



FROM THE EDITOR

We are trying a new format this issue and welcome your feedback.

The Met Section Executive Board is sponsoring an ITE webinar on May 15th. The President's Corner, starting below, provides information. Ed Bolden also describes the mentoring of high school students on a science project.

An important event in May is the District Meeting in Atlantic City on May 28th-30th. This is a joint meeting of Districts 1 and 2 and has an outstanding program and ancillary events. If you haven't registered yet, the early registration rate ends on April 30th. Congratulations to all who have contributed to putting together this entire event, especially co-chairs of the local arrangements committee, Lynn LaMunyon and Adam Allen.

The transportation issue that has been in the news, especially in New York City, has been a proposal by the city to implement congestion pricing. The state legislature did not act as needed to advance the project. Yet, it is widely considered likely that some alternative will advance. Several articles on congestion pricing are included in this issue.

Congratulations to Andrew Kaplan of Stevens Institute, and his professor, Prof. Blumberg, for Andrew's selection as the winner of the 2007 Dr. Louis J. Pignataro Transportation Engineering Education Award. The award was presented at the April Met Section meeting which was joint with WTS-GNY. Photos from both the March and April meeting are included.

PRESIDENT'S CORNER

At our January meeting I mentioned that the Met Section was mentoring some high school students on a science project. The students attend the Bergen Academies in Bergen County, NJ. The Bergen Academies is a magnet school in that has several departments that emphasize scientific curriculums such as engineering, telecommunications, and bio-sciences,

to mention a few. The students' science project involved increasing passenger car gas mileage and reducing air pollution by creating a magnetic system for cars. As a result of our participation, the Met Section was invited to participate in the schools' annual Take an Engineer to Lunch program. This program provides the students the opportunity to talk to professional engineers about their engineering experiences. John Miller and I represented the Met Section at this event. During the program John and I had the opportunity to talk to several students



John Miller talking to Bergen Academy Students

about our respective careers. We both came away very much impressed with the students we encountered and the school's curriculum. The students asked some very good questions about our experience in transportation planning and engineering. I should also add that the school is the national champion in the Battle of the Robots competition this year. The students designed and built 800 lbs. Robot and shipped it to Florida for the national competition where it whipped out all competitors.

I am sure everyone is interested in is the status of our planned sponsoring of an ITE Webinar. The Webinar is scheduled for May 15, 2008 at five locations within the Met Section area. The locations are:

- PB Americas, One Penn Plaza, Manhattan
- North Jersey Transportation Planning Authority, One Newark Center, 17^h Floor, Newark
- Greenman Pedersen Inc., 352 West Main St., Babylon, LI,
- CMX Engineering, 200 State Highway 9, Manalapan, NJ,
- HDR 711 Westchester Ave. White Plains, NY.

An e-mail will be sent out to all members for registering and identifying the site that is most convenient to them. **REGISTRATION FOR THE WEBINARS IS REQUIRED, NO EXCEPTIONS!** Members will be charged \$10 to cover the cost of the PDH quiz at the conclusion of the webinar. Sign-up will be limited to members until the close of business on May 9 to ensure that members have seating priority. After May 9 registration will be open to non-members at a fee of **\$25**. Sign-up will permanently close for the Webinar 48 hours before the event. As there is a spatial limit it is suggested that members sign up early to secure a place. Kudos goes out to Vice President Gordon Meth for bringing this excellent program to fruition.

This year's Pignataro award goes to Mr. Andrew Kaplan of Stevens Institute of Technology. Mr. Kaplan has received high praise not only from his professors and students but from ITE members as well. Besides participating in the student ITE chapter at Stevens, he also participates in ASCE, ASHE, and was a delegate to the National Conference for Ethics in America. Congratulations are extended to Andrew Kaplan!

The elections for International Vice President are a few months away, but I wanted to take an opportunity to let you know, if you are not aware, that one of our Met Section members, Paul Eng Wong, is running for International Vice President. I have known Paul for just about forever and I have always found him to be a man of integrity, very professional, and dedicated to the goals and purpose of ITE. Paul is a Past President of the Met Section and has been involved in ITE for 30 years. I think Paul would make an extremely good International Vice President and I would urge you to vote for him in the upcoming elections. Please remember to vote in the upcoming elections and vote for Paul!

