



U.S. Department of Transportation  
Federal Transit Administration

***TRANSIT RESEARCH AND INDUSTRY NEWS UPDATE***

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## ***SPECIAL***

### **Administrator Rogoff Issues Oral Statement on Federal Transit Administration's Recent Audit of WMATA and the Tri-State Oversight Committee**

March 4, 2010. Peter M. Rogoff, Administrator of the Federal Transit Administration issued an oral statement summarizing the findings of the Federal Transit Administration's (FTA) recent audit of the Washington Metropolitan Area Transit Authority (WMATA) and the Tri-State Oversight Committee before Senator Barbara Mikulski and other members of the National Capital Region Delegation.

FTA's audit revealed a number of troubling findings both at Washington Metro and the TOC. The audit makes clear that these two agencies were not doing enough to guarantee the safety of Metro passengers or Metro workers.

*A great deal more needs to be done to ensure that the lives of Metro workers are protected as they do their jobs maintaining and operating the system* Rogoff said.

The audit resulted in 21 findings and recommendations: 11 findings and recommendations for TOC and 10 findings and recommendations to WMATA. More online at: [http://www.fta.dot.gov/publications/publications\\_11325.html](http://www.fta.dot.gov/publications/publications_11325.html) or <http://www.fta.dot.gov/>

### **Subcommittee Hears Plans for Improving Transit, Commuter Service**

The House transportation appropriations subcommittee held a hearing Tuesday, March 23, to discuss options for rehabilitating transit and rail systems as proposed by the Federal Railroad Administration, the Federal Transit Administration, and Amtrak in their Fiscal Year 2011 budget requests.

Joseph Szabo, FRA administrator; Peter Rogoff, FTA administrator; and Joseph Boardman, Amtrak president and CEO, were witnesses at the hearing of the House Transportation, Housing & Urban Development, and Related Agencies Appropriations Subcommittee.

Rogoff said FTA seeks \$10.8 billion, an increase of \$67 million from this fiscal year, to improve safety programs. The Washington Metropolitan Area Transit Authority would receive \$150 million for capital and preventive-maintenance projects.

“Ensuring that the nation's transportation infrastructure reaches a state of good repair is a high priority for the Department of Transportation,” Rogoff said.

More online at: <http://www.aashtojournal.org/Pages/032610subcommittee.aspx>

### **U.S. Transportation Secretary Ray LaHood Announces Major Investigations to Resolve Issue of Sudden Acceleration**

March 30, 2010. U.S. Transportation Secretary Ray LaHood today announced two major investigations designed to answer questions surrounding the issue of unintended vehicle acceleration.

The prestigious National Academy of Sciences – an independent body using top scientific experts - will examine the broad subject of unintended acceleration and electronic vehicle controls across the entire automotive industry. Separately, the National Highway Traffic Safety Administration, which is the Department of Transportation’s auto safety agency, has enlisted NASA engineers with expertise in areas such as computer controlled electronic systems, electromagnetic interference and software integrity to help tackle the issue of unintended vehicle acceleration in Toyotas.

“We are determined to get to the bottom of unintended acceleration,” said Secretary LaHood. “For the safety of the American driving public, we must do everything possible to understand what is happening. And that is why we are tapping the best minds around.”

More online at: <http://www.dot.gov/affairs/2010/dot5410.htm>

## **RESEARCH IN PROGRESS**

### **Very High-Speed Third Rail Insulator Cleaner – FTA SBIR Phase 2**

Contract No: DTTR57-10-C-10005  
Record Type: Research in Progress  
Funding: \$500,000.00  
Schedule: December 2009 – December 2012  
Performer: Arun Vohra, Consulting Engineers  
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*Description.* Metrorail systems, also called subways, rely on insulators to keep the electricity that powers trains flowing through the third rail where it belongs. The high-voltage third rail sits on insulators spaced 6 to 10 feet apart, depending on the subway, which means there are about 500 to 900 insulators in one mile of track. Dirt and grime can short circuit an insulator and cause arcing, burning, and smoke, which can cause the rail system to be shut down. Rapid rail transit systems around the country report that damaged insulators are most frequently the cause of traction power shut-down.

The objective of this Small Business Innovation Research project is to design and fabricate an automated very high speed insulator cleaner technology for cleaning third rail insulators on rapid rail transit systems in the United States. The novel technology slides on the third rail and is attached to a service vehicle that rides on the track and provides high pressure water. Although this high-speed insulator cleaner is designed and customized for cleaning insulators installed on the New York City subway track, the technology can be designed to meet the needs of any rapid rail transit system in the United States. The Task 5 effort includes development of the appropriate cleaning water spray pressure for two types of insulator materials: fiberglass and porcelain.

Index Terms: Third-Rail Insulator Cleaner   High-Speed Insulator Cleaner   Subway  
New York City Subway,   Rapid Rail Transit

### **Montachusett Regional Transit Authority**

Project No: MA-26-7114-01  
Record Type: Research in Progress  
Funding: \$100,000.00  
Schedule: July 2009 – December 2010  
Performer: Montachusett Regional Transit Authority  
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Fitchburg, MA 01420  
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*Description.* This amendment enables the Montachusett Regional Transit Authority (RTA) to continue development of a travel management coordination center (TMCC) as part of the Mobility Services for All Americans (MSAA) initiative, and as one of the four TMCC Phased Implementation project sites. The expected results from this phase of the initiative is partial deployment of a TMCC, which includes development of three components of the original TMCC concept of operations identified under Phase I for this site, namely: (1) a web-based trip reservation and booking system, (2) a trip-based portal with the capabilities to post trips/download trips, and (3) a feasibility study for a centralized billing system.

Index Terms:	Mobility Services for All Americans	ITS Technologies
	Montachusett Regional Transit Authority	Trip-based Portal
	Travel Management Coordination Center	Centralized Billing System

### **Transit Cooperative Research Program – 18<sup>th</sup> Year**

Project No: DC-26-7306  
Record Type: Research in Progress  
Funding: \$10,000,000.00  
Schedule: May 2009 – November 2014  
Performer: National Academies  
Transportation Research Board  
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Washington, DC 20001-2736  
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*Description.* The objective of this cooperative agreement is to support the efforts of the Transportation Research Board (TRB) of the National Academies in the management of the Transit Cooperative Research Program (TCRP). Now in its 18<sup>th</sup> year of operation and sponsored by the Federal Transit Administration, TCRP is a continuing program of operator-oriented, problem-solving research that examines short-term high-priority topics of common interest to the transit industry.

