

MASITE Interconnect



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PRESIDENT'S MESSAGE...

Greetings friends! As we move into 2013, my year as MASITE President has officially ended. I want to thank everyone who has volunteered their time this past year. Our organization is only as strong as our volunteers and I think we made a very strong showing in 2012. THANK YOU! While my tenure as President has ended, I will still be involved with MASITE as your local section representative to the ITE District 2 Board.

As we move into 2013, our industry faces many challenges. With the uncertainty surrounding fiscal cliffs and debt ceilings, it is difficult for our elected leaders to focus on infrastructure issues. In case you haven't heard, Bill Shuster (D-PA) has been named Chairman of the House Transportation and Infrastructure Committee. If that name sounds familiar, he is the son of former Congressman Bud Shuster for whom I-99 in Central PA is named. In a recent op-ed piece, Chairman Shuster pointed out that the challenges facing our national infrastructure extend beyond highways. Inland waterways, seaports, and rail safety bills will all expire in 2013, which leaves little time before the recently enacted highway bill, MAP-21, expires in September 2014.

Chairman Shuster points out that the challenge to future surface transportation reauthorization bills will be funding. The chronic shortfalls of the Highway Trust Fund over the past several years are like a transportation 'fiscal cliff'. When the Highway Trust Fund experiences a shortfall, the funding difference comes from the general fund, which in turn, increases the deficit. Developing sustainable, reliable transportation funding will be the biggest challenge in developing future highway bills. Needless to say, Chairman Shuster will be very busy in 2013.

At the state level, Pennsylvania's transportation funding issues seems to finally moving into the spotlight. Governor Corbett has indicated that transportation funding will be addressed in 2013. Without mentioning specifics, there is speculation that the cap on the Oil Company Franchise Tax will be lifted along with allowing some inflationary increases to license/registration fees. It appears that the legislature may introduce transportation funding bills as soon as early January. Let's wait and see.

While these uncertainties can be very stressful, there is something you can do about it. You can write your state and federal legislators. These folks typically have an entire staff dedicated to gathering input from constituents on critical issues such as transportation infrastructure. If we don't speak up, then our concerns will not be heard.

Website Update

On a lighter note, one of my goals for this past year was to update our website, www.masite.org. Thanks to Erik Schmidt with Urban Engineers for taking the lead in updating/maintaining our website. You will notice a new look and feel to the website. We will be making format tweaks and adding additional content over the next month. Please visit the site and send your comments/suggestion to the webmaster or to any board member.

In closing, I would like to wish our new MASITE President, Kate Russo, good luck in 2013. Good luck Kate!

Farewell,

2012 MASITE President



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MASITE HAPPENINGS

Section News – Editor

It came to the Editor's attention a little while back that I was remiss in announcing the 2013 Section Board election winners (so they are as follows)...

President – Kate Russo, *McCormick Taylor*

1st Vice President – Melody Matter, *McCormick Taylor*

2nd Vice President – Nicole Kline, *McMahon*

Treasurer – Jeff Bergsten, *Michael Baker*

Secretary – Orla Pease, *Urban*

At the 'official' Board Meeting held at the G-Man during the TE&S Conference early December, the Board also appointed the following for Area Coordinators...

Eastern Area - Rebecca Martinez, *Urban*

Central Area - Steven Palmer, *Gannett Fleming*

Western Area - Christopher Prisk, *L.R. Kimball*

International News – Dean Kaiser (hat #2)

I'd like to thank the membership for electing me to be the District Director representing the Mid-Colonial District for the next three years! It will be an honor to represent you at the International level of this great organization. I had the opportunity to attend my first International Board of Directors Meeting back on November 9th and 10th down at headquarters in Washington, DC and want to share with you a few key items as it pertains to the membership...

Financially, the Institute made the following changes towards the end of the year (2012);

- Attrition penalty (pre-booked rooms) from 2012 Annual Meeting reduced from \$58,000 to \$25,000
- The Transportation Professional Certification Board has authorized paying up to 100% of the 2012 overhead. The actual amount will be based on the TPCB end of the year finances. (ITE has paid staff for TPCB services since the induction of the program)
- Membership renewals have increased and we have projected an additional \$28,000 in 2012 membership dues income.
- Pending negotiated Trip Generation license agreement with Trafficware
- Revisions to ITE copier lease agreements reducing annual costs by more than \$4,800/year
- Outsourcing the ITE Bookstore fulfillment
- Plan to lease out unused ITE headquarters office space by early 2013
- Sales of Trip Generation Manual, 9th Edition ahead of projections

Along this financial line, the Board motioned to 'strongly encourages' that members paid by Sections/Districts to attend the International Tech Conference and/or the Annual Meeting use the host hotel rooms that have been blocked out for the events. That is part of the attrition fee mentioned in the first bullet above.

A topic that was discussed at length but not resolved during the course of the meeting was that of ITE's "alignment". Tom Brahms asked

- what should be the principal focus of the organization?
- Is ITE strictly a US and Canada organization, or should we expand to include e-communities of transportation professional in other countries such as China and India electronic community?

This related to what other organizations such as ASHE, AASHTO, ITS America, etc. have as a 'key' or central theme to their organization.

Lastly, the Board motioned to approve expenditures for the implementation of 'LeadershipITE', a unique training opportunity that the Institute will roll out in 2013 for prospective candidates. More info will be available soon.

Central Area – Steve Palmer

Central Area held a dinner meeting at Appalachian Brewing Company in Harrisburg on November 27. Tim Scanlon from the PA Turnpike spoke on their Durable Pavement Markings program. These are markings that stay much brighter at night and especially when it is raining versus traditional pavement markings. Thanks to everyone who helped out with and attended our events this year, and watch for details on our next lunch meeting in February.

Future City Competition Judges for MASITE Innovative Transportation Concepts Needed

The Future City™ Competition has been challenging seventh and eighth graders nationwide to create the cities of tomorrow. The Philadelphia Regional Competition gets underway on **Saturday, January 26th at the Sheet Metal Workers Union on Delaware Avenue (1301 South Columbus Blvd)**. MASITE gives an award for creating an innovative transportation concept. **Two to four people are needed to be MASITE's representatives to bestow the award.** Could you spare some of your time to encourage students and raise awareness for transportation engineering? Please call **Marie Pantalone at 610-324-6985** or email at mapantalone@verizon.net.

If you are interested in also judging the overall competition, sign up on-line at www.futurecityphilly.org. Or call or email Jennifer Wetzel, Volunteer Coordinator at 215-573-3935, jwetzel@upenn.edu.

MASITE MEMBER/SPONSOR NEWS

J. Jeffrey Hess of HNTB and his wife welcomed twin daughters on Thursday October 11th. They came a little early but guessing they were achieving a numerical oddity birthday of 10/11/12!! Katherine Jude was born at 12:54 PM, weighing 5lbs 2oz, 18.5in; Josephine Ella was born at 12:56PM, weighing 5lbs 3oz, 19.75in.

Kate:



Josie:



KMJ Consulting, Inc. enters its 15th Year of Business

They say time flies when you are having fun! KMJ is happy to announce that the firm is entering its 15th year of business. *"I am very excited for the prospects in 2013 and grateful for the opportunities we have had to work with great people on interesting projects,"* says Karen Jehanian.