On a final note, I would like to invite members to consider attending an Executive Board meeting. Board meetings are where future meetings are discussed, issues regarding the Met Section are raised, and future projects planned. I believe that you will be surprised at the items discussed and subjects raised.

Ed Bolden

NYC Congestion Pricing: Plan B

Mayer Horn, P.E., PTOE, PTP

Background

The inaction by April 7th of the New York State Legislature on the congestion pricing proposal passed by the New York City Council and vigorously endorsed by Mayor Bloomberg apparently means that the city has lost some \$354 million in federal funds, mostly for public transportation. There can be other losses such as momentum and the reduced likelihood of adopting a revised plan. However, the momentum need not and should not be lost. Both a plan – an action plan that is based on true congestion pricing - and a process can be developed and implemented, benefiting from the lessons learned, and providing greater benefits while accommodating the concerns and objections of those who opposed the City's plan. Indeed, those concerns and causes for objections could be incorporated into a new plan which is more comprehensive, more effective, and more widely supported.

The needs that the defeated congestion pricing proposal were intended to meet – reducing congestion and raising revenues for transit – have not vanished. A process that is inclusive, open to input, that is perceived as reasonable and appropriate, and that is championed by a leader whose approach is not considered strident nor adversarial can be successful in leading to an outcome that is satisfying to all constituencies. More than a model for the rest of the country, this can lead to a re-opening of the discussion with the U.S. DOT which might yet be able to be financially supportive. One approach would be for the regional transportation agency – the MTA – which was less conspicuous than the mayoral agencies, to be the lead agency and that the leadership - and the credit – for the next effort might best belong to Governor Paterson.¹

Principles

A plan and a vision should be based on principles. If there is agreement on these principles, then there can be meaningful and constructive discussion of plan elements and the overall vision – the ideal towards which the region should strive.

Principle 1: New York City and the metro region are in competition with other world-class cities and with other regions in North America. No mode of travel in this region or this city should be made unnecessarily unattractive. This includes personal travel, goods movement, and travel by service providers on streets and highways. As a general principle, driving should never be banned (e.g., odd number license plate banned on even days) nor appear to be arbitrary or extreme (e.g., \$8 to drive one block across an arbitrary boundary). Arbitrary or extreme measures breed resentment and opposition.

Principle 2: Wherever feasible, transit should be more attractive than driving. Attractiveness includes travel time, waiting time, cost, comfort, safety, and security, This principle should be especially relevant for travel to the Manhattan core, as well as other CBDs and other concentrated travel destinations during as many hours of the day as feasible.

¹ There have been many editorials and other writings analyzing and commenting on the failure of the Mayor's proposal. One example, by Ken Orski, is in the Appendix.

Principle 3: Congestion is costly, and while indicative of a thriving economy, congestion adversely impacts the economy and alternatives should be considered. Congestion pricing is not the only alternative to congestion. It is incumbent upon advocates – whether public officials, business leaders, or economists - to demonstrate that pricing is better than the other alternatives.

Principle 4: Congestion pricing has been distinguished from tolling: Congestion pricing is varying the price to manage the demand for a product or service; if the demand varies during each hour of the 24 hour day, then so would the price. Proposals which simply impose a fixed charge, even if only for part of the day, regardless of demand, are simply tolls. Even if tolls are used as a revenue source for transit (or highways), many regard tolls as another tax – not favorably.

Principle 5: Congested traffic – represented by stop-and-go conditions – has a lower throughput than free-flowing traffic. Thus, congestion pricing – and other measures that manage demand such as highway entrance ramp metering – can actually increase throughput.

Principle 6: Motorists should not find it necessary to search for parking as this cruising adds to congestion and is indicative that demand exceeds supply at the current price.

Principle 7: In congested areas, cruising by taxis should be discouraged as it adds to congestion. Taxi stands, located as to not interfere with moving traffic, are preferable.

Principle 8: Except for very short term parking (*i.e.*, perhaps no more than 15 minutes), it should always be cheaper to park off-street than on-street (unless there is adequate supply at zero price).²

Principle 9: Parking on public streets is a privilege, not a right. Free parking on the streets is as appropriate as free rent for a residence or office; zero price does not imply zero cost. Free transit takes precedence over free parking.³

Principle 10: There is a hierarchy of preferred enforcement approaches: Self enforcing is best. Second best is automatic enforcement, *e.g.*, photo enforcement. The tow truck is the final level of routine enforcement. Burdening police with traffic enforcement should be avoided.

