavements.</td>
<td><a href="http://content.asce.org/conferences/tdicongress2014/">http://content.asce.org/conferences/tdicongress2014/</a></td>
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<td>June 8-11</td>
<td>2014 IEEE Intelligent Vehicles Symposium</td>
<td>Dearborn, MI</td>
<td>Adobe Hotel</td>
<td>The symposium is the premier annual forum sponsored by the IEEE Intelligent Transportation Systems Society (ITSS). Researchers, academicians, practitioners, and students from universities, industry, and government agencies are invited to discuss research and applications for Intelligent Vehicles and Vehicle-Infrastructure Cooperation. The technical presentations are characterized by a single session format so that all attendees remain in a single room for multilateral communications in an informal atmosphere. Tutorials will be offered on the first day followed by three days of presentations and a vehicle demonstration day. An exhibition area will be available for the presentation of products and projects.</td>
<td><a href="http://www.ieeeiv.net/">http://www.ieeeiv.net/</a></td>
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<td>June 10-11</td>
<td>Innovation in Mobility Public Policy Summit, sponsored by the Association for Commuter Transportation, Mobility Lab, University of California-Berkeley Transportation Sustainability Research Center and Transit Center</td>
<td>Washington, DC</td>
<td>Hamilton Crowne Plaza</td>
<td>The summit will bring innovative transportation professionals together to discuss new developments in shared use mobility and foster further collaboration among federal, state and local governments and private sector mobility providers. Building upon the Shared Use Mobility Summit in San Francisco last October, this event will feature panel discussions and presentations by influential mobility leaders within the public sector, alongside the world’s experts in the fields of carsharing, one-way carsharing, peer-to-peer (P2P) carsharing, public bikesharing, ridesharing, and technology providers to share their experiences in bringing new transportation options to local communities. In addition, Summit participants will have the opportunity to examine ways that governments and shared use providers can work together to create more seamless transportation systems within their communities and connect even more individuals to their services. The event will also examine the role of emerging technologies in shared use mobility, and how the public and private sectors can take advantage of these technologies to reach a wider portion of the travelling public.</td>
<td><a href="http://sharedusemobilitycenter.org/">http://sharedusemobilitycenter.org/</a></td>
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<td>June 10-12</td>
<td>Transports Publics 2014 – The European Mobility Exhibition, organized by Transportation Authorities Association (GART) and the Public and Rail Transport Union (UTP) and the GIE Objectif Transport Public</td>
<td>Paris, France</td>
<td>Paris-Expo Porte de Versailles</td>
<td>UITP, GIE Objectif transport public, GART and UTP signed a memorandum of understanding at the UIITP Congress in Geneva to establish closer ties between key players in the world of transport as they join forces and work together to promote mobility in Europe. This international conference will be the first practical outworking of the MOU. It will bring together high-ranking figures from across Europe, offering strategic insights into the issues facing the sector today.</td>
<td><a href="http://www.transportpublics-expo.com/">http://www.transportpublics-expo.com/</a></td>
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<td>June 15-18</td>
<td>APTA Rail Conference</td>
<td>Montreal, Quebec</td>
<td>Fairmont The Queen Elizabeth and Palais des congrès de Montréal</td>
<td>Hosted by the Societe de Transport de Montreal, this technical conference focuses on all rail modes: urban, commuter, intercity and high-speed rail. Experts in the industry will share effective strategies, experience, and solutions. The program of educational sessions will be organized by six tracks of study: Technology &amp; Technical Forums, Operations, Safety &amp; Security, Planning, Sustainability &amp; Finance, Capital Programs and Management &amp; Policy.</td>
<td><a href="http://www.apta.com/mc/rail/program/Page/default.aspx">http://www.apta.com/mc/rail/program/Page/default.aspx</a></td>
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<td>June 22-25</td>
<td>AASHTO Subcommittee on Traffic Engineering (SCOTE)</td>
<td>Minneapolis, MN</td>
<td>N/A</td>
<td>Details not yet available.</td>