KMJ Consulting, Inc. has Received NJDOT "Cost Basis Approval"

KMJ has received Cost Basis Approval from the New Jersey Department of Transportation (NJDOT). The firm is certified as a D/WBE for NJTRANSIT, NJDOT, PANYNJ and other agencies that participate in the New Jersey Unified Certification Program. *"We look forward to working with our New Jersey business partners on valuable projects,"* said Karen Jehanian.

MASITE SPONSOR HELP WANTED

Engineering Graduate

Urban Engineers - Philadelphia, PA or Cherry Hill, NJ

Position Description: Candidate will be responsible for signal design, Intelligent Transportation Systems (ITS) design, traffic analysis and report preparation.

Job Requirements: Candidate must have a BS in Engineering; a Masters Degree in traffic engineering is preferred. Candidate must have 2 to 4 years of experience and an EIT is preferred; or be in the process of obtaining certification. The ideal candidate will have high energy with excellent analytical and communication skills. Hands-on experience using VISSIM, Synchro/SimTraffic, SIDRA and/or other traffic analysis tools is preferred.

Project Manager – Traffic Engineer

Phila., PA, Mechanicsburg, PA, or Cherry Hill, NJ

Position Description: Candidate will focus on Intelligent Transportation Systems (ITS) and will lead ITS and traffic engineering projects. This position will also coordinate with other disciplines, prepare proposals and mentor junior staff.

Job Requirements: Candidate must have a BS in Engineering. Candidate must have 5 to 10 years of experience. A PE license is required. The ideal candidate will have excellent communication and interpersonal skills.

Please see the careers section at www.urbanengineers.com to apply.





ASHE
Southern New Jersey

SAFETY PAGE

January 2013
*Enhanced Delineation and Friction
for Horizontal Curves*

*Upcoming February Issue
Medians and Pedestrian Crossing Islands in Urban/Suburban Areas*

Dear ASHE-SNJ Members,

This month's FHWA Proven Safety Countermeasure is *Enhanced Delineation and Friction for Horizontal Curves*. More than **25%** of fatal crashes are associated with a horizontal curve. A more uniform application of warning signs on curves, dynamic advanced curve warning signs, and dynamic sequential light-emitting diodes (LED) lights on chevrons were found to be an effective low-cost treatment for warning the driver in advance of the curve. Applying high-friction surface treatments at the locations with substandard super elevation can be a low-cost alternative to address a problem in the short-term until further improvements can be made. This is something to keep in mind when designing new or upgrading the existing roadway alignment.

Sam Fisher, Secretary
ASHE SNJ Safety Committee

Trivia Question

What is the average crash rate for horizontal curves vs. other types of highway segments?

Find the answer at <http://www.ashesnj.org/safety>

Effectiveness

- Installing chevron signs, curve warning signs, and sequential flashing beacons can result in a **38-43%** reduction in all fatal and injury crashes.
- Installing chevron signs on horizontal curves can produce a **16%** reduction in non-intersection fatal and injury crashes.
- Installing new fluorescent curve signs or upgrading existing curve signs to fluorescent sheeting can result in **25%** reduction in non-intersection fatal and injury crashes.
- Providing static combination horizontal alignment/advisory speed signs can generate a **13%** reduction in all injury crashes.
- Refinishing pavement with micro-surfacing treatment can bring about a **43%** reduction in all fatal and serious injury crashes.

Crash Modification Factor (CMF) Clearinghouse
[quick search 'horizontal curve']
<http://www.cmfclearinghouse.org>



Key Resources

Manual on Uniform Traffic Control Devices, FHWA, 2009
<http://muted.fhwa.dot.gov/>
Low-Cost Treatments for Horizontal Curve Safety, 2006, FHWA-SA-07-002
http://safety.fhwa.dot.gov/roadway_dept/horcurves/fhwasa07002/
Safety Evaluation of Improved Curve Delineation
<http://www.fhwa.dot.gov/publications/research/safety/09045/09045.pdf>

The *systemic approach* to safety can be used to identify horizontal curves with the potential for severe crashes using a risk assessment process. The most **common risk factors** used for **horizontal curves**:

- Speed (or speed differential)
- Traffic volumes
- Curve radius
- Edge assessment
- Presence of advance warning signs
- Intersections in curves
- Visual trap



Additional information on the systemic approach to safety is available on FHWA's website at

<http://safety.fhwa.dot.gov/systemic>

* * Pedestrian Safety Technical Forum * *

As part of the forum to be held **April 17, 2013**, at the *College of NJ*, the Safety Committee is organizing a career fair to entice engineering students to attend. We encourage you and your company to participate. If interested in participating in the career fair, please contact Jennifer Marandino jmarandino@sjtpo.org

January Meeting

Wednesday January 9th

3:00-4:30PM
* Maggiano's Cherry Hill *
Safety Committee Meeting
followed by

Tri-Joint
ASHE SNJ/MASITE/ASCE NJ
Technical Dinner
Guidelines for Median Barrier Design
5PM Cocktails/6PM Meeting

The January Safety Focused Technical Dinner will discuss the positive safety benefits of median guiderail installation. The audience will learn when installation is appropriate and the type of design and technical details, as well as best practices and lessons learned from NJDOT's Median Barrier Installation Program; Presentation by David R. Bizuga and Bob Malinsoki.

Bonus Question

Where was this picture taken, what is the name of the curve?

www.ashesnj.org/safety



Horizontal curve delineation: Oversized chevrons, flashing arrow board, edgeline rumble strips

Another valuable resource → AASHTO's *Highway Safety Manual* (available for purchase) www.highwaysafetymanual.org

The SNJ ASHE Safety Committee welcomes input and participation from all ASHE members. Please contact joe@fioccoengineering.com for details.

For information on how you can make your highway/bridge project safer visit <http://safety.fhwa.dot.gov>.

MASITE 2013 EVENTS CALENDAR...

EVENT	DATE	LOCATION	CONTACT
Joint ASHE SNJ/MASITE/ASCE SNJ Dinner Meeting	9-Jan	Maggiano's, Route 38 Cherry Hill, NJ	http://ashesnj.org/meetings.php
Eastern Area Joint Mtg w/ASHE	20-Feb	King of Prussia	Rebecca Martinez remartinez@urbanengineers.com
Mid-Colonial District Annual Meeting	April 24-26	Double Tree Hotel, Annapolis, MD	John Rectanus JRectanus@wallacemontgomery.com
Mid-Atlantic Section Annual Meeting	Sept-Oct	TBD	3Mahmood Shehata mshehata@rkk.com
MASITE Social	5-Dec	TE&S Conference G-Man	Jennifer Walsh Jennifer.Walsh@mcmtrans.com

Please check our calendar online at <http://www.masite.org/calendar.html> for up to the minute events listings!!

NEWS YOU CAN USE...

CHANGES TO START SOON FOR SEPTA 'SMART CARD' SYSTEM

By Paul Nussbaum, INQUIRER STAFF WRITER
October 09, 2012

SEPTA riders soon will see the first faint stirrings of the future, as workers begin measuring, marking, and testing at subway stations around the city.

Crews are preparing the way for SEPTA's long-delayed "smart card" fare system, which is to go live late next year on subways, buses, and trolleys. For Regional Rail, the system won't be ready until 2014.

Since SEPTA awarded a \$129.5 million contract in November to ACS Transport Solutions Group of Columbia, Md., much of the work on the new fare system has been invisible, with designers and consultants drawing up plans and timetables.

SEPTA has set up a laboratory for testing prototypes of new fare equipment on the 18th floor of its Center City headquarters. A hallway there is lined with poster-size sheets detailing about 5,600 steps that must be completed to make the smart-card system a reality.