Efficiency Principle: Widespread support for a congestion pricing plan is not possible if there is widespread belief that the transportation system is not operated efficiently. Whether staffing of toll plazas or of commuter trains, more efficient operations is vital.

² This principle is especially applicable at airports: It should always be cheaper to get one's auto off the roadway system than keeping it on the roadways and frontages.

³ Free transit is proposed in an alternative plan to Mayor Bloomberg's congestion pricing plan. The alternative: *A Bolder Plan: Balancing Free Transit and Congestion Pricing*, January 2008, Prepared for and sponsored by: Nurture New York's Nature. A digital copy can be viewed and downloaded from <http://www.nnyn.org/kheelplan/> It is commonly referred to as the Kheel Plan.

Implementation Principle: Significant changes, whether at the regional level or nationally, if precipitous, can have serious adverse impacts. Thus, some changes should have a gradual implementation, accompanied by widespread expectation, understanding, and support.

Consensus Principle: Measures proposed by opponents of congestion pricing can be incorporated into a plan. The plan thus becomes more effective (both in managing congestion and raising revenues for transit), becomes more comprehensive in relying on additional measures (to reduce congestion and raise revenues for transit),⁴ acknowledges the constructive input of other process participants (including legislators), and shows respect for other points of view. It makes plan acceptance - and even support by former opponents - more likely.

Funding Application Principle: The revenues that would have been raised by the Mayor's congestion pricing proposal were earmarked for transit capital improvements with a promise of immediate improvements in transit service. Major capital projects allow for ribbon-cutting ceremonies that are attractive events for elected officials. However, it was not clear to many people that the first application of the additional revenues would be improved transit service no later than the imposition of tolls – service improvements that are both meaningful and relevant. A better approach might be a commitment to the specified transit service improvements as the first application of the revenues, with the remainder dedicated to specific transit capital projects. The level of skepticism is so high, that perhaps a “locked-box” approach is needed.⁵

The Regional Approach Principle: Support is needed, not just from city and state legislators from New York City, but from elected officials in the suburbs and throughout the region. It is especially important that New York State legislators from the region outside the city have a package of transit service improvements that are meaningful, credible, and are firm commitments. Elected officials both in the suburbs and in adjacent states should find the plan fair to their constituents so that these officials would not withhold support, much less threaten law suits.

Modal Preference Principle: Revenues from congestion pricing and from related sources (e.g., federal funds) would be dedicated to transit capital and service projects, rather than to new highway capacity. This is appropriate, given shortfalls of available funding. Yet, those who drive, for whatever reason, would like to see additional highway capacity, something beyond using pricing and other techniques to manage demand on the existing highways. Thus, when investor groups propose public-private partnerships (P3) to develop new highway capacity (e.g., a recent proposal for a tunnel between Syosset and Rye which would remove some traffic from city bridges and highways), those efforts should be supported – at least as far as supporting the appropriate environmental studies.⁶

Other Principles: The plan presented below is rather comprehensive; yet, it can be expanded almost without limit. Issues such as national gas taxes, pricing annual vehicle registration by weight and fuel efficiency, and similar issues are important issues that can and should be

⁴ By “sharing the pain” more equitably, no constituency would feel that it is being singled out.

⁵ The citizenry and especially the state legislature must believe that the “locked box” principle will be respected. This is an important credibility issue.

⁶ The environmental analyses of such new highway capacity should include the impacts on regional cohesiveness. If transit travel to the CBDs is very attractive, including price, as proposed herein, would a self-supporting highway facility (e.g., a tunnel) connecting suburbs with a \$40 or \$60 auto toll significantly encourage regional decentralization?

constructively discussed, but this is not the place to do so. Congestion pricing schemes that try to distinguish among passenger cars based on vehicle weight, fuel efficiency, etc. should not be considered.