<td><a href="http://sco.te.transportation.org/Pages/default.aspx">http://sco.te.transportation.org/Pages/default.aspx</a></td>
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<td>June 24-27</td>
<td>2014 World Symposium on Transport and Land Use Research (WSTLUR), sponsored by the University of Minnesota</td>
<td>Delft, the Netherlands</td>
<td>Delft University of Technology</td>
<td>The conference provides a unique international forum for academics and practitioners at the intersection of economics, planning, design, engineering, and other relevant disciplines. The conference aims to develop a better understanding of the interaction between the dynamics of land use and transport, with an emphasis on the way in which the built environment can contribute to more sustainable transport in a rapidly changing world.</td>
<td><a href="http://www.cts.umn.edu/events/wstlur/symposium/">http://www.cts.umn.edu/events/wstlur/symposium/</a></td>
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<td>June 25-28</td>
<td>National Committee on Uniform Traffic Control Devices (NCUTCD) Summer Meeting</td>
<td>Minneapolis, MN</td>
<td>Ramada Airport Bloomington Hotel</td>
<td>The event will feature Task Force and Technical Committee meetings, as well as general sessions of the NCUTCD council. Because this is the last NCUTCD meeting before the FHWA publication of the Notice of Proposed Amendment (NPA) for the new MUTCD and the last opportunity to submit recommendations for changes, the meeting has been extended one day and will continue through Saturday</td>
<td><a href="http://www.ncutcd.org/index.shtml">http://www.ncutcd.org/index.shtml</a></td>
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<td>June 29-July 2</td>
<td>ITE 2014 Midwestern District Annual Conference</td>
<td>Rapid City, SD</td>
<td>Rushmore Plaza Holiday Inn</td>
<td>The Western District and Midwestern District will try something completely different this year by holding a joint inter-district Annual Meeting. The Midwestern District covers 11 states and, with the Western District’s 13 states, the confab represents 24 western states plus U.S. Pacific territories. From a technical perspective, the broader base of this conference will allow for technical information sharing that will further advance innovations throughout the combined regions.</td>
<td><a href="http://www.2014ite.com/">http://www.2014ite.com/</a></td>
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<td>June 29-July 2</td>
<td>TRB’s North American Travel Monitoring Exposition and Conference (NATMEC): Improving Traffic Data Collection, Analysis, and Use 2014</td>
<td>Chicago, IL</td>
<td>Swissôtel Chicago</td>
<td>The conference is designed to advance the state of the practice of travel monitoring by providing a mechanism for improving the interaction between system operators, data collection program managers, and the various staff that collect, process, and utilize that data.</td>
<td><a href="http://www.cvent.com/events/natmec-improving-traffic-data-collection-analysis-and-use/event-summary-1dbfb7adc41848939d04579344615323.aspx">http://www.cvent.com/events/natmec-improving-traffic-data-collection-analysis-and-use/event-summary-1dbfb7adc41848939d04579344615323.aspx</a></td>
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<td>July 4-7</td>
<td>14th COTA International Conference of Transportation Professionals (CICTP2014)</td>
<td>Changsha, China</td>
<td>N/A</td>
<td>The theme for this year’s conference is “Safe, Smart and Sustainable Multimodal Transportation,” and CICTP2014 will address critical issues and challenges emerging from the development of safe, smart and sustainable multimodal transportation systems. The conference will provide a platform for exchanging and sharing of the international experiences in developing and applying innovative solutions and advanced technologies in transportation. In addition to regular technical sessions, several plenary sessions are planned for internationally prestigious experts and scholars to discuss the state-of-the-art/practice transportation development. Other special forums will be focused on issues that are of great interest to the audience of various backgrounds, including the World Bank Transportation Development Forum, Dean Forum for Chinese University Transportation Schools, and COTA Professional Development Forum for Young Scholars and Students.</td>
<td><a href="http://www.nacota.org/Events_CICTP.html">http://www.nacota.org/Events_CICTP.html</a></td>
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<td>July 11-14</td>
<td>NACo’s 79th Annual Conference and Exposition</td>
<td>New Orleans, LA</td>
<td>Morial Convention Center</td>