So far, only about 30 have been completed. Work will become more frenetic and visible in the next few months on both the fare system and on \$84 million in companion projects, such as new control centers and elevator modifications.

By spring, workers will begin installing new subway turnstiles with card-reading screens that will eventually replace all of the current turnstiles that accept tokens and magnetic swipe cards. At the same time, SEPTA's fleet of buses will be outfitted with new fare boxes that can read the smart cards.

SEPTA's new system will be one of the first in the country to use an "open" fare design, allowing riders to use any contactless bank card, instead of a "closed" system that accepts only cards issued by the transit authority.

Contactless cards are equipped with a computer chip that communicates with a card-reader.

Right now, only about 15 percent of the 750 million credit and debit cards in the United States are contactless, but that number is expected to grow rapidly as banks and card companies such as Visa and MasterCard move customers and merchants toward contactless cards.

SEPTA will also issue its own chip-equipped cards that riders can use. Even some mobile phones will be able to make SEPTA fare payments.

So far, SEPTA hasn't come up with a catchy name for its system, referring to it only by the generic NPT (New Payment Technologies). But that's about to change.

SEPTA has hired a marketing firm to brand its new fare instrument with a name that will resonate - like London's Oyster card or Boston's Charlie Card or PATCO's Freedom Card.

RADIO AD TOUTS BENEFITS OF N.J. RED-LIGHT CAMERAS

By [The Star-Ledger Continuous News Desk](#)
October 11, 2012

Radio ads are running in New Jersey extolling the virtues of red-light cameras, according to a report on Philly.com.

The ad is sponsored by the National Coalition for Safer Roads, the report said. That organization receives support

from American Traffic Solutions, one of two vendors that supply the red-light cameras.

The commercial talks about family photos and "treasured memories" and how red-light cameras make those things possible, the website said.



Tony Kurdzuk/The Star-Ledger A red-light camera on McCarter Highway in Newark in June.

INTELLIGENT DEER CROSSING SYSTEM JUST GOT A LOT SMARTER AND LESS EXPENSIVE

DeerDeter Wildlife Crossing Guard Debuts Next Generation Unit for Public Release at 2012 ITS World Congress

Mount Laurel, New Jersey, October 16, 2012: Jafa Technologies, Inc. of Mount Laurel, NJ announced today that Austrian company IPTE Schalk and Schalk OG completed development of a far more intelligent, less expensive, next generation animal-vehicle collision avoidance system that has additional intelligent transportation and roadside communications capabilities.

In addition to significantly reducing animal-vehicle collisions, the DeerDeter system can provide additional feedback by configuring the units to report the system's health and limited weather conditions and/or traffic data.

The units are activated by approaching headlights that set off an audible alarm and accompanying strobe light that acquires the attention of the animal long enough to give it reason to take pause in its travel toward the roadway, allowing a vehicle to pass. Since only an approaching vehicle triggers the device, animals are allowed to cross roadways at times when they do not present a danger to traffic. The "brains" of the unit are a durable circuit board and processor promising years of sustained performance at low cost in terms of both initial installation and follow-on maintenance. Power is provided by a solar charged arrangement that is expected to last for many maintenance-free years.



Approximately 10,000 units have been deployed and tested at locations in the US and Europe over the past five years with documented results, indicating a decrease in animal-vehicle collisions of 70% to 90%, and even a 100% decrease in some cases.

This next generation unit will be showcased at the upcoming ITS World Congress in Vienna in October. Taking advantage of the newly developed capabilities, the DeerDeter system can be configured to incorporate a MESH communications system that can provide a link to a central location via a gateway through the cell-phone network. The devices can communicate the unit's health and welfare as well as any malfunctions, resulting in an immediate response and subsequent repair. The most important attribute of the MESH based design is that units at the far end of the deployed system will detect approaching vehicles and activate units further down the roadway before they sense the oncoming headlights. This will serve to enhance performance in high speed areas where the 400 to 500 feet range of the photo cells is not enough to activate units prior to the vehicle's arrival.

The benefit of DeerDeter is tested performance, low maintenance cost, and high system availability. The cost of lives, property, and carcass removal continues to grow with deer overpopulation. State Farm Insurance Company has cited annual figures of 1.5 million animal-vehicle collisions, with over \$1 Billion in damages. As many as 10,000 injuries and more than 200 fatalities annually are reported, according to the Insurance Information Institute for Highway Safety.

More information about the DeerDeter system is available by contacting Jafa Technologies, Inc. at 856-206-9427, by email to emulka@jafatech.com

AN ADDICTIVE TRAFFIC GAME CHALLENGES YOU TO KEEP UP THE FLOW

But it's not just a time waster (though it is addictive). It's a highly valuable lesson in what goes into creating--and fixing--traffic.

<http://www.fastcoexist.com/1680748/an-addictive-traffic-game-challenges-you-to-keep-up-the-flow>

You've just been hired by the Traffic Management Laboratory, and your first assignment is to see that the city doesn't come to a complete standstill. No pressure. With a view of the grid, you have to keep the cars moving, or watch the place descend into chaos and road rage.

Welcome to Gridlock Buster--an online game developed by the Intelligent Transportation Systems Institute at the University of Minnesota. Click on an intersection to change the traffic light, and let the cars go. The more you can get through without people becoming antsy, the more points you accumulate.



The aim of the challenge, according to [John Hourdos](#), at ITS, is to educate young people about the role of traffic management, and its impact on economic activity and environmental performance.

"It gives kids the idea that traffic management is not random. An intersection is not an island, isolated by itself. You have to have a control that sometimes limits one intersection for the good of the system. They seem to grasp pretty quickly that you need a pattern, and not just let it go by itself," he says.

The game gradually increases in difficulty as you move up the levels. You contend with one and two intersections at first, and then more intersections, and more vehicles.

Hourdos credits the game with attracting school visits to his lab, and helping to communicate the complexity of the controller's job. The actual job may involve designing algorithms and formulas, rather than a form of Whac-a-Mole--but no matter. It's fun and engaging. (And a bit addictive. Say goodbye to your Friday.)

"The purpose of the game is to help people understand the value of traffic management. They need to appreciate it, even if every day they see only a piece of it, not all of it."

NEW JERSEY'S TEEN DRIVER DECALS LINKED WITH FEWER CRASHES

PHILADELPHIA, Oct. 23, 2012

PRNewswire-USNewswire www.prnewswire.com

A new study from The Children's Hospital of Philadelphia (CHOP) provides initial evidence that New Jersey's Graduated Driver Licensing (GDL) decal requirement lowers crash rates among intermediate (i.e., probationary) teen drivers and supports the ability of police to enforce GDL provisions. The study, which linked New Jersey's licensing and crash record databases to measure effects of the requirement, was published today in the *American Journal of Preventive Medicine*. Crash involvement of an estimated 1,624 intermediate drivers was prevented in the first year after the decal's implementation. Funding for the study was provided by the Robert Wood Johnson Foundation.

In May 2010, New Jersey implemented Kyleigh's Law, requiring all youth 16 to 20 years of age holding a permit or intermediate license to display a reflective decal on the front and back license plates of vehicles they are operating. On any given day there are more than 150,000 intermediate drivers on New Jersey's roadways. The decal was intended to facilitate police enforcement of GDL restrictions and, ultimately, reduce teen crash rates. While many other countries have had decals for decades, New Jersey is the first state to implement them in the US. The CHOP study is the first in any country to evaluate the effect of the use of decals on crash rates.