The Vision

The vision for the city's and the region's transportation system is based on the principles described above:

Mobility for people and goods would be attractive and priced as low price as possible. Recurrent congestion would vanish and non-recurrent congestion (*i.e.*, incidents) would be addressed promptly. Most personal travel within and to NYC would find transit as the preferred mode; it would be attractive in every way. The marginal price of transit would be zero: Either fares would no longer exist or period transit passes would be widely distributed (*e.g.*, by employers, by hotels to tourists). Auto dependence would be reduced as car sharing would be popular for infrequent trips not amenable to transit. Cruising for parking would be unnecessary as parking would be available – at appropriate prices. Travelers would be able to use autos for all trips, knowing the costs in advance. In dense areas, costs would be based on time on streets (as opposed to off-street lots and garages); obviously, the cost per minute would be significantly greater on street than off street.⁷ Enforcement would be either automatic (*i.e.*, self enforcing) or automated, always on, and widely perceived as fair.

The Action Plan

The following paragraphs identify the elements of the plan - actions that can be taken – and by whom, describe what should be done to advance the plan given the legacy of relationships from the failed effort, and consistent with the vision and the fundamental principles enumerated above. A schedule of phases follows.

Given what did not happen in the NYS Legislature on April 7th, the action plan addresses the following five questions:

1. What appropriate actions can the MTA take that do not require action by the State Legislature?
2. What appropriate actions can the Port Authority take that both Governor Paterson and Governor Corzine would support?
3. What appropriate actions can the New York City Department of Transportation take that do not require action by the State Legislature?
4. What appropriate actions can be taken by other New York City agencies that do not require action by the State Legislature?
5. What actions should be sought by MTA and NYC DOT that do require action by the State Legislature and allow the legislators to be part of the process from which they felt excluded,

⁷ This would be based on evolving GPS technology

and cause the program to expand consistent with the objectives of MTA, New York City, and other public officials?

1. Proposed MTA Actions

1.1 Implement true congestion pricing at its bridges and tunnels. Identify the lowest toll for periods as short as every quarter hour of the day which would avoid congestion, recognizing that motorists using some facilities could choose to divert to the toll-free bridges. Publicize these tolls, using various media, including the web. The publicity should include the fact that tolls at some times could be lower than currently charged and that there would be no artificial boundary for a charging zone as in London.⁸

1.2 Implement 21st century toll collection. Remove the gate arms. Remove all manual toll collection. Implement automatic license plate reading for non E-ZPass tag vehicles.⁹ Eliminating the gate arms and eliminating manual toll collection significantly increases the capacity of the toll plazas¹⁰ - and reduces the crashes that result from weaving and merging.

1.3 Facilitate the implementation of anonymous E-ZPass for those who have privacy concerns. Allow people to anonymously acquire a tag with a suitable refundable deposit and allow them to put value on the tag with cash. Whether done by MTA or a private party, this should also reach out to the rental car companies.

1.4 Implement significant transit improvements no later than coincident with the implementation of congestion pricing at the bridges and tunnels, preferably a couple of weeks before. Consider not charging fares for the first week for new bus routes. Transit improvements would include buses (local, limited, and express), subways, and commuter rail – including within the city. Elected officials (city, state, and federal) should be assured that the new services would be inaugurated with ribbon-cutting events at which they will be invited to participate – both in the city and in the suburbs.

1.5 Retain free access across the four formerly tolled East River bridges to address the concern of some public officials. Instead of allowing autos to go free and transit passengers to pay, allow passengers boarding buses at the entrance plazas of these bridges (or last stops before these bridges) to ride for free.¹¹

⁸ It is remotely conceivable that reduced tolls in the off-peak might result in reduced revenue even with much higher tolls in the peak - reduced compared with the failed NYC plan or even with current revenues. Reduced off-peak tolls (reduced from current levels) should be viewed such that retaining existing revenues is a constraint. Much more likely is a significant increase in revenues for transit from these bridges and tunnels, plus from the other actions proposed herein. However, the objective must be to manage congestion; otherwise, this will be perceived as just another tax. This is discussed further below.

⁹ A surcharge could be applied for not using E-ZPass, except that this could be positioned as a discount for E-ZPass vehicles just at the commuter railroads describe their off-peak tickets as discounted, rather than the peak tickets as surcharged. The March 2008 Port Authority toll increase eliminated the E-ZPass discount during peak periods as discussed below. The London congestion charging scheme relies on automatic license plate reading and does not benefit from tags such as E-ZPass.