<td>The National Association of Counties conference will provide an opportunity for all county leaders and staff to learn, network and guide the direction of the association. It will give county officials the opportunity to vote on NACo’s policies related to federal legislation and regulation; elect officers; network with colleagues; learn about innovative county programs; find out about issues impacting counties across the country; and view products and services from participating companies and exhibitors.</td>
<td><a href="http://www.naco.org/meetings/participate/NACoAnnualPages/default.aspx">http://www.naco.org/meetings/participate/NACoAnnualPages/default.aspx</a></td>
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<td>July 13-16</td>
<td>2014 WASHTO Annual Meeting</td>
<td>Albuquerque, AZ</td>
<td>Hyatt Regency</td>
<td>This meeting will come at a time when the expiration of MAP-21 will be nearing and lawmakers will be embroiled in efforts for a new transportation bill. The meeting program will allow attendees to share ideas to address challenges in preserving the transportation infrastructure that is vital to the economy.</td>
<td><a href="http://washto2014.com/">http://washto2014.com/</a></td>
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<td>July 14-17</td>
<td>MoTraSim: Mobility, Traffic and Transportation Movels, Methodologies and Applications</td>
<td>Diepenbeek, Belgium</td>
<td>Hasselt University/ Cie Rulius Diepenbeek</td>
<td>The event is being sponsored by the Transportation Research Institute (IMOB) at Hasselt University. MoTraSim will feature a series of lectures by renowned researchers in the following topics: Mobility Modeling – basic principles and tools; and Special Focus – agent-based modeling and simulation for mobility, travel behavior, mobility market and electro-mobility (including smart grid, etc.); Big data as source for modeling; Integrating big data and modeling; and Applications. The summer school is designed for senior-researchers, early-stage researchers, practitioners and students from the domain of transportation sciences, data mining, agent/activity based modeling and related topics.</td>
<td><a href="http://www.uhasselt.be/datasim">http://www.uhasselt.be/datasim</a></td>
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<td>July 15-17</td>
<td>2014 Automated Vehicles Symposium, sponsored by the Transportation Research Board</td>
<td>San Francisco, CA</td>
<td>Hyatt Regency San Francisco Airport</td>
<td>The Transportation Research Board is sponsoring the symposium, which will focus on challenges and opportunities related to the increasing automation of motor vehicles as well as the environments in which they operate. The symposium will build on the 2012 and 2013 workshops on the state-of-the-art in road vehicle automation research and will explore automation developments that may affect the future of surface transportation and transportation organizations.</td>
<td><a href="http://www.trb.org/Main/Blurbs/169833.aspx">http://www.trb.org/Main/Blurbs/169833.aspx</a></td>
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<td>July 21-23</td>
<td>TRB’s 14th National Conference on Transportation Planning for Small and Medium-Sized Communities: Tools of the Trade</td>
<td>Burlington, VT</td>
<td>Sheraton Hotel and Conference Center</td>
<td>The conference will focus on economical, ready-to-use, and practical tools and techniques designed to help transportation professionals in planning and programming multi-modal transportation facilities in small- and medium-sized communities. The conference will also discuss future research and implementation needs related to transportation planning for small- and medium-sized communities.</td>
<td><a href="http://onlinepubs.trb.org/onlinepubs/conferences2014/save-the-date-TRB-2013%20FINAL.pdf">http://onlinepubs.trb.org/onlinepubs/conferences2014/save-the-date-TRB-2013%20FINAL.pdf</a></td>
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<td>July 26-29</td>
<td>International Municipal Signal Association (IMSA) Annual Meeting</td>
<td>Schaumburg, IL</td>
<td>Renaissance Schaumburg Hotel and Convention Center</td>
<td>This will be the 119th Annual Conference and 37th Annual School.</td>
<td><a href="http://imsa.org/events/icalrepeats-detail/2014/07/26/147/-/International-municipal-signal-association-imsa-annual-meeting">http://imsa.org/events/icalrepeats-detail/2014/07/26/147/-/International-municipal-signal-association-imsa-annual-meeting</a></td>
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<td>Aug. 3-4</td>
<td>TRB’s 2014 Global Level Crossing Symposium</td>
<td>Urbana-Champaign, IL</td>
<td>University of Illinois at Urbana-Champaign campus</td>