Researchers at CHOP found that, in the first year after the new decal requirement took effect, the rate of GDL-related citations issued to intermediate drivers increased by 14 percent and the rate of police-reported crashes among intermediate drivers decreased 9 percent. Significant effects were also observed for specific types of intermediate driver crashes. For instance, multiple-vehicle crashes decreased 8 percent and crashes involving an intermediate driver with peer passengers decreased 9 percent.

Researchers linked New Jersey's licensing and motor vehicle crash databases from January 1, 2008 to May 31, 2011 to compare monthly rates of GDL-related citations and crashes for intermediate drivers in the two years before the decal's implementation and in the year after.

"The rate of intermediate driver crashes significantly declined during the period after the decal requirement went into effect," says lead author Allison Curry, PhD, MPH, director of Epidemiology and Biostatistics at the Center for Injury Research and Prevention at CHOP. "The number of crashes prevented is equivalent to the number of students attending a large high school. New Jersey youth and other road users are safer as a result of the decals."

New Jersey already has one of the most comprehensive GDL programs in the country and also one of the lowest teen driver crash fatality rates. Even so, New Jersey was able to achieve additional reductions in crashes with a decal provision as part of its GDL. Researchers at CHOP suggest states with higher teen crash rates than New Jersey might realize even greater gains from including decal provisions as part of their GDL programs because they have more room for improvement. According to a 2012 Governor's Highway Safety Association report, six states – Kentucky, Michigan, Alaska, Iowa, Minnesota, and North Carolina-- have considered decal legislation, but no bills have been approved.

Dr. Curry has the following advice: "Parents should use GDL as a guide to keep their young drivers safe. This means starting them out in low-risk conditions. Keep the number of passengers to no more than one, limit nighttime driving to before 10 pm, always prohibit cell phone use while driving, and insist on seat belts for every occupant on every drive."

The study was funded by a grant from Public Health Law Research, (PHLR) to Dr. Curry. PHLR is a national program of the Robert Wood Johnson Foundation.

About The Center for Injury Research and Prevention at The Children's Hospital of Philadelphia ® The Center for Injury Research and Prevention at The Children's Hospital of Philadelphia was established in 1998 to advance the safety and health of children, adolescents, and young adults through comprehensive research that encompasses before-the-injury prevention to after-the-injury healing. The Center's multidisciplinary research team, with expertise in Behavioral Sciences; Clinical Care; Engineering; Epidemiology and Biostatistics; Human Factors; Public Health; and Communications, translates rigorous scientific research into practical tools and guidelines for families, professionals, and policymakers to ensure research results extend to the real world. For more information on the Center and its research initiatives, visit injury.research.chop.edu.

PA. TURNPIKE OFFICIALS SAY ALL-ELECTRONIC TOLL COLLECTION IS POSSIBLE BY 2017

November 13, 2012 *By Tony Romeo Phillycbs3*

HARRISBURG, Pa. (CBS) — Pennsylvania Turnpike officials say they are moving ahead with their goal of converting the highway to all-electronic toll collections within five years. But that's only a goal at this point.

Pennsylvania Turnpike officials have commissioned a study that showed all-electronic tolling is feasible, and interim CEO Craig Shuey today told a joint hearing of the state House and Senate Transportation Committees that the turnpike commission will pursue the changeover.

"This will be the most significant change in how the turnpike has operated since it opened in 1940," he said.

But Pennsylvania Turnpike spokesman Carl DeFebo cautions that it's a complicated, five-year process that has many potential pitfalls.

"However, to say that it's definitely going to happen, I think, is probably premature given all the hurdles that have to be overcome," he tells *KYW Newsradio*.

DeFebo says that in an all-electric tolling system, images of the license plates of cash-paying drivers would be used to generate a bill that would be sent in the mail.

Shuey, the CEO, also notes all-electronic tolling could help usher in a system of different toll rates based on time of day.

CORBETT PROMISES TRANSPORTATION FUNDING PLAN EARLY NEXT YEAR

November 19, 2012

By Karen Langley / Pittsburgh Post-Gazette

HARRISBURG -- More than a year after Gov. Tom Corbett's advisory commission on transportation funding issued its report, the governor told the Pennsylvania Press Club this afternoon he will propose and lobby for a plan next year.

As he often is, Mr. Corbett was asked if he will take action to reform funding for transportation infrastructure in the

state -- in this case, "Will you propose and lobby for a transportation funding package next year?"

"Short answer, yes," he said. Asked if he would share any specifics, Mr. Corbett responded, "No."

The governor's spokesman, Kevin Harley, told reporters afterward they would see a plan when the Legislature returns in January. But he declined to discuss details of a plan or say when exactly the governor would unveil it.

"He certainly will be sitting down with the legislative leaders and coming up with a plan," Mr. Harley said.

Mr. Corbett had appointed the transportation advisory commission to address a shortfall in the funding needed to maintain Pennsylvania roads, bridges and public transit systems. In August 2011, the group delivered a set of recommendations that would increase annual transportation revenue in part by raising fees for registrations and licenses and lifting the cap on a tax paid by fuel distributors.

Since then, the governor has taken no action on the recommendations, saying he had other priorities.

BILL PROPOSES POSTING EXACT TOLL AMOUNTS IN E-ZPASS LANES ON N.J. HIGHWAYS

By Mike Frassinelli/The Star-Ledger 11/20/2012

The guessing game on how much an E-ZPass toll costs could end soon for the hundreds of thousands of motorists using the electronic device each day on the New Jersey Turnpike, Garden State Parkway and Atlantic City Expressway.

A bill released by the state Senate Transportation Committee Monday would have the New Jersey Turnpike Authority and South Jersey Transportation Authority post the exact amounts of tolls in E-ZPass lanes.

"It's an excellent idea," said state Sen. Donald Norcross (D-Camden). "You wouldn't go to the supermarket and pay for something without knowing how much it costs."

In addition, he said, drivers would instantly be able to tell if they are being wrongly charged.

"Maybe it comes up incorrect — that you're being charged for a tractor-trailer, which is a substantial amount more than a car," Norcross said.

Dubbed the "Truth in Tolling" act, the measure was the brainchild of state Sen. Loretta Weinberg (D-Bergen), who said that after the Turnpike last year ended off-peak discounts for drivers who bought their E-ZPass out of state, "nobody knew how much they were paying when they went through the tolls."

"I try to reconstruct my E-ZPass bill when it comes through each month, and it's very confusing," she said.

The measure calls for the New Jersey Turnpike Authority, which oversees the Turnpike and Parkway, and South Jersey Transportation Authority, which operates the Atlantic City Expressway, to show drivers at E-ZPass

lanes the amount of the toll. The driver now sees a sign stating the toll has been paid, but not the amount.

"It's a consumer-friendly bill," said state Sen. Nicholas J. Sacco (D-Hudson), who chairs the Senate Transportation Committee.

The measure would not apply to express E-ZPass lanes, where multiple vehicles pass through at the same time over multiple lanes. There are three such collection points on the Turnpike and a half-dozen on the Parkway.

Not wanting to sock the transportation authorities with a big expense that could be passed on to drivers, the committee amended the bill to allow the transportation authorities to implement the new measures as part of their normal upgrade of electronic toll collection.

Steve Carrellas, New Jersey representative of the National Motorists Association driving rights group, said that unless drivers religiously look at their E-ZPass statements, they don't have a good picture of how much they are being charged for tolls.