¹⁰ Toll collectors would be reassigned to other positions within MTA Bridges and Tunnels; otherwise, to other positions within the MTA family.

¹¹ This would include the B39 (Williamsburg); the Q32, the Q60, and the Q101 (Queensboro); and the M60 (Triborough). It could include the Q44 and the QBx1 (Bronx Whitestone), the Q35 (Gil Hodges Marine Parkway), the Q 21 and Q53 (Cross Bay), and the S53, the S79, the S93 (Verrazano Narrows) and S89 (Bayonne). Free access within

1.6 Support marketing efforts to encourage use of transit and, where transit is not feasible, vanpooling and carpooling. Work with NYS DOT which is providing some funding for the TMAs¹². Encourage employers to participate in TransitChek, but do much more: In lieu of free or subsidized employee parking, promote employer-provided MetroCards and cash-out for employees who do not use an employer-provided parking space.

1.7 Identify significant improvements in the commuter rail system as well as in other transit services of interest to the public and their elected officials from outside NYC. These service and fare improvements should be part of the early implementation followed by additional improvements as new facilities and capacity are added. Suburban legislators and their constituents should feel that suburban residents who travel to or through New York City, or from suburb-to-suburb, will see meaningful transit improvements and not be disproportionately adversely affected by this plan.

1.8 Integrate the two commuter railroads into the NYC transit system as regards fares and service. Initially, this could be done only in the off-peak on some lines. The long-term objective is to do this on all of the commuter rail lines – adding service and stops as appropriate so that these lines would serve as an attractive “super-subway” within the city.

2. Proposed Port Authority Actions

2.1 Implement true congestion pricing at its bridges and tunnels as described above for MTA Bridges and Tunnels. The additional revenues should be shared by NYC Transit and NJ Transit. A variety of formulas are possible, from equal sharing to funding the bi-state ARC tunnel. Rationale for at least some funding going to NYCT is that many commuters from New Jersey use NYCT buses and subways in Manhattan.

2.2 Do not confine changing Port Authority pricing policies to its two tunnels and four bridges. New York City owns LaGuardia and Kennedy airports and the Port Authority air carrier airports have counter-productive policies. Thus, reverse the current access and parking scheme at the airports. Currently, JFK Air Train costs \$5 from Jamaica or Howard Beach (meaning period Metro Cards are not accepted), motor vehicles not only can enter and leave the airports without a toll, but also are incentivized to cruise and congest terminal frontage rather than enter off-roadway lots. Instead, have the JFK Air Train accept all Metro Cards as if this is part of the NYC Transit System (same \$2 fare, period Metro Cards being accepted), implement E-ZPass to enter and leave the airports – charging by the minute while on the roadway system, and stop the meter while the vehicles are in cell phone lots (where the driver cannot leave his or her vehicle) and reduce the meter rate while vehicles are parked.¹³ Likewise, eliminate the fees for HOV permittee vehicles and impose a charge on taxis and their passengers for the costs associated with the staging areas and dispatching. These actions should be part of a message

the boroughs, especially to Manhattan, is perceived as important although few people would likely take advantage of this and the revenue loss would be minimal.

¹² The local transportation management associations are Commuter Link in NYC, L.I. Transportation Management, and Metro Pool in Westchester.

¹³ This can be accomplished now using E-ZPass. Ultimately, a GPS system, if widely deployed throughout the metro area, could be used. The per minute charge would not apply – the clock would stop – when vehicles are in the cell phone lots. A variation would allow some period – perhaps 20 or 30 minutes – on the roadway and frontage roads before the meter starts.

that congestion pricing is not focused on just the Manhattan CBD, but wherever there is congestion that is impacting the city's (and the region's) economy.

3. Proposed NYC DOT Actions

3.1 Implement true congestion pricing for on-street parking, starting with Manhattan, particularly the CBD area, but ultimately city-wide on an appropriate multi-year schedule. Ensure that motorists who wish to park on-street, do not have to cruise looking for parking. Although the hourly fee might be quite modest in most residential areas, it is vital that the motorist confront some marginal cost. Proposals for residential parking permits and placards are counter productive.