Index Terms: Transit Cooperative Research Program      Problem-solving research  
Near-Term Solutions      Operator-Oriented Research

of transportation can use to monitor compliance with Federal Transit Administration requirements for the subrecipients of FTA funds. The library of tools included in RRD 341 was published in a CD-ROM format. More online at:

[http://www.trb.org/Main/Blurbs/Compliance\\_Monitoring\\_Tools\\_163185.aspx?utm\\_medium=email&utm\\_source=Transportation%20Research%20Board&utm\\_campaign=TRB+E-Newsletter+-+03-30-2010&utm\\_content=Customer&utm\\_term=](http://www.trb.org/Main/Blurbs/Compliance_Monitoring_Tools_163185.aspx?utm_medium=email&utm_source=Transportation%20Research%20Board&utm_campaign=TRB+E-Newsletter+-+03-30-2010&utm_content=Customer&utm_term=)

### **Guide to Federal Buy America Requirements-2009 Supplement**

TRB's Transit Cooperative Research Program (TCRP) Legal Research Results Digest 31: Guide to Federal Buy America Requirements-2009 Supplement explores the Buy America requirements, with an emphasis on the specific requirements that apply to manufactured products and to rolling stock.

This work is sponsored by the Federal Transit Administration and conducted in the Transit Cooperative Research Program (TCRP) which is administered by the Transportation Research Board (TRB) of the National Academies. TCRP is an applied research program that provides solutions to practical problems faced by transit operators.

More online at: [http://onlinepubs.trb.org/onlinepubs/tcrp/tcrp\\_lrd\\_31.pdf](http://onlinepubs.trb.org/onlinepubs/tcrp/tcrp_lrd_31.pdf)

### **Legal Handbook for the New Starts Process**

TCRP Legal Research Digest 30, *Legal Handbook for the New Starts Process* presents a comprehensive overview of the FTA's New Starts project development process and the legal issues associated with it. This research is sponsored by the Federal Transit Administration and conducted in the Transit Cooperative Research Program (TCRP) which is administered by the Transportation Research Board (TRB) of the National Academies. TCRP is an applied research program that provides solutions to practical problems faced by transit operators.

More online at: [http://onlinepubs.trb.org/onlinepubs/tcrp/tcrp\\_lrd\\_30.pdf](http://onlinepubs.trb.org/onlinepubs/tcrp/tcrp_lrd_30.pdf)

### **Miami Urban Partnership Agreement: Project 1A – Transit Evaluation Report**

Report FTA-FL-26-7109-2009.7 documents an evaluation of the transit elements of Phase 1A of the Miami Urban Partnership Agreement (UPA) project—one of the U.S. Department of Transportation's UPA program sites. The project is being implemented by the Florida Department of Transportation (FDOT), Florida's Turnpike Enterprise, Miami Dade County Transit, Broward County Transit, and South Florida Commuter Services, to alleviate traffic congestion on the I-95 corridor between I-595 in Broward County and I-395 in Miami-Dade County.

Phase 1A work involved replacing the existing High Occupancy Vehicle (HOV) lanes with '95 Express Lanes' which are based on the High Occupancy Toll (HOT) concept. This report discusses the impacts of Phase 1A improvements on transit performance, mode shift to transit, and congestion mitigation. The study findings indicate that implementation of express lanes (Miami Phase 1A) has significantly impacted the northbound travel times of 95 Express bus routes between downtown Miami and Golden Glades Interchange, with travel times on this 7.5



mile section decreasing from 25 minutes to 8 minutes on average. More online at:  
[http://www.fta.dot.gov/documents/MiamiUPA\\_TransitEvaluationReport\\_Phase1A.pdf](http://www.fta.dot.gov/documents/MiamiUPA_TransitEvaluationReport_Phase1A.pdf)

## **Natural Gas Basics**

The U.S. Department of Energy's Alternative Fuels and Advance Vehicles Data Center has released a brief that explores natural gas as a motor vehicle fuel.

More online at: <http://www.afdc.energy.gov/afdc/pdfs/47272.pdf>

## **Optimization Models for Prioritizing Bus Stop Facility Investments for Riders with Disabilities**

This research was sponsored by the Federal Transit Administration (FTA) to develop a scientific method to help prioritize bus stops for accessibility improvements for riders with disabilities. To meet this objective, two optimization models were proposed and evaluated. Based on a case study using data from the Broward County Transit in Florida, the models were found to produce a list of bus stops that would extend the greatest benefits to riders with disabilities. This report details the process of identifying the bus stop accessibility requirements, identifying the factors affecting accessibility, preparing the required data for model input, formulating the optimization models, and evaluating the model performance. It is hoped that the proposed approach provides a more objective method of allocating the often limited resources for bus stop improvements. The National Technical Information Service (NTIS) order number PB2010-106980.

More online at:

<http://lctr.org/transpodeliverables/files/Bus%20Stop%20Optimization%20Final%20Report.pdf>

## **Pedestrians, Bicycles, and Motorcycles**

The Transportation Research Record: Journal of the Transportation Research Board, No. 2140 includes 24 papers that explore counting pedestrians at intersections; estimating pedestrian intersection crossing volumes; automatic pedestrian detection device and smart lighting; impact of weather and season on pedestrian traffic volumes; automated analysis of pedestrian–vehicle conflicts using video data; an FHWA project to reduce pedestrian fatalities, injuries, and conflicts; pedestrian crosswalks at midblock locations; pedestrian scramble operations; LED rectangular rapid-flash beacons for yielding to pedestrians in multilane crosswalks; and work zone accommodation of visually impaired pedestrians.

This issue of the TRR also examines performance measures for visually impaired pedestrian crosswalks; comparing latent walk trips in Toronto and Montreal, Canada; pedestrian safety education for elementary and middle school children; walking behavior analysis; relaxed pedestrian behavior; pedestrian and bicyclist exposure to risk and more. TRR is published by the Transportation Research Board of the National Academies. More online at:

[http://trb.org/Main/Blurbs/Pedestrians\\_Bicycles\\_and\\_Motorcycles\\_163019.aspx](http://trb.org/Main/Blurbs/Pedestrians_Bicycles_and_Motorcycles_163019.aspx)

## **Preventive Maintenance Intervals for Transit Buses**

TCRP Synthesis 81 report is offered as a primer for use by maintenance managers and other interested transit agency staff, as well as state and metropolitan transportation and planning agency staff, university educators, and students, to help lessen the number of inconvenienced passengers and the potential for safety-related incidents. TCRP Synthesis 81 examines preventive maintenance measures taken by a sampling of transit agencies to ensure buses are on time, protect taxpayer investments, and promote passenger satisfaction and public safety. Case studies reported on an automated onboard bus monitoring system, a technician certification program, and a review of challenges faced by a transit agency dealing with a diverse fleet mix. The study revealed how preventive maintenance intervals and activities were established at different agencies. This synthesis is based on the results of a survey questionnaire received from transit agencies in the United States and Canada, a literature review, and telephone survey interviews conducted with three transit agencies as case studies. More online at: <http://www.trb.org/Publications/Public/PubsTCRPSynthesisReports.aspx>

### **San Francisco Urban Partnership Agreement: National Evaluation Plan**

This report provides an analytic framework for evaluating the San Francisco Bay Area Urban Partnership Agreement (UPA) under the United States Department of Transportation (U.S. DOT) UPA Program. It identifies the hypothesis and questions to be tested and answered in the evaluation, the evaluation analyses and measures of effectiveness, and the data needed to conduct the analysis. The San Francisco UPA projects to be evaluated focus on those related to variable parking pricing such as—variable pricing of on-street and off-street parking in the City of San Francisco, enhancements to 511 to include parking information, an integrated payment system for parking and transit, and expansion of telecommuting/TDM outreach activities to support the other projects.