"It's really easy to spend money and not manage it when you have a mode like that," he said.

Although Carrellas said the Senate bill is a "nice idea," he had concerns about technology being able to handle the real-time information quickly.

"It (the exact toll amount) may not even appear until they are past the monitor," Carrellas said.

He thinks a better idea would be to let drivers set up an option with E-ZPass that allows them to receive e-mails showing their toll usage, be it a daily summary or a weekly one, depending on the driver's preference.

The Senate measure would impact a huge swath of drivers in New Jersey. The Parkway attracts 380 million vehicles a year, with 75.6 percent paying by E-ZPass. The Turnpike gets 235 million vehicles a year — 78.9 percent paying by E-ZPass.

Weinberg chuckled over the memories of her late husband, Irwin, and his aversion to paying extra in tolls.

"My husband would travel 10 miles out of his way to save a quarter toll," said Weinberg, who frequently travels the Turnpike from Teaneck to Trenton.

The husband bought Loretta Weinberg a GPS, which she noticed was taking "peculiar routes" — until she discovered he had programmed the device to stay off toll roads.

ACCIDENT RATE RISES AT INTERSECTIONS WITH RED-LIGHT CAMERAS, N.J. STUDY SHOWS

By [Mike Frassinelli/The Star-Ledger](#) 11/27/12

TRENTON — They were installed at dangerous intersections to reduce the number of crashes, but New Jersey's controversial red-light cameras have actually seen an increase in collisions, according to a new state report.

A New Jersey Department of Transportation analysis of two dozen intersections that have had the automated traffic cops for at least a year found that accidents — particularly rear-end crashes — have increased, and the collisions are more costly.

Rear-end collisions at the intersections were up by 20 percent, from 286 the year before the cameras were installed to 343 the year after, according to the report made public yesterday. Overall, accidents increased from 577 crashes the year before the cameras were installed to 582 the year after. The "crash severity cost" — which takes into account vehicle and property damage, emergency response and medical care — increased by nearly \$1.2 million after the cameras were installed.

"If you believe the hype of these cameras, accidents should be down across the board," said state Assemblyman Declan O'Scanlon (R-Monmouth), a critic of the devices. "But it's just not true." The report is a classic glass half-full or glass half-empty proposition.

Red-light camera proponents can point to the 50 percent drop in citations over a year, from 35,644 issued the first month to 17,934 issued in the last month, and 15 percent decrease in the more severe types of right-angle crashes.

"Driver behavior doesn't change overnight, but the findings in this report are largely consistent with programs around the country," said Charles Territo, vice president of communications for American Traffic Solutions, one of two vendors for red-light cameras in New Jersey's program. "Over time red-light safety cameras reduce the number of red-light running violations and decrease the most deadly collisions commonly attributed to red-light running."

The report only looked at the 24 intersections that had at least one year of data as of Dec. 31, 2011. There are now 85 intersections in the state with red-light cameras.

Included in the report were two intersections in Newark that have two years worth of data — Broad and Market streets and Broad Street and Raymond Boulevard, where cameras were installed in December 2009. The data was collected before the cameras at Broad and Raymond were riddled with bullet holes from a shooter on Aug. 10. A sniper also put some lead in the cameras at Broad and Murray streets in Newark.

At the intersections of Broad and Market and Broad and Raymond, right-angle crashes dropped from 7 in the year before the cameras were installed to 1 in the second year — a more than 85-percent decrease, albeit in a small sample size — and rear-end crashes shrunk from 12 to 7.

In addition to Newark, the survey looked at intersections in Brick, Deptford, Glassboro and Gloucester and Woodbridge townships and Linden, New Brunswick and Stratford.

New Jersey is finishing the third year of a 5-year pilot red-light camera pilot program that ends in 2014, and the DOT, noting that more analysis is needed, in its report recommended that the program continue.

"The pilot-program was created to assess whether these devices improve safety at intersections with a history of

high accident rates and severe crashes," the DOT said in a statement. "As the year two report indicates, the Department recommends that the pilot-program be continued to collect more data that would serve as the basis of an informed final decision."

The DOT in June suspended 63 of the 85 red-light cameras over concerns that yellow lights weren't giving motorists enough time to get through intersections. The state lifted the suspension five weeks later after finding all cameras met standards.

O'Scanlon proposes increasing the length of yellow lights by one second, a stance supported by the New Jersey representative of the National Motorists Association driving rights group.

"The report reinforces the association's summer directive to end or fix the program," Steve Carrellas said. "With crash severity reported as increasing by \$1.2 million, policy makers need to take a hard look at the public safety costs of continuing the program as currently defined."

FIVE (COMMUNICATION) THINGS I WANT FOR THE HOLIDAYS

Posted on December 5, 2012 by Lloyd Brown "Talking Transportation" Blog

As we move toward the season of celebration, the calendar brings us to the point at which it is natural to take stock in the year and to anticipate the coming year.

The Talking Transportation blog is now a year old. During that time the blog posts have ranged far and wide across the communications spectrum, discussing messaging, tactics and tools in the context of the transportation industry. What you will not find in the blog posts is a political agenda or mode favorites (at least not intentionally). My desire is for this blog to be a place for transportation professionals to pick up insights and perhaps share their thoughts if they are moved to do so.

I absolutely believe in the professionalism of the people who practice communications advocacy on the part of transportation organizations such as state departments of transportation, regional and local transit agencies and, of course, transportation issue associations. We, as a collection of professionals, bring a skill and practice to our craft that is valuable — not only to our agencies, but also to our constituents.

Now, in anticipation for the year ahead, here are five things — transportation communications related — that I want for the holidays, and you might, too.

Time — There just never seems to be enough of it. Our email follows us wherever we go. I have spoken to so many transportation communication professionals who admit that their smartphone is the first thing they grab in the morning and the last thing they check before closing their eyes. I hope in this holiday season for all of us to take a few minutes to back away from the smartphone, the Facebook, the Twitter, and the Pinterest. Grab a notebook — not the computer kind — and jot down your hopes and

goals for 2013. Or just enjoy some quiet time. Time is a huge gift for all of us in this industry.

Measurement — If there is one thing we need in the world of transportation communications, it is better tools (or a better understanding of tools) to measure our successes. So much of our work is explained in anecdotal case studies, whether it be a public engagement campaign or a social media strategy. I am not known as a numbers guy. But I can say with certainty that the more we can measure return on investment, the more credibility we will have with decision-makers at all levels of our organizations.

Research — We put so much effort into communication programs, crafting brilliant strategies and tactics to help us achieve our goals and objectives. But really, in most cases I see even the most experienced among us building these amazing plans without first compiling at least a basic level of research. That's like taking off on a trip without a map, knowing our destination is generally in "that direction." This holiday season, I hope we see more research into the demographics, behaviors and attitudes of our target audiences. I hope we take a couple of moments to ask questions about the best places to reach those audiences and the right messages we should use to help change behaviors.

A Post-Social Media Approach — Let's acknowledge that social media is not the answer to all our problems. The tools are exciting and helpful. But not everyone is able to move through Facebook and Twitter as easily. Those with different socio-economic backgrounds, those who live with disabilities, those of different socio-ethnic backgrounds all use the Internet differently. As amazing as it sounds, not everyone has a smartphone and not everyone wants to be the "mayor" of the local donut shop. A post-social media approach to our communication programs is one that acknowledges the critical role these tools play in helping us achieve our goals. But it also recognizes that it takes a suite of tools — some of them as old as two rocks hitting together — to really reach our targets.