<td>TRB is cosponsoring this symposium which will give attendees the opportunity to share best practices on safety at level crossings and trespass prevention programs.</td>
<td><a href="http://trb.org/Calendar/Blurbs/169394.aspx">http://trb.org/Calendar/Blurbs/169394.aspx</a></td>
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<tr>
<td>Aug. 10-13</td>
<td>ITE 2014 Annual Meeting and Exhibit</td>
<td>Seattle, WA</td>
<td>Washington State Convention &amp; Trade Center</td>
<td>ITE’s programming draws on the expertise of experts in the field to create a dynamic, content-rich educational experience. The ITE Annual Meeting also offers attendees the chance to earn professional develop hours, take “Get Out and Experience” Technical Tours, network with peers and celebrate “Best of the Best” at ITE’s Awards Luncheon.</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>Aug. 17-20</td>
<td>APWA’s 2014 International Public Works Congress and Expo</td>
<td>Toronto, Canada</td>
<td>Metro Toronto Convention Centre</td>
<td>The annual APWA Congress will provide dynamic keynote speakers, world-class education sessions covering all areas of public works, as well as presentations on emerging trends in technology and sustainability. More than 400 exhibiting companies are projected to showcase cutting-edge products and services.</td>
<td><a href="http://www.apwa.net/Congress">http://www.apwa.net/Congress</a></td>
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<td>Aug. 21-22</td>
<td>Mid-Continent Transportation Research Symposium, sponsored by the Institute for Transportation and the Iowa Department of Transportation</td>
<td>Madison, WI</td>
<td>Concourse Hotel &amp; Governor’s Club</td>
<td>The symposium is being hosted by the Wisconsin Transportation Center and Wisconsin Department of Transportation and sponsored by the Institute for Transportation and the Iowa Department of Transportation. Presentations may focus on completed research projects or highlight implementation activities that result from research.</td>
<td><a href="http://www.wistrans.org/midcon/">http://www.wistrans.org/midcon/</a></td>
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<tr>
<td>Sept. 7-11</td>
<td>2014 ITS World Congress</td>
<td>Detroit, MI</td>
<td>Cobo Center</td>
<td>The ITS World Congress on Intelligent Transport Systems &amp; ITS America Annual Meeting is a major forum for academic and scientific excellence in the ITS industry, and this year’s theme is “Reinventing Transportation in our Connected World.&quot; The conference will feature keynote addresses, conference sessions, special events and demonstrations. They are designed for scholars, researchers, policymakers and high tech and transportation professionals to present their original research and areas of expertise within a unique context of papers, presentations, expert panels, publications, demonstrations, exhibits, and technical tours.</td>
<td><a href="http://itsworldcongress.org/">http://itsworldcongress.org/</a></td>
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<td>Sept. 21-24</td>
<td>Rail-Volution 2014, sponsored by Brookville, Siemens, URS, United Streetcar and Wilson Ihrig &amp; Associates</td>
<td>Minneapolis, MN</td>
<td>Hyatt Regency Minneapolis</td>
<td>The event will feature more than 80 sessions of thought-provoking policy overviews, as well as specific hands-on strategies than can be used and applied to the attendee’s own community. Unique mobile workshops will get attendees out on the street to explore real-world issues. Special events will bring together citizen activists, developers, nonprofit and business leaders, planners, local elected officials, community advocates, transit operators and government officials from around the country.</td>
<td><a href="http://www.railvolution.org/news/item/199-save-the-date-for-railvolution-2014">http://www.railvolution.org/news/item/199-save-the-date-for-railvolution-2014</a></td>
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<td>DATES</td>
<td>CONFERENCE AND SPONSOR</td>
<td>CITY</td>
<td>VENUE</td>
<td>MAIN TOPICS</td>
<td>WEBSITE /CONTACT INFO</td>
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<td>Sept. 21-27</td>
<td>Seoul 2014 Capacity Building Program: Building Leaders in Urban Transport Planning, sponsored by The Korea Transport Institute</td>
<td>Seoul, Korea</td>
<td>Korea Transport Institute</td>
<td>The workshop is aimed at developing leadership capabilities in urban mobility planning. It seeks to create awareness of what integrated mobility planning involves, what are its different components and how it needs to be undertaken. It will use a &quot;hands on&quot; learning approach, making extensive use of case studies, group exercises and site visits – all aimed at highlighting linkages between the different components of the urban transport system.</td>