3.2 Void all parking placards. Replace them with Metro Cards issued not just to placard holders, but to all public sector employees, purchased at retail by the agencies – federal, state, city, and regional, including public authorities. The annual Metro Cards would be for agency and personal use; it is important that there be a zero marginal cost to use transit for as many people as possible. If an employee chooses to use an auto for agency business, there are parking facilities which issue receipts for payment (and meters which issue receipts) and the employee can submit an expense report. This is standard practice in the private sector and should be in the public sector.

3.3 Eliminate most if not all on-street privilege parking. If officials – all of whom would have free unlimited Metro Cards – choose to drive to work, there are parking lots and garages which would be pleased to serve them.

3.4 Implement taxi stands wherever cruising by taxis contributes to congestion. Ban pick-ups other than at taxi stands as is done at the airports (and, to some degree, railroad terminals).

3.5 Provide an alternative to congestion at least for buses and possibly for those *choosing* to pay on the limited access facilities within the city. This includes the expressways, parkways, and the four formerly tolled East River bridges. Whether bus-only lanes, choice lanes (generally called HOT lanes),¹⁴ or other measures are employed, certainly buses and perhaps other vehicles should not experience routine congestion on the limited access highways.¹⁵

3.6 Eliminate routine congestion on the street system throughout the five boroughs, starting with the streets on which buses operate. Use appropriate traffic engineering tools (including transit signal priority, diverting through auto traffic from bus streets, using curb lanes for traffic movement, etc.).

3.7 Implement additional photo enforcement, including on the fronts of buses. Use photo enforcement to reduce spill back into intersections (blocking the box), red light violations, and

¹⁴ HOT – high occupancy or toll - lanes allow high occupancy vehicles without a charge and other vehicles if they pay a toll. “Choice lane” emphasizes that motorists are not compelled to pay a toll, but can *choose* to pay to avoid congestion. Those motorists in the general traffic lanes are unlikely to object if some motorists leave the G.T. lanes to use the choice lanes. Likewise, buses and other HOVs are unlikely to object if the speed limit is maintained and if the revenues support enforcement and transit services.

¹⁵ Not discussed herein in significant depth is goods movement and the movement of service vehicles. Congestion is very costly to these vehicles, including over-the-road tractor-trailers and intermodal trailers being drayed from railroad freight yards. This was a significant issue in the Hunts Point Produce Market Logistical Enhancement Study.

other violations. The focus would be on safety and motorist compliance; revenues would be secondary.

3.8 As discussed below, after the initial implementation, area congestion charges would be implemented, varying as frequently as every quarter hour. Each area would have a charge for vehicles *on the streets* in that area. This would provide a real incentive for motorists, including limousine companies, to get their vehicles off the streets and into parking and staging lots where the per minute charge would be less. Indeed, the on-street charge should always be greater than the off-street charge, partly to ensure that there is always available on-street parking and no on-street vehicle standing, just active boarding and minimum waiting.¹⁶

3.9 Eventually implement congestion pricing throughout the limited access system; this would require widespread support based on very favorable experience with the earlier implementations.

4. Other Proposed NYC Actions

4.1 Repeal the Manhattan resident exemption from the NYC parking tax.

4.2 Communicate to employees of all agencies that free parking is being replaced by free Metro Cards paid for by the agency – and for all employees. Nothing prevents employees from driving to work and paying for parking. Use of personal autos for agency business will be reimbursed at standard IRS rates and parking will be reimbursed with receipts. The agency will henceforth function similar to how the private sector functions.

5. The State Legislature

It is essential that the proposed actions be discussed with the leadership and the members of the Legislature. It should be stressed in those discussions that many of the proposals that opponents of the earlier congestion pricing scheme offered have been included in this plan and that this plan does not involve a congestion charging zone. Furthermore, indicate that while the MTA Bridges and Tunnels would be operated optimally to eliminate congestion, might have reduced off-peak tolls, and increase their capacity by eliminating gates and cash tolls, the other facilities, including the four formerly tolled East River bridges, will continue to perform sub-optimally with routine congestion and lower per lane throughput, at least initially. Communicate that both MTA and New York City want at least these four East River bridges to be tolled for all of the reasons for implementing congestion pricing, including eliminating the costs of congestion, increasing throughput, improving air quality, and providing funds for improved public transportation. The input of the legislators should be sought so that, after a test period, these currently toll-free East River bridges would be added to the congestion pricing program.