Employee engagement — This year I want to see more transportation agencies open up their social media channels to their own employees. But even more, I want to see more agencies build programs that educate and empower their workforce to advocate on their behalf. Turn over the keys, open up the books. Share the knowledge and make it more accessible to our co-workers. We forget our most credible ambassadors are our own people. By limiting their ability to speak on our behalf, we are limiting our ability to move the conversation forward. Remember, no one wants to hear the PR person. But that same message delivered by the snow plow driver is hugely persuasive. Let's open it up.

A holiday season that delivered time, measurement, research, post-social media strategies and employee engagement would be a merry holiday indeed. May your holiday season be filled with such shiny things, but also with family, friends and good food and drink. And, may your 2013 be successful.

"DRIVING KILLS:" HIGHWAY SIGNS MORE PESSIMISTIC THAN INTENDED

By Louis C. Hochman/NJ.com 12/10/12

Driving kills. While it's technically true — the United States Census Bureau reports New Jersey saw 583 motor vehicle fatalities in 2009 alone — that's not the message the state Department of Transportation had in mind for its portable variable message signs on Friday.

Still, that's how one, on Route 80 near the Garden State Parkway in Bergen County, read at some point during the day. Another, on Route 46 in Parsippany simply flashed "Kills" over and over again.

But no, the DOT wasn't urging a return to the age of horse-drawn carriages, nor did it have **Alice's Restaurant** stuck in its head in the weeks following Thanksgiving. The signs suffered separate glitches, preventing them from displaying their full message in all its pixelated glory: "Distracted Driving Kills."

Spokesman Timothy Greeley said the message was posted on signs not otherwise being used for traffic messages from Wednesday through Monday. He said once the DOT was alerted to the malfunctioning signs, it turned them off.

"Unfortunately, that message was, in itself, becoming a distraction," Greeley said. And that, he said, defeated the point of the campaign.

Greeley said he couldn't be sure how long the signs were malfunctioning before they were noticed.

He said the signs would be examined and repaired, or taken out of service if they can't be fixed.

2011 SAFETY NUMBERS SHOW DECLINE IN TRAFFIC FATALITIES--BUT DOT'S WORK CONTINUES

This morning, the National Highway Traffic Safety Administration (NHTSA) released its annual report on traffic safety in America--and the news was good. (12/10/12, USDOT – fastlane.dot.gov)

In 2011, highway deaths fell to 32,367 in 2011--the lowest level since 1949, and a nearly 2 percent decrease from 2010. The updated Fatality Analysis Reporting System (FARS) data shows 2011 also saw the lowest fatality rate ever recorded, with 1.10 deaths per 100 million vehicle miles traveled in 2011, down from 1.11 deaths per 100 million vehicle miles traveled in 2010.

These declines are even more impressive when viewed with our overall highway safety gains in recent years. Since 2005, the number of traffic fatalities has declined by *26 percent*.

There are many factors behind these record-breaking declines in traffic deaths, but three in particular are worth highlighting: safer cars, safer roads, and safer drivers.

NHTSA's Five-Star Safety Ratings Program, which measures crash worthiness and rollover safety, means that vehicles are the safest they've ever been.

Infrastructure investments in our nation's highway system are improving crash barriers, installing better signs and lights, and creating safer intersections. And public awareness and enforcement campaigns like NHTSA's "Drive Sober or Get Pulled Over" and "Click It or Ticket" are reminding drivers about the importance of safe behaviors behind the wheel.

Today's news is thanks to the tireless work of our safety agencies and partners, coupled with significant advances in technology and continued public education. But even as we celebrate the progress we've made in recent years, we know there is more work to do on addressing safety issues that are continuing to claim more than 30,000 lives each year.

As we look to the future, it will be more important than ever to build on this progress by continuing to tackle issues like seat belt use, drunk driving, and distractions behind the wheel.

And DOT is more than up to the job.

SENSORS WILL HELP STEER DEL. DRIVERS CLEAR OF JAMS

12/13/12 – delawareonline.com

More and more sensors for detecting traffic have popped up along Delaware highways in recent months. Mounted at intervals along I-95 and I-495 and the northern section of Del. 1, the devices sit high on poles, some with **Error! Hyperlink reference not valid.** facing skyward.

Roughly 67 sensors have been installed this year, and they could potentially save you time in traffic.

The sensors use microwave technology to collect data on roadway speeds, then transmit the info to DelDOT's Traffic Management Center near Smyrna. Computers there calculate the estimated time to travel between two points based on current traffic conditions, compared with the time it should take at the posted speed without delays.

That info – updated every five minutes – is available around the clock on DelDOT's website and through the department's free app for smartphones and tablets, but only for a few segments of I-95.

With the new sensors, "I hope that within the next couple of weeks, you'll be able to have travel times for all of 95, 495 and for Route 1 down to Tybouts Corner," said Gene Donaldson, operations manager at the Traffic Management Center.

"If people can see that traffic backed up, it might make them think about alternate routes or modes of transportation. In the next fiscal years, we'll start outfitting the freeway portion of Route 1 with the [sensors] until we reach the Air Force Base" in Dover.

Additional real-time information on traffic and weather conditions affecting the wider roadway network in Delaware is available on the new app, including volume and incident delays, incident advisories and streaming video from more than 100 traffic cameras .

Engineer Earl "Rusty" Lee, assistant professor at the University of Delaware's Center for Transportation, appreciates the real-time data posted to deldot.gov, which he checks before trips. But Lee has avoided the smartphone app.

"I have a basic bias with the idea of data available on the web to drivers," Lee said. "If we think texting is distracting, how about surfing the DeIDOT web app?"

Instead, Lee uses an app called CoPilot, which advises him on which route to take to his destination and re-routes him to avoid crashes or jams, for instance, without interference or prompting from the driver. (Pricing starts at \$9.99.)

DeIDOT is working to make its app friendlier to drivers who, under state law, can't check for traffic alerts on their phone while behind the wheel. In later versions, the app will be largely voice-activated as part of a statewide system under development called 511 Delaware.

Two weeks ago, the state Public Service Commission approved a request to designate the phone number 511 for the public to use in monitoring traffic, emergencies and weather issues affecting travel and transit. By dialing 511, callers will be able to name their route or destination and learn what road projects, incidents and other factors could potentially delay them.

The same data will be integrated into DeIDOT's app and posted on a 511 website and on overhead roadway signs, officials say. Donaldson anticipates rolling out 511 Delaware within nine months to a year, he said.

Commuters aren't the only ones relying on DeIDOT's network of traffic sensors and cameras. Dispatchers, police and other emergency-responders check the feeds to judge the severity of a crash and determine which equipment to deploy, for instance.

In critical circumstances, agencies often ask the Traffic Management Center to zoom in on a crash scene for more detail.

"Say there's a crash involving a tanker or chemical truck or anything carrying hazardous materials. If there's a traffic camera in the area, we'll have them zoom in to see what kind of chemicals are involved, check for leaks, that kind of thing," State Police Sgt. Paul Shavack said.

But zooming in also prompts staff to turn off the camera's feed to the public due to privacy concerns for crash victims and their families, officials say. That can be frustrating for viewers who turn to the traffic site to monitor which lanes are moving.

Donaldson understands that frustration and is urging his staff to turn the camera back on as soon as possible. Rather than focus on the incident, it might be more practical to direct the camera at the backed-up traffic, rather than the crash, he said.