The purpose of the national evaluation is to assess the impacts of the UPA/congestion reduction demonstration projects in a comprehensive and systematic manner across all sites, as well as to generate information and produce technology transfer materials to support deployment of the strategies in other metropolitan areas. More online at: <http://www.upa.dot.gov/docs/fhwajpo10022/index.htm>

### **Significant Accomplishments Fiscal Year 2009**

The Research and Innovative Technology Administration's (RITA's) Bureau of Transportation Statistics (BTS) has released a report highlighting the agency's work during 2009. The 16-page Significant Accomplishments report covers the Bureau's support of the U.S. Department of Transportation's key priorities and initiatives, and the agency's work as a knowledge-based organization creating, managing, and sharing transportation statistical knowledge. More online at: [http://www.bts.gov/publications/significant\\_accomplishments/2009/](http://www.bts.gov/publications/significant_accomplishments/2009/).

### **Success in Stewardship Newsletter**

The March 2010 issue of FHWA's "Successes in Stewardship" Newsletter is now available online. This issue's feature story is: "FHWA Peer Exchange on Using Corridor Planning to Inform the National Environmental Policy Act (NEPA)." The purpose of the peer exchange was

to examine how agencies are using corridor planning studies to inform NEPA and project development, as provided under the authority of FHWA and the Federal Transit Administration. More online at: <http://www.environment.fhwa.dot.gov/strmlng/newsletters/mar10nl.asp>.

### **Track-Related Research Volume 7: Guidelines for Guard/Restraining Rail Installation**

TRB's Transit Cooperative Research Program (TCRP) Report 71, Volume 7: Guidelines for Guard/Restraining Rail Installation explores two guard rail installation philosophies and the effects of vehicle types, wheel flange angle, wheel/rail friction coefficient, curve radius, cant deficiency, and track perturbation on flange climb derailments. The report offers guidance that transit agencies can follow in their wheel/rail maintenance practices for both transit rail cars and light rail vehicles. TCRP Report 71 should be of interest to engineers involved in the design, construction, maintenance, and operation of rail transit systems.

This research is sponsored by the Federal Transit Administration and conducted in the Transit Cooperative Research Program (TCRP) which is administered by the Transportation Research Board of the National Academies. TCRP is an applied research program that provides solutions to practical problems faced by transit operators.

More online at: [http://onlinepubs.trb.org/onlinepubs/tcrp/tcrp\\_rpt\\_71v7.pdf](http://onlinepubs.trb.org/onlinepubs/tcrp/tcrp_rpt_71v7.pdf)

### **Traffic Signal Systems 2009**

The Transportation Research Board (TRB) Transportation Research Record: Journal of the Transportation Research Board, No. 2128 includes 23 papers that explore green time at congested traffic signals, traffic signal maintenance and operations needs, railroad-preempted intersections, three dimensional mapping of inductive loop detector sensitivity, cycle length performance measures, bus priority strategies on arterials controlled by SCOOT, tolerances for magnetometer orientation and field calibration procedure, and optimization of coordinated-actuated traffic signal system.

This issue of the TRR also examines bicyclist intersection crossing times, left-turn signal control, optimizing traffic control to reduce fuel consumption and exhaust emissions, optimizing signal timings from the field, platoon-priority and advance warning flasher system at high-speed intersections, prediction of red light running, microscopic modeling of traffic signal operations, lost time and cycle length for an actuated traffic signal, specifying vehicle detection performance, local synchronization control scheme for congested interchange areas, distributed Ethernet network of advanced pedestrian signals, comparison of before-after versus off-on adaptive traffic control evaluations, generating traffic scenarios for large arterial networks, evaluating green-extension policies, and safety evaluation for intergreen intervals at signalized intersections.

More online at: [http://www.trb.org/Main/Blurbs/Traffic\\_Signal\\_Systems\\_2009\\_162990.aspx](http://www.trb.org/Main/Blurbs/Traffic_Signal_Systems_2009_162990.aspx)

### **Utilizing Information Technology in Innovative Marketing Approaches for Public Transportation**

The National Center for Transit Research at the University of South Florida has released a report that explores the uses, applications, marketing, and communications potential of social media for

the public transportation and transportation demand management industries. The study also provides tools, in the form of a guidebook and dedicated website, for transit agencies to use the various social media for their own tailored marketing approaches. The dedicated website, <http://www.gosocialtransit.com>, that accompanies the guidebook provides an overview of each media and links to industry applications. More online at: <http://www.nctr.usf.edu/pdf/77810.pdf>

## ***ENERGY & CLIMATE CHANGE***

### **Assessing Mechanisms for Integrating Transportation-Related Greenhouse Gas Reduction Objectives into Transportation Decision Making**

Transportation Research Board's National Cooperative Highway Research Program (NCHRP) Web-Only Document 152: "Assessing Mechanisms for Integrating Transportation-Related Greenhouse Gas Reduction Objectives into Transportation Decision Making" examines alternative methods that state departments of transportation and metropolitan planning organizations may use to manage greenhouse gas emissions from transportation. More online at: [http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp\\_w152.pdf](http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_w152.pdf)

### **Energy and Global Climate Change 2009**

Transportation Research Record: Journal of the Transportation Research Board, No. 2139 includes 21 papers that explore the impact of shifting to diesel-powered vehicles, estimating the fuel efficiency of road traffic, impacts of road grade on fuel consumption and carbon dioxide emissions, fuel prices and consumer preferences for vehicles, plug-in hybrid electric vehicles, hydrogen fueling, vehicle capacity and fuel consumption in household fleets, addressing climate change in transportation planning, and unequal distribution of greenhouse gas emissions from personal travel in the United Kingdom. More online at: [http://trb.org/Main/Blurbs/Energy\\_and\\_Global\\_Climate\\_Change\\_2009\\_163018.aspx](http://trb.org/Main/Blurbs/Energy_and_Global_Climate_Change_2009_163018.aspx)

### **Energy in Brief—What is a Cap-and-Trade Program and How Does it Work?**

The U.S. Department of Energy's Energy Information Administration has released a brief designed to explain the cap-and-trade program concept related to greenhouse gas emissions. A cap-and-trade program is designed to reduce emissions of a pollutant by placing a limit (or cap) on the total amount of emissions. The cap is implemented through a system of allowances that can be traded to minimize costs to affected sources. Cap-and-trade programs for greenhouse gas emissions would increase the costs of using fossil fuels.