<td><a href="http://english.kot.re.kr/utp2014/overview.asp">http://english.kot.re.kr/utp2014/overview.asp</a></td>
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<tr>
<td>Sept. 29-Oct. 1</td>
<td>42nd European Transport Conference, sponsored by The Association for European Transport</td>
<td>Frankfurt, Germany</td>
<td>Campus Westend, Goethe University</td>
<td>The conference connects the worlds of research, consultancy, policy and practice. Attendance at ETC allows different groups to pose questions to fellow professionals and to assess what is possible in terms of delivery. Researchers are challenged by policymakers; practitioners need to deliver on the ground what the policy-makers want. Among the themes this year are: big data, investment in transport infrastructure, cycle infrastructure and cycle safety, managing traffic in urban areas and town centers and resilience to the effects of climate change.</td>
<td><a href="http://aetransport.org/page/open/title/European%20Transport%20Conference/">http://aetransport.org/page/open/title/European%20Transport%20Conference/</a></td>
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<tr>
<td>Dec. 10-12</td>
<td>TPMDC-2014 -- International Conference on Transportation Planning &amp; Implementation Methodologies for Developing Countries</td>
<td>Powai, Mumbai, India</td>
<td>N/A</td>
<td>The conference is being organized by the Transportation Systems Engineering group at the Indian Institute of Technology Bombay. TPMDC will serve as a platform to share transportation-related findings more relevant to developing countries, though work more relevant to developed countries may also be presented at the conference. Conference themes will include Transportation Planning, Traffic Operations and Paving.</td>
<td><a href="http://www.ittb.ac.in/">http://www.ittb.ac.in/</a></td>
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<td>Dec. 13-15</td>
<td>19th International Conference of Hong Kong Society for Transportation Studies</td>
<td>Hong Kong</td>
<td>N/A</td>
<td>The conference is being jointly organized by the Hong Kong Society for Transportation Studies and the Department of Civil and Environmental Engineering at Hong Kong Polytechnic University. Topics may include Transportation Infrastructure and Built Environment; Sustainability Issues in Transportation; Transportation Surveys; Travel Behavior Modeling; Technology, Transportation and Telecommunications; Logistics and Supply Chain Management; and Transport Dynamics.</td>
<td><a href="http://home.netvigator.com/~hkste/conf.htm">http://home.netvigator.com/~hkste/conf.htm</a></td>
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<tr>
<td>May 26-29</td>
<td>International Conference on Public-Private Partnerships</td>
<td>Austin, TX</td>
<td>N/A</td>
<td>This will be the second in a series of international conferences on public-private partnerships (PPPs), building on the 2013 conference organized by the Dalian University of Technology in China and The University of Texas at Austin. ICPPP2015 is intended to cover a wide range of topics related to PPPs ranging from policy to engineering, and economics to legal issues. Examples of the main themes include, but are not limited to: Financing Policies, Financial Viability and Risk Analysis of PPP Projects, Design, Construction, Operation, and Management of PPP Infrastructure Projects and Legal Issues Related to PPPs.</td>
<td><a href="http://iccpp2015.org/">http://iccpp2015.org/</a></td>
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<tr>
<td>June 1-3</td>
<td>3rd International Conference on Evacuation Modeling and Management</td>
<td>Tainan, Taiwan</td>
<td>National Cheng Kung University</td>
<td>Details not yet available.</td>
<td><a href="http://icem15.ncku.edu.tw/">http://icem15.ncku.edu.tw/</a></td>
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<tr>
<td>June 22-24</td>
<td>5th International Symposium on Highway Geometric Design</td>
<td>Vancouver, Canada</td>
<td>Fairmont Waterfront hotel</td>
<td>Held every five years, the aim of the Symposium is to encourage the continuous improvement of highway geometric design. The theme of this conference, which is being organized by the Transportation Research Board, Transoft Solutions and the University of British Columbia, is “Safe and Efficient Design for the 21st Century.” It will include presentations and workshops on urban and rural roadway geometric design research and practice.</td>
<td><a href="http://www.ishgs2015.net/">http://www.ishgs2015.net/</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.