"My policy to the staff is that if we're done [checking out a scene], to zoom back out, keep the camera on and turn it so that people can see the delay," Donaldson said.

He urges smartphone and tablet users to submit feedback and suggestions regarding the DeIDOT app.

TOP MD. TRANSPORTATION POST REMAINS VACANT

O'Malley is searching for candidate who is 'the right fit'

By [Michael Dresser www.baltimoresun.com](http://www.baltimoresun.com) 12/15/2012

Beverly K. Swaim-Staley announced in April that she would be leaving her post as Maryland's secretary of transportation. Nearly eight months later, Gov. Martin O'Malley has yet to name a replacement for one of the most important positions in state government.

The delay is a growing concern, transportation advocates and lawmakers say. Longtime observers of Maryland government can't recall a time when a governor has left such a critical Cabinet post open for so long.

"It isn't as though Beverly didn't give adequate notice," said Lon Anderson, government affairs director for AAA Mid-Atlantic. "I can't remember a vacancy going this long, and I'm hard-pressed to explain it."

Maryland's transportation secretary oversees an agency with an annual budget of more than \$3.7 billion. Unlike most states, Maryland groups all transportation functions — highways, mass transit, airports, ports, toll facilities and motor vehicle regulations — under a single department headed by a secretary who reports directly to the governor.

O'Malley spokeswoman Raquel Guillory said the administration is continuing to interview candidates as part of a nationwide search. She said the job's importance is part of the reason that filling it is taking so long.

"This is one of the most important Cabinet positions, if not the most. There's a lot on the agenda for whoever takes over the role," Guillory said. "We have to find the person who's going to be the right fit." The vacancy remains at a time when transportation funding is expected to be a top issue facing the General Assembly, which begins its annual 90-day session Jan. 9.

Jim Dinegar, president of the Greater Washington Board of Trade, said the business group is concerned about the prolonged vacancy and recently wrote to O'Malley.

The delay "is sort of saying it's not an important position, and it is an important position," Dinegar said. He said he received a reply and now understands that the administration has narrowed its list of candidates to about eight — some in-state, some national.

"I think they'll have somebody on board by the end of February by the latest," Dinegar said. "It would be good to have someone on board for the legislative session."

Swaim-Staley left the \$163,328-a-year post in late July after working part time her final month. Since then, the department has been run by acting Secretary Darrell Mobley, who had been deputy secretary. [Annapolis](http://www.annapolis.com) veterans say an acting secretary does not wield the same

authority as someone who has been nominated by the governor for the top spot.

"Unfortunately, titles matter in our society," Anderson said. "There is an enormous gulf between secretary and acting secretary." Former state Transportation Secretary Robert L. Flanagan, a Republican who served from 2003 to 2007 under Republican Gov. Robert L. Ehrlich Jr., agreed.

"It's important that the governor identify someone he has full confidence in and that person be enabled to exercise the full powers of the secretary," Flanagan said.

Swaim-Staley left after serving 31/2 years as secretary. She announced her departure shortly after a push by O'Malley to raise taxes on gasoline to pay for a backlog of deferred transportation projects failed in the General Assembly.

For much of the fall, much of O'Malley's schedule was taken up with political activity as he carried out his roles as a top surrogate for President Barack Obama's re-election campaign and chairman of the Democratic Governors Association.

Dinegar said it wasn't necessarily a bad idea to put off a choice until after the election. Had Obama lost, Dinegar said, many talented officials would have been looking for jobs, possibly including John Porcari, who served as O'Malley's transportation chief for two years until Obama made him deputy secretary of the U.S. Department of Transportation.

The governor could be facing some hurdles in recruiting a top-notch candidate. Whoever takes the post has no assurance of an infusion of new state funds to accomplish important projects. And O'Malley cannot guarantee a job for more than two years because his administration ends in January 2015.

"It's tougher every month that goes by and the time slot shortens," said Dru Schmidt-Perkins, executive director of the environmental group 1,000 Friends of Maryland, which monitors transportation policy.

Flanagan said he doubts that the revenue questions or possible two-year time frame would deter a qualified person from taking what he called "a great job."

"It's a wonderful opportunity as long as you have a governor that you respect and who respects you," he said. "It's an opportunity to do a lot of great things for the people of Maryland."

PENNDOT WEBSITE TRIES TO SELL PUBLIC ON 'ITS' EFFORTS

Page details ways department has saved drivers money

12/17/12 By Jon Schmitz / Pittsburgh Post-Gazette

Before drivers are asked to contribute more money to fund transportation programs, the Pennsylvania Department of Transportation wants them to know about its efforts to stretch every buck.

It has created a Web page called Modern PennDOT to describe nearly 50 initiatives completed or under way to make the department more receptive to businesses and consumers and more efficient. The page also is accessible from the department's home page.

"You are the shareholders of PennDOT," Transportation Secretary Barry Schoch told a Pittsburgh gathering last week. "You have to decide whether we're worthy of additional investment."

Mr. Schoch said Gov. Tom Corbett will present a plan early next year for raising new revenue to finance improvements to the state's deteriorating roads and bridges, help ailing public transit systems and upgrade other transportation modes.

He would not discuss details but said the plan would draw from recommendations made last year by the governor's Transportation Funding Advisory Commission. It called for lifting a cap on the gasoline tax paid by wholesalers and increases in registration and license fees, which haven't gone up since 1997.

Part of the commission's report centered on making money by saving it -- for instance, by switching to registration renewals every two years instead of every year, PennDOT would save \$5 million. That change, expected to be part of Mr. Corbett's proposal, would require legislative approval.

Other initiatives don't require the Legislature's blessing, including studies of consolidating many of the regional public transportation providers across the state.

Mr. Schoch said pilot projects are under way in three counties to try "bundling" bridge rehabilitation projects. If several bridges of similar design and length need to be upgraded, they will be combined into one project to save on design and construction costs.

Where currently PennDOT splits the cost of repairing county-owned bridges on an 80-20 basis with the counties, bundling projects will allow the state to eliminate the county match and still save money, he said.

PennDOT will offer its expertise to municipalities to upgrade traffic signals, "a really easy, quick fix that'll save a lot of tax dollars and wasted fuel," he said.

Highway occupancy permits sought by developers were taking an average of 63 days to process. "We were a black hole," Mr. Schoch said. A new e-permit process was developed and brought down the average wait to 15 days.

PennDOT and the Pennsylvania Turnpike Commission expect to save millions by sharing services, materials and equipment. Mr. Schoch said he favors legislation giving local governments new options for taxes and fees to fund transportation improvements.

Other changes are on the table that could save money for PennDOT and for consumers, including elimination of the inspection requirement for vehicles less than a year old, which would save drivers an estimated \$24 million a year. Driver's licenses would be renewed every eight years instead of every four and the tiny license plate stickers

sent out with registration cards would be eliminated, saving the department \$1 million a year.

Mr. Schoch also wants the department to start considering the implications of self-driving vehicles and said PennDOT is joining with Carnegie Mellon University on a study of how they would affect highway design and construction.

"I have 18-month-old twins. They might not ever drive a car," he said in his remarks to the 12th annual Southwestern Pennsylvania Smart Growth Conference. "I think autonomous vehicles are going to happen, and I think PennDOT should embrace that. This is the future of transportation. We need to do the research today."