The overall cap on emissions is implemented through a system of allowances. Each allowance represents the right to emit a specific amount of emissions, and each emissions source covered by the program must submit enough allowances to cover its actual emissions. These allowances, sometimes called permits, are initially allocated to affected sources or auctioned off by the agency implementing the program. More online at: [http://tonto.eia.doe.gov/energy\\_in\\_brief/print\\_pages/cap\\_trade\\_program.pdf](http://tonto.eia.doe.gov/energy_in_brief/print_pages/cap_trade_program.pdf)

## **Hydrogen Production Roadmap: Technology Pathways to the Future**

The U.S. Department of Energy's Energy Efficiency and Renewable Energy Information Center has released a report that explores challenges and priority research and development needs associated with various hydrogen fuel production technologies.

This Hydrogen Production roadmap was constructed by the Hydrogen Production Technical Team (HPTT) of the FreedomCAR and Fuel Partnership to identify the key challenges and priority research and development (R&D) needs associated with various hydrogen fuel production technologies. The partnership is a collaborative effort by industry's U.S. Council for Automotive Research (USCAR), energy companies, and the U.S. Department of Energy (DOE) to advance some of the most promising hydrogen fuel production technologies. A major thrust of the Partnership is to examine and advance collaborative research and development (R&D) of technologies to enable high volume production of affordable hydrogen fuel cell vehicles and the national hydrogen infrastructure to support them. Each of the advanced technologies addressed in the report has the potential to dramatically reduce oil consumption and environmental impacts in conventional, hybrid, and/or hydrogen fuel cell vehicles.

More online at: [http://www1.eere.energy.gov/hydrogenandfuelcells/pdfs/h2\\_production\\_roadmap.pdf](http://www1.eere.energy.gov/hydrogenandfuelcells/pdfs/h2_production_roadmap.pdf)

## **Observations on Options for Selling Emissions Allowances in a Cap-and-Trade Program**

The U.S. Government Accountability Office has released a report that explores the implications of different methods for selling emission allowances, based in part on experiences of the ten northeastern states participating in the Regional Greenhouse Gas Initiative and the European Union's Emissions Trading Scheme. More online at: <http://www.gao.gov/new.items/d10377.pdf>

## ***RECOVERY***

### **Vice President Biden Announces Nearly 200 New Recovery Act Transit Projects in 42 States**

March 5, 2010. Vice President Joe Biden and U.S. Transportation Secretary Ray LaHood announced funding for 191 new Recovery Act transit projects in 42 states and Puerto Rico that will help transform the nation's infrastructure and support thousands of jobs across the country. In making the over \$600 million in new awards, the Federal Transit Administration met an aggressive deadline to award 100 percent of its Recovery Act transit formula dollars by March 5, 2010.

Since President Obama signed the Recovery Act in February 2009, the FTA has awarded 881 grants totaling \$7.5 billion, which means all the formula transit funds provided by the Recovery Act have now been "obligated" or committed to specific transit projects.

"Investing in modern, efficient transit systems will mean safe, reliable travel and clean air in our communities" said FTA Administrator Peter Rogoff. "These projects are putting thousands of Americans to work right now while improving the lives of millions of Americans for years to come."

So far, Recovery Act funds have supported the purchase of nearly 12,000 buses, vans and rail vehicles, the construction or renovation of more than 850 transit facilities, and the performance of more than \$620 million in preventive maintenance, which has helped to save transit service and jobs, and enhance service reliability.

More online at: [http://fta.dot.gov/news/news\\_events\\_11381.html](http://fta.dot.gov/news/news_events_11381.html)

### **U.S. Transportation Secretary LaHood Announces More Than \$1.3 Billion in Recovery Act Funds Have Gone to Economically Disadvantaged Businesses**

On March 24, 2010, U.S. Transportation Secretary Ray LaHood opened a summit on helping small, disadvantaged and minority-owned businesses by announcing that under the Obama Administration more than \$1.3 billion worth of Economic Recovery Act contracts have gone to these kinds of small businesses.

Secretary LaHood welcomed more than 700 small and disadvantaged business owners, government executives and representatives of major corporations to “The Road to Recovery,” a two-day summit to help small firms owned and controlled by economically disadvantaged individuals compete for U.S. Department of Transportation contracts.

More online at: <http://www.dot.gov/affairs/2010/dot5110.htm>

### **Transportation Investment Generating Economic Recovery (TIGER) Grants, February 17, 2010**

The U.S. Department of Transportation (US DOT) has posted the report “Transportation Investment Generating Economic Recovery (TIGER) Grants” on its website. The report provides a listing of the TIGER discretionary grants awarded by the US DOT, as of February 17, 2010.

Each TIGER grant is listed according to its location within the country: Northeast, Central, South and West. A descriptive profile of each TIGER grant awarded is presented in terms of project cost, funding, highlights, and benefits. The report’s content will increase citizen awareness and understanding of the nature and scope of work undertaken during this national recovery period not only to modernize and to improve the health of the nation’s public transportation system, but also to create and sustain jobs, foster economic growth, protect the environment and more. More online at: <http://www.dot.gov/documents/finaltigergrantinfo.pdf>

### **State Transit Projects may be U.S. Models**

Washington -- The Obama administration said Thursday, March 11, 2010, that it is looking at projects in the Bay Area and potentially Los Angeles as a model to build and repair hundreds of billions of dollars of rail, road, bridge, port and other projects as the nation's infrastructure is crumbling but new federal funds are drying up.

The idea is to use federal loans, backed by local tax revenues, to speed up huge transit and other local projects while taking advantage of bargain-basement prices in recession-hit construction industry and creating jobs at the same time.



One model is the \$171 million federal loan for San Francisco's Transbay Transit Center, a rail passenger hub that Department of Transportation Undersecretary Roy Kienitz touted Thursday at a hearing of the Senate Environment and Public Works Committee as "the first transit center of its kind." More online at: <http://www.sfgate.com/cgi-bin/article.cgi?f=/c/a/2010/03/11/BA921CEDUA.DTL#ixzz0jJNGeTZF>

### **Stimulus in Action: Federal Officials Tour Oakland Sites**

March 1, 2010. The director of the White House Office of Urban Affairs and other high-ranking federal officials were in Oakland on March 1, 2010 to tour some of the city's federal stimulus projects. Their aim: send a message that the federal government will help urban areas through tough economic times. "We're here to work with you, to partner with you," said Adolfo Carrion, director of the White House Office of Urban Affairs. "

More online at: [http://www.insidebayarea.com/top-stories/ci\\_14494342](http://www.insidebayarea.com/top-stories/ci_14494342)

## **SAFETY AND SECURITY**

### **House Designates April as National Distracted Driving Awareness Month**

The United States House of Representatives approved a resolution Tuesday Designating April as National Distracted Driving Awareness Month.

House Resolution 1186, which passed 410-2, encourages all people in the United States to consider the lives of others on the road and avoid distracted driving.

"Studies have shown that distracted driving is just as dangerous as driving drunk, and while everyone knows driving drunk is dangerous, far fewer people are aware of the risks of distracted driving," said Rep. Betsy Markey, D-CO, sponsor of the resolution.

More online at: <http://www.aashtojournal.org/Pages/032610distracted.aspx>

### **FMCSA Launches Phase I of Pre-Employment Screening Program**

March 2, 2010. The Federal Motor Carrier Safety Administration of the U.S. Department of Transportation launched the first phase of its Driver Pre-Employment Screening Program (PSP). When fully active the program will allow commercial motor carrier companies to electronically access driver safety inspection and crash records as a part of the hiring process.

The first phase provides motor carriers the opportunity to visit the PSP Website and pre-register for the program by submitting their company contact information. Expected to fully launch this summer, the PSP will be populated with drivers' crash and safety inspection history. In accordance with federal privacy laws, drivers must first give written consent in order for their records to be released to a prospective motor carrier-employer. More online at:

<http://www.psp.fmcsa.dot.gov/Pages/default.aspx>

## **Cooperative Research Programs Security Research Status Report**

March 2010. TRB's Cooperative Research Program produces a table summarizing more than 80 security and emergency preparedness projects representing over \$11 million in the contract research programs for state departments of transportation and the public transportation industry. This status report is updated monthly. More online at: [http://trb.org/Main/Blurbs/Cooperative\\_Research\\_Programs\\_Security\\_Research\\_St\\_162035.aspx](http://trb.org/Main/Blurbs/Cooperative_Research_Programs_Security_Research_St_162035.aspx)

## **Implementing the High Risk Rural Roads Program**

The U.S. Federal Highway Administration's Office of Safety has released a report that explores common challenges, noteworthy practices, and lessons learned experienced through the implementation of the High Risk Rural Roads Program. More online at: [http://safety.fhwa.dot.gov/local\\_rural/training/fhwasa10021/fhwasa10021.pdf](http://safety.fhwa.dot.gov/local_rural/training/fhwasa10021/fhwasa10021.pdf)

## **Quadrennial Homeland Security Review Report: A Strategic Framework for a Secure Homeland, February 2010**

The U.S. Department of Homeland Security (DHS) has released a report that explores a homeland security strategy, including an outline of priority mission areas, not simply for DHS, but for the homeland security enterprise as a whole-embracing federal, state, local, tribal, and territorial governments, nongovernmental organizations, the private sector, as well as individuals, families, and communities who share a common national interest in the safety and security of America and the American population. This homeland security review addresses both the threats presented and the framework for our strategic response. More online at: [http://www.dhs.gov/xlibrary/assets/qhsr\\_report.pdf](http://www.dhs.gov/xlibrary/assets/qhsr_report.pdf)

## **State Safety Oversight (SSO) Program Audit of the Tri-State Oversight Committee (TOC) and the Washington Metropolitan Area Transit Authority (WMATA) Final Audit Report**

This report, dated March 4, 2010, documents the Final Audit Report for the Federal Transit Administration's (FTA) State Safety Oversight (SSO) Program Audit of the Tri-State Oversight Committee (TOC) and the safety program implemented by the Washington Metropolitan Area Transit Authority (WMATA). In this report, FTA makes findings to TOC and recommendations to WMATA designed to enhance compliance with FTA's State Safety Oversight Rule, 49 CFR Part 659. FTA is requesting responses from each organization.

At the end of this report, FTA has provided an Audit Findings Tracking Matrix for TOC and an Audit Recommendations Tracking Matrix for WMATA. These matrices detail each audit finding or recommendation. FTA asks both organizations to provide actions that will be taken to address each finding, the responsible party or parties, and the proposed date of completion. More online at: [http://www.fta.dot.gov/do...ort\\_TOC\\_WMATA\\_03042010.pdf](http://www.fta.dot.gov/do...ort_TOC_WMATA_03042010.pdf)



## **UNIVERSITY RESEARCH**

### **Creative Ways to Manage Paratransit Costs**

The National Center for Transit Research at the University of South Florida has released a report that explores different types of paratransit services and their characteristics, examines major paratransit expense factors and their trends, and highlights practices used to contain the cost of paratransit services.

The passage of the Americans with Disabilities Act of 1990 (ADA), and its requirements to provide complementary paratransit services put all public transit operators in the paratransit business. The resultant changes in organizational structures, internal procedures, and the use of technology have reduced the distinction between fixed route and paratransit services.

More online at: <http://www.nctr.usf.edu/pdf/77606.pdf>

### **Network Design for a Grid Hybrid Transit Service**

This research paper purports to provide an analytical model that aids decision-makers in designing a hybrid grid network that integrates a flexible demand responsive service with a fixed route service. The objective of the model is to determine the optimal number of zones in an area where each zone is served by a number of on-demand vehicles. The function of the on-demand vehicles is to transfer passengers to a fixed route line if the destination is to a different zone or to its final destination if it is within the same zone.

More online at: <http://www-rcf.usc.edu/~maged/publications/paperdesign4.pdf>

### **NTI Webinar on Improving Pedestrian and Motorist Safety Along Light Rail Alignments**

The National Transit Institute (NTI) is offering a free webinar on Improving Pedestrian and Motorist Safety Along Light Rail Alignments based on TCRP Report 137. This offering will be of interest to transportation planners and designers, transit operators, and state safety oversight agencies. The webinar will be held on April 15, 2010, from 2:00 pm - 3:30 pm ET.

The National Transit Institute in cooperation with the Transit Cooperation Research Program (TCRP) and the American Public Transportation Association (APTA), offers a series of Webinars each year that highlight specific TCRP reports. These reports address current topics and trends in the transit industry.

Register online. From the NTI home page, click on T-Classes and Webinars, and then on Improving Pedestrian and Motorist Safety Along Light Rail Alignments.

More online at: [www.NTIONLINE.com](http://www.NTIONLINE.com).

## **Structure of Competitive Transit Networks**

This monograph was published by the Institute of Transportation Studies at the University of California, Berkeley. The research paper describes the network shapes and operating characteristics that allow a transit system to deliver a level of service competitive with that of the automobile. To provide exhaustive results for service regions of different sizes and demographics, the paper identifies these regions as squares, and their possible networks with a broad and realistic family that combines the grid and the hub-and-spoke concepts. The paper also shows how to use these results to generate master plans for transit systems of real cities.