Among other topics he addressed:

- Despite Congress doing away with a requirement that 3 percent of federal transportation funding be spent on "enhancements" including bike and pedestrian trails, Pennsylvania will not cut funding of those items. "Bicycles are an important part of transportation and recreation," Mr. Schoch said.
- It is possible that a new state law authorizing public-private partnerships to fund transportation projects could jump-start the Southern Beltway project, which would connect Pittsburgh International Airport with the Mon-Fayette Expressway in Washington County. It also could help to build another long-planned leg of the Mon-Fay, from Jefferson Hills to Monroeville. But an expressway leg planned toward Pittsburgh's Oakland neighborhood "is not doable," he said.
- On the difficulty of selling rural lawmakers on funding increases for mass transit, Mr. Schoch said "we subsidize rural roads at a much higher rate than urban public transportation."

N.J. TURNPIKE AUTHORITY TO USE SOCIAL MEDIA TO PROMOTE SAFE DRIVING

By **Steve Strunsky/The Star-Ledger** 12/20/12

The number of fatalities on New Jersey's two main toll roads fell 40 percent over the first 11 months of the year compared with the same period in 2011, with total accidents down 7 percent, the New Jersey Turnpike Authority reported Wednesday. But officials aren't satisfied, particularly where young motorists are concerned, and Wednesday announced a highway safety education and enforcement campaign incorporating social media.

Starting in January, Turnpike officials said the agency would begin uploading videos on YouTube, tweeting on Twitter, and posting on Facebook, all to stress safe driving to younger motorists. It is the Turnpike agency's first stab at using social media in a safety campaign.

"I don't get it, but my kids use it," Sean Hill, the agency's director of operations, admitted to commissioners at Wednesday's board meeting. Hill said later that the specific content of the videos, tweets and Facebook posts is still being developed for the campaign, dubbed "Reinventing Safety 365."

Glen Gilmore, a former Hamilton Township mayor who teaches digital marketing and social media law at Rutgers University, praised the agency for bringing the conversation to where people are already listening.

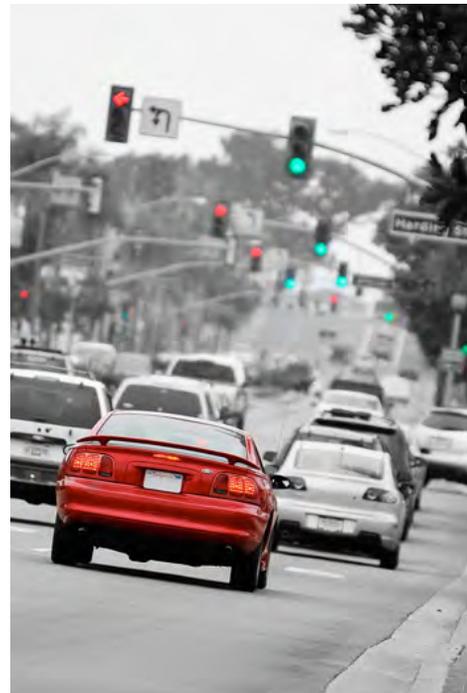
"As long as the content they put together is powerful, I think they'll find that their messaging is effective," said Gilmore, citing Newark Mayor Cory Booker and Gov. Chris Christie as government officials who use social media effectively to communicate with constituents.

Ironically, the safety campaign was outlined after the agency's executive director, Veronique Hakim, told commissioners that accidents and fatalities were way down this year on the toll roads. Through November, there were 21 deaths on the two roads in 20 fatal accidents, down from 35 deaths in 29 accidents at that point last year. The total number of accidents, fatal or otherwise, was down to 7,172 from 7,729.

Turnpike officials began developing the youth-oriented campaign in September, when state Transportation Commissioner James Simpson was alarmed by accident abstracts included in the board's monthly meeting agenda, in which several drivers were parkway motorists in their 20's. Hakim said the campaign will include both toll roads, but with an emphasis on the parkway, which attracts a younger crowd due to its proximity to the Jersey Shore's daytime and nighttime allures.

The campaign will also include efforts to remind older drivers of safe habits through an expansion of ongoing efforts by the State Police, credited with already helping improve safety. Those include stepped up frequency of "high-visibility days," when extra troopers patrol the highway and stop at rest areas to interact with motorists.

"I wish we would all drive the way we want our children to drive," Hakim said.



TRANSPORTATION HISTORY...

October 15, 1997 **15th anniversary** ThrustSSC set a new land speed record in the Black Rock Desert in Nevada. The jet-powered vehicle reached 763 mph (1,228 km/h).



October 31, 1962 **50th anniversary** The Sault Ste. Marie International Bridge over the St. Marys River between Canada and the US officially opened to traffic.



November 2, 1947 **65th anniversary** Howard Hughes made the first and only flight of a plane known as the 'Spruce Goose.'

November 13, 1927 **85th anniversary** The Holland Tunnel, the first vehicular tunnel under the Hudson River to connect New Jersey and New York, was opened.

November 20, 1962 **50th anniversary** The US naval blockade of Cuba ended.

November 22, 1977 **35th anniversary** Air France and British Airways began Concorde service between Europe and New York City.

December 3, 1927 **85th anniversary** Union Station in Erie, Pennsylvania opened.



December 6, 1897 **115th anniversary** London became the first city in the world with licensed taxicabs.

December 7, 1972 **40th anniversary** Apollo 17, the last manned flight to the Moon, was launched.

December 11, 1912 **100th anniversary** Roland Garros set a new altitude record of 18,670 feet while flying over Tunis.

December 13, 1577 **435th anniversary** Sir Francis Drake left Plymouth, England on his circumnavigation of the globe.



December 18, 1912 **100th anniversary** Benjamin O. Davis, Jr., was born in Washington, DC. He was the commander of the Tuskegee Army and the first African-American general in the US Air Force. He also headed the federal sky marshal program and was an assistant secretary at US DOT.



December 27, 1927 **85th anniversary** The first naval vessel designed and built to be an aircraft carrier, the *Hōshō*, was commissioned by the Imperial Japanese Navy.

December 28, 1912 **100th anniversary** The San Francisco Municipal Railway began operation with streetcar service on Geary Street.



January 1, 1983 **30th anniversary** Metro-North Commuter Railroad began operations.

January 1, 1987 **25th anniversary** The Santa Clara Valley Transportation Authority began operations.

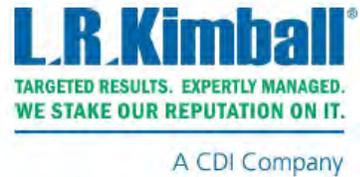
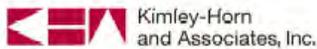
January 4, 1958 **55th anniversary** Sputnik 1 re-entered the Earth's atmosphere after orbiting for three months.

January 5, 1933 **80th anniversary** Construction begins on Golden Gate Bridge

January 7, 1929 **84th anniversary** Chrysler is Time magazine's Man of the Year

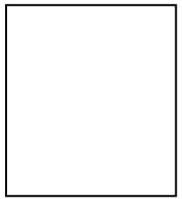
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To:

MASITE Interconnect Info – Please feel free to comment liberally on this and any issue of the Interconnect. All news and noteworthy items are still greatly appreciated in the next couple of months as well as information relating to sponsor companies, organizations, MASITE members and other Section planned activities. The deadline for the March 2013 issue will be March 22nd. EDITOR

INTERCONNECT ENDINGS...

Sometimes, you just can't make these up!!!!



Happy Reading!!

Respectfully submitted,

Dean J. Kaiser
 DEAN J. KAISER, PE, PTOE - 2013 MASITE Newsletter Editor