The analysis reveals which network structure and technology (Bus, BRT or Metro) delivers the desired performance with the least cost. It is found that the more expensive the system's infrastructure the more it should tilt toward the hub-and-spoke concept. Both, Bus and BRT systems outperform Metro, even for large dense cities. And BRT competes effectively with the automobile unless a city is big and its demand low. Agency costs are always small compared with user costs; and both decline with the demand density. In all cases, increasing the spatial concentration of stops beyond a critical level increases both, the user and agency costs. Too much spatial coverage is counterproductive. More online at: <http://www.its.berkeley.edu/publications/UCB/2009/VWP/UCB-ITS-VWP-2009-6.pdf>

## ***INTERNATIONAL RESEARCH***

### **Cities for Mobility - E-Mobility, The Future of Transport**

*Cities for Mobility* is an e-magazine of the global network for sustainable urban mobility. E-Mobility (electric mobility) is presented as the future of transport. This January 2010 edition of the magazine offers some innovative views and approaches on the topic of E-mobility, as proposed in some cities around the world. Other articles focus on public bicycles and the challenges of transport in growing cities. "From electric Personal Rapid Transit systems to individual electric vehicles, the world has realized that the future of mobility lies in electric transport. "

The Cities for Mobility e-magazine is a bimonthly information platform for the dissemination of best practices, innovative technologies, events and many other news in the field of urban mobility. Cities for Mobility is published in Stuttgart - the capital of the state of Baden-Württemberg in southern Germany. More online at: <http://www.cities-for-mobility.net>

### **Grid-Connected Systems for Sustainable Transport in Developing Countries**

Developing countries need effective transport systems for economic and other development. Available systems have almost complete reliance on internal combustion engines fueled by petroleum products whose cost may soon rise dramatically. Grid-connected vehicles (GCVs) have low at-vehicle energy use and can depend on a wide range of renewable energy sources. They have familiar application in public transport vehicles (e.g., trolley buses). Adaptations

could be used for freight transport. Deployment of GCV-based systems could provide developing countries with adequate, sustainable transport and enable these countries to leapfrog over developed countries' transport strategies. More online at:

<http://www.informaworld.com/10.1080/15568310701824067>

### **From Place to Place (Part Two): International Innovation in Transportation Planning From Amsterdam to Abu Dhabi, Great Ideas for Improving Our Communities**

This Project for Public Spaces newsletter explores how transportation planning is being reinvented around the world. Two recent advances abroad include (1) Abu Dhabi, where a new street design guide manual promises to create better streets for all users, and (2) the Netherlands, where new solutions to promote livability are being implemented all the time. In both places, people realize that relying solely on the private automobile in the future is ultimately unsustainable. These two very different places each have crucial lessons to teach us about how we can design our cities around walking, transit and biking. More online at:

[http://www.pps.org/info/newsletter/From\\_Place\\_to\\_Place\\_Part\\_Two/](http://www.pps.org/info/newsletter/From_Place_to_Place_Part_Two/)

### **Fourth International Conference on Financing Surface Transportation in the U.S.--Forging a Sustainable Future - NOW!**

The Transportation Research Board (TRB) is sponsoring a conference on Transportation Finance: Forging a Sustainable Future - NOW! on May 19-21, 2010, in New Orleans, Louisiana. The conference is designed to explore options for financing surface transportation by providing a forum for sharing information and presenting the latest research findings and policy analysis related to transportation finance.

More online at:

[http://www.trb.org/Main/Blurbs/Fourth\\_International\\_Conference\\_on\\_Financing\\_Surface\\_Transportation\\_in\\_the\\_US\\_Forging\\_a\\_Sustainable\\_Future\\_NOW!\\_162154.aspx?utm\\_medium=email&utm\\_source=Transportation%20Research%20Board&utm\\_campaign=TRB+E-Newsletter+-+03-09-2010&utm\\_content=Customer&utm\\_term=](http://www.trb.org/Main/Blurbs/Fourth_International_Conference_on_Financing_Surface_Transportation_in_the_US_Forging_a_Sustainable_Future_NOW!_162154.aspx?utm_medium=email&utm_source=Transportation%20Research%20Board&utm_campaign=TRB+E-Newsletter+-+03-09-2010&utm_content=Customer&utm_term=)

### **Velaro International Trainset – High Speed**

The Velaro trainset family was developed for the global market. Its ongoing evolution is based on Velaro's experience in design, production, service and maintenance in day-to-day international service. One can experience the resulting successes firsthand – by traveling with the Velaro in Spain, Russia or China. Velaro is said to be the fastest series production trainset in the world, having reached a speed of 403 km/h without modifications. Velaro has long since moved beyond the concept stage. Spain's Velaro E, for example, has been providing passengers with reliable service from Madrid to Barcelona for years.

More online at:

[http://www.mobility.siemens.com/mobility/en/pub/interurban\\_mobility/rail\\_solutions/highspeed\\_and\\_intercity\\_trains/velaro.htm?stc=usccc021819](http://www.mobility.siemens.com/mobility/en/pub/interurban_mobility/rail_solutions/highspeed_and_intercity_trains/velaro.htm?stc=usccc021819)

## **Wolmido Monorail: Incheon, South Korea**

The first monorail to use Einar Svensson's Urbanaut technology is Incheon, South Korea. Svensson's design avoids the need for guide wheels along the sides of the beam. The new Urbanaut® Monorail Technology is an environmentally friendly, non-polluting transportation system that may relieve today's congested and unhealthy transportation environments. The line connects Wolmido Island to the mainland. .

More online at: <http://www.monorails.org/tMspages/Incheon01.html>

## **RESEARCH NEWS & RESOURCES**

### **Eno Brief: March 2010**

The Eno Transportation Foundation has released the latest version of its monthly online newsletter. The newsletter is designed to provide information on transportation policy, executive leadership, news within the greater Eno community, and other items of interest.

### **Experience from Others: How to Successfully Apply the ITS Knowledge Resources for Decision Making, April 15, 2010**

“Experience from Others: How to Successfully Apply the ITS Knowledge Resources for Decision Making” is a free Talking Technology and Transportation (T3) Webinar that is being offered to the transportation community and the public on April 25, 2010, 1:00-2:30 PM ET.

Register here: [http://www.pcb.its.dot.gov/t3/s100415\\_knowledge.asp](http://www.pcb.its.dot.gov/t3/s100415_knowledge.asp)

### **Faking Places: News and Ideas from Project for Public Spaces**

Project for Public Spaces has released its April 2010 newsletter, *Faking Places*. The featured article is “Unprecedented Series of “Recalls” Will Dramatically Change Our Communities.”

The article points out that malfunctioning auto products from manufacturers are not the only things being recalled these days. Many of our public places are defective, posing risks to individuals, local economies and community life in general. Rising concern about these threats to public safety and health, ranging from dangerous streets to destructive zoning codes, has sparked new efforts to fix the problems.

Project for Public Spaces has been working closely with government, professional, business and citizens groups to find the right solutions to ensure that people are safe and sound in the future. This article provides a summary of the most recent wave of recalls that touch nearly every city, town and suburb. More online at: [http://www.pps.org/info/newsletter/april\\_first\\_2010/](http://www.pps.org/info/newsletter/april_first_2010/)

## **Knowledge Is Power Webinar: How TRB's Databases Improve Access to Transportation Research**

The Transportation Research Board (TRB) will host a Webinar on Monday, April 19, 2010, from 2:00 pm–3:30 pm—offering practical tips for using and searching the following databases: Transportation Research Information Services (TRIS), Research in Progress (RiP), and Research Needs Statements (RNS) databases. Participants must register 24 hours in advance of the Webinar. More online at: <https://www1.gotomeeting.com/register/228672896>

## **Google Maps to Add Bike Maps, Directions**

Google Maps is set to provide a new option for getting around town—Biking Directions. The company plans to unveil what it called "the most requested addition to Google Maps" during the National Bike Summit in Washington, D.C. Google Maps users looking for directions between two points will now have the option of selecting "bicycling" from the current drop-down menu that lets you customize a journey with walking, driving, or public transportation options. More online at: [http://news.cnet.com/8301-30684\\_3-10466313-265.html](http://news.cnet.com/8301-30684_3-10466313-265.html)

## **Housing and Transportation Affordability Index**

Housing + Transportation Affordability Index is an innovative tool that measures the true affordability of housing based on its location. The Center for Neighborhood Technology has updated its Housing and Transportation Affordability website to now include data on more than 330 metro areas. The site is designed to help calculate the cost of housing based on its location, in part, by measuring the transportation costs associated with place.

More online at: <http://htaindex.cnt.org/>

## **Introduction to Travel Training Course set for Denver**

Easter Seals Project ACTION's Introduction to Travel Training is a free training initiative to increase the skills, knowledge and abilities of travel training professionals. The course will be offered April 27 – 29, 2010, in Denver, Colorado. Applications are due March 31, 2010.

Introduction to Travel Training is an intensive three-day course with classroom and field instruction. A limited enrollment and high trainer-to-participant ratio offers an environment where travel trainers will acquire knowledge in the classroom and directly apply and practice new skills on the street. Travel trainers will receive a toolkit packed with useful resources ready to use when they return to work. More online at:

[http://projectaction.easterseals.com/site/PageServer?pagename=ESPA\\_travel\\_training\\_intro\\_course\\_brochure&autologin=true](http://projectaction.easterseals.com/site/PageServer?pagename=ESPA_travel_training_intro_course_brochure&autologin=true)

## **ITS America Smart Solution Spotlight Award**

March 10, 2010. The City of Portland, Oregon and The Climate Trust were presented with the inaugural ITS America Smart Solution Spotlight award in recognition of the collaborative use of Intelligent Transportation Systems (ITS) to improve traffic congestion and air quality. The

project improved traffic flow at congested thoroughfares and significantly reduced CO2 emissions in the Portland area.

“In six years, this innovative collaboration resulted in the reduction of more than 157,000 metric tons of CO2—the equivalent to removing more than 30,000 passenger vehicles off the road for an entire year,” stated Scott Belcher, President and CEO of ITS America, who presented the award to Susan Keil and Peter Koonce of the Portland Bureau of Transportation and Erica Keeley from The Climate Trust. More online at:  
[http://www.itsa.org/press\\_release\\_content/c71\\_a3312/News\\_and\\_Events/Press\\_Releases.html](http://www.itsa.org/press_release_content/c71_a3312/News_and_Events/Press_Releases.html)

### **SHA to Keep Travel Time Signs Up, Will Review Them**

The State Highway Administration will not pull the plug on the estimated-travel-time messages it has been flashing on its electronic highway despite misgivings expressed by Gov. Martin O'Malley. O'Malley has told WTOP Radio in Washington that he had concerns about the messages after hearing complaints from motorists that they were slowing traffic and causing backups.

Dave Buck, an SHA spokesman, said the agency would continue to display the travel time messages but will monitor them closely to make sure they were not causing delays. He said the messages, which tell motorists how long the trip is expected to take to a point such as a major interchange, were discontinued at one location on the Capital Beltway near Lanham.

More online at:

[http://weblogs.baltimoresun.com/news/traffic/2010/03/sha\\_to\\_keep\\_travel\\_time\\_signs.html](http://weblogs.baltimoresun.com/news/traffic/2010/03/sha_to_keep_travel_time_signs.html)

### **New Schedule Tool Assists Muni Riders, Call Center**

SAN FRANCISCO. The addition of five numbers to Muni stops will give passengers a new tool to track down schedule updates for transit vehicles. The move to increase information for riders will relieve a portion of calls received by the public information center 311.

By midsummer, all 4,000 of Muni's rail and bus stops will contain unique identification numbers, a five-digit “stop code” that is requested when passengers call 511, the Bay Area's automated transit information center. When passengers punch in the five-digit code of their respective transit stop, they will receive live scheduling information from the 511 automatic messaging system. For stops that don't have codes, riders can still call 311.

The 511 system is free for callers and the City doesn't incur any costs since it is operated by the Metropolitan Transportation Commission, a regional transit and planning body. The City has its own information center, 311; but the program has been costly to the San Francisco Municipal Transportation Agency, which operates Muni. More online at:

<http://www.sfexaminer.com/local/New-schedule-tool-assists-Muni-riders-call-center-88889137.html>

## **New Searchable Tool: Traffic Incident Management (TIM) Performance Measurement Knowledgebase**

March 10, 2010. The Traffic Incident Management (TIM) Performance Measurement Knowledgebase is intended to be a highly-useable, online reference that provides transportation professionals the knowledge and tools they need—including sample documents and models from other States—to successfully implement program-level TIM performance measures in their State. Users can conveniently search and browse the Knowledgebase to find the information they need today, provided by fellow practitioners across the country implementing TIM Performance Measurement.

Traffic Incident Management (TIM) is a planned and coordinated process by multiple public agencies and private sector partners to detect, respond to, and remove traffic incidents and restore traffic capacity as safely and quickly as possible. The TIM Program is part of a larger all-hazards program called Emergency Transportation Operations. Both programs are housed in the FHWA's Office of Transportation Operations under the Associate Administrator for Operations. More online at:

[http://www.ops.fhwa.dot.gov/eto\\_tim\\_pse/preparedness/tim/knowledgebase/index.htm](http://www.ops.fhwa.dot.gov/eto_tim_pse/preparedness/tim/knowledgebase/index.htm)

## **New York City TLC Equips Cabs with New Fare-Setting Alert**

March 18, 2010. The New York City Taxi and Limousine Commission (TLC) has equipped more than 5,000 cabs with a new system to alert riders if they are being charged an out-of-town rate. The move comes after the TLC announced thousands of drivers bilked passengers out of more than \$8 million over the last two years. More online at:

[http://www.nyl.com/1-all-boroughs-news-content/top\\_stories/115385/tlc-equips-cabs-with-new-fare-setting-alert](http://www.nyl.com/1-all-boroughs-news-content/top_stories/115385/tlc-equips-cabs-with-new-fare-setting-alert)

## **Putting Our Jobs Back in Place: How Placemaking Generates Lasting Prosperity**

*Placemaking*—the essential process used to create great places and strong communities—is considered fundamental to creating quality jobs that are well-paying and environmentally-friendly.

After working in more than 2,500 communities around the world, Project for Public Spaces came to realize the missing ingredient in most discussions about jobs—especially good, green jobs—is the fact that secure jobs are tied to a place. This is what generates prosperity and well-paid employment over the long haul. Placemaking builds the necessary foundation upon which new enterprises rise and prosper. And there is mounting evidence that it can create lasting, sustainable prosperity for communities—even in places not usually associated with good news. More online at: [http://www.pps.org/info/newsletter/putting\\_our\\_jobs\\_back\\_in\\_place/](http://www.pps.org/info/newsletter/putting_our_jobs_back_in_place/)

This article discusses one agency's attempt to overcome one of the biggest challenges facing any transit agency—on-the-road bus failure. It is an attempt to deploy an automated diagnostic maintenance system that could tell maintenance supervisors when something was starting to go



wrong so it could be fixed before that nightmare of a broken down bus blocking the right lane of traffic at rush hour becomes a reality.

One agency, the Chattanooga Area Regional Transportation Authority (CARTA), is deploying such a system, one that will assist maintenance personnel in proactively identifying and correcting problems that could lead to on-the-road failures. As part of its intelligent transportation systems (ITS) SmartBus program, CARTA is implementing a remote diagnostic maintenance system. Once fully deployed, this system is expected to provide a remote diagnostic tool capable of monitoring engine sensors, identifying mechanical problems based on those readings and pushing selected information to a data terminal at CARTA's maintenance facility. More online at:

[http://www.masstransitmag.com/web/online/Online-Exclusives/Remote-Diagnostics/5\\$10693](http://www.masstransitmag.com/web/online/Online-Exclusives/Remote-Diagnostics/5$10693)

### **Report: D.C. Metro Accident Costs \$25.5 Million in Damages**

The Washington Examiner reports that D.C. Metro's June 22 Red Line crash cost the transit agency \$25.5 million by destroying railcars and damaging track. The detailed costs were submitted by the agency to the National Transportation Safety Board for its investigation into the accident. More online at: [http://www.washingtonexaminer.com/local/Metro\\_-Red-Line-crash-cost-25-5-million-in-damages-87002932.html](http://www.washingtonexaminer.com/local/Metro_-Red-Line-crash-cost-25-5-million-in-damages-87002932.html)

### **Streetwise - New Transportation Blog**

Streetwise highlights U.S. Secretary of Transportation Ray LaHood's new direction about planning for transportation modes. On his blog, LaHood announced recommended policy revisions that would place biking and walking on equal footing with motorized travel when designing transportation networks nationwide.

Kittelson & Associates, Inc. (KAI) launched Streetwise, the newest informative site on transportation planning and traffic engineering, as a means to stay connected with readers on transportation industry news. Streetwise is designed to share the latest research and innovation on planning and engineering transportation systems.

More online at: <http://streetwise.kittelson.com/>

### **Texting While Driving: Put the Thumbs Away**

Nineteen states and Washington, D.C. have banned texting while driving. The Transportation Department prohibits truckers and bus drivers from doing it. President Obama has outlawed the practice for all federal employees, and Jonathan Adkins of the Governors Highway Safety Association thinks it should be forbidden in every state. Despite all that, many people still text while driving.

More online at: <http://www.npr.org/templates/story/story.php?storyId=124081093>

### **TRB Engaged in National Academies' Review of Unintended Acceleration**

The U.S. Department of Transportation (DOT) has asked the National Academies to review



industry and government efforts to determine possible causes of unintended acceleration of motor vehicles and to make recommendations on National Highway Traffic Safety Administration (NHTSA) research, rulemaking, and defects investigations, as well as on the human, infrastructure, and financial resources required for NHTSA to assure the future safety of electronic throttle control and other electronic vehicle control functions. TRB will partner with the National Academies' Division on Engineering and Physical Sciences (DEPS) in this review. The final report of the committee that will conduct the study is expected to be completed in approximately 15 months. More online at:

### **US DOT's Research and Innovative Technology Administration Launches Transportation Research Collaboration Pilot Web Site**

The U.S. Department of Transportation (DOT) Research and Innovative Technology Administration (RITA) is building this pilot website with a view to improving the collaborative capabilities offered to transportation researchers and other related stakeholders both inside and outside DOT. The initial phase of this effort will focus on improving collaboration among the four (4) regional networks comprising the National Transportation Knowledge Network, approximately sixty (60) University Transportation Centers (UTCs), and the collaborative work of Position Navigation and Timing. Other transportation research topics entities will be added as the site develops into a full-fledged venue for transportation research collaboration.

More online at: <http://www.transportationresearch.gov/>

### **Who will Stand by Transit?**

March 19, 2010. With all the state budget cuts, from California to Minnesota to New Jersey, it doesn't appear that governors are sympathetic to, or aware of, the surge in demand for public transportation -- nearly paralleling the onset of the recession, with funding shrinking all the while. Still, there are supporters out there fighting to keep public transportation going. More online at: <http://blogs.metro-magazine.com/transitdispatches/archive/2010/03/19/who-will-stand-by-transit.aspx>

### **Workshop: Zero Emission and Low Carbon Transit Buses: State of the Technologies and Fuels and Current Challenges, April 21, 2010, Los Angeles**

CALSTART has partnered with the Southern California Gas Company to present a one day workshop on the latest technologies and clean fuels available for zero emissions and low carbon buses. Here are the key questions to be addressed at this workshop. What is the status of these technologies and fuels? What are the technical and market challenges to full commercialization? What are the next steps needed to move them forward? The workshop will be held on Wednesday, April 21, 2010, 9:00 a.m. - 5:00 p.m. at the Southern California Gas Company Building, Conference Room 2A, 55 West 5<sup>th</sup> Street, Los Angeles, California 90013. More online at: <http://www.calstart.org/Events/CALSTART-Events/Workshops/Zero-Emission-Low-Carbon-Transit-Bus-Workshop.aspx>

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