Advancing the Plan: The Process

The perception – and it is the perception that counts – of the Members of the State Legislature seems to be that Governor Paterson is more conciliatory and less threatening than Governor Spitzer or even Mayor Bloomberg. This plan needs an official who owns it and it needs an

¹⁶ This would use the developing GPS technology. If E-ZPass were to be used, it would require readers at the entry and exit points from each zone – an undesirable attribute of the failed congestion pricing proposal. However, the focus would be on time spent in each zone, rather than based simply on crossing an arbitrary boundary.

agency that promotes it. Probably the best official to own this plan is Governor Paterson. Perhaps the best agency to promote this plan is the MTA, working closely with others including NYC DOT, the Port Authority, and the offices of both governors and the mayor. The MTA would be the major beneficiary of the revenues from the congestion pricing measures, including the bridges and tunnels, the widespread distribution of Metro Cards, and the on-street parking management. The city would benefit from the elimination of the Manhattan resident parking tax exemption. MTA would be able to deal with transit improvements in the NYS suburbs and work with state legislators from the suburbs.

Congestion pricing is not the only alternative to congestion. The public – and their elected officials – should be aware of the alternatives and be persuaded that pricing is superior to these alternatives and superior to retaining congestion.

The Program

The program should proceed with all deliberate speed. Possible phasing is as follows:

Phase 1: Obtain buy-ins: Starting with Governor Paterson and then with Mayor Bloomberg, this should include the leaders and members of the City Council and both houses of the State Legislature. It should include Governor Corzine and Secretary Peters. Although this suggests a sequential series of events, in fact, the process needs to be open so that participants believe that their input will be seriously considered. Further, they must be advised that there will be periodic progress reports, that briefing will be available for public officials and their staffs, and that they will be provided reports just before information is provided to the public; the public will also have the opportunity to provide input, not just be heard. Although this phase should be achievable in about one month, given the emotional remnants of the prior effort, up to three months is more realistic. However, it should be realistic given that no one is asked for anything and no action will be taken until the reports of the analysis and design phase are completed.

Phase 2: Analysis and Design: Several elements need to be analyzed and other elements designed before implementation can proceed.

An example of needed analysis is the financial impact of true congestion pricing on the crossings operated by MTA Bridges and Tunnels and by the Port Authority. If tolls were as low as possible each quarter hour that would produce no congestion, what would be the change in revenue? Clearly, during some off-peak quarter hours, revenue would decline. The Port Authority increased tolls on March 2nd and reported average weekday traffic volume declined by 2.9%. With peak period queues existing both before and after the toll increase, the volume decline occurred in the off-peak. Thus, going forward, with some quarter hours producing greater revenues (due to both higher prices and somewhat greater throughput without congestion) and other quarter hours producing less revenues, the net effect needs to be determined. It might be necessary to retain the current tolls as the baseline toll (the lowest toll) recognizing that some motorists would continue to divert where there are toll-free alternate bridges. The environmental impacts would need to be determined.¹⁷

¹⁷ *The New York Times*, on Saturday, March 12th, reported that the 2.9% decline was greater than both the expected 2% decrease and the 2.3% dip that occurred after the March 2001 Port Authority toll increase. Although the cash toll increased from \$6 to \$8 – a 33% increase, the majority of drivers use E-ZPass. E-ZPass tolls increased from \$5 to \$8 (no discount) during the peak and from \$4 to \$6 during the off-peak – 60% and 50% increases respectively.

An example of needed design is the reconfiguration of toll plazas and the acquisition of hardware and software systems and procedures for automatic license plate recognition for toll collection for vehicles not equipped with E-ZPass.

Phase 3: Early Implementation: A test and study of approximately three years would include fine tuning the various actions and working closely with the members or the staffs of the legislature and the council. Congestion pricing would be implemented at all MTA B&T facilities and Port Authority tunnels and bridges. On-street parking, where allowed, would be made available, at least as far north as 86th Street using pricing.

Phase 4: Implementation and Beyond: If the early implementation is successful, congestion pricing would be extended to the four formerly tolled East River bridges, the limited access system, and eventually the street system, city wide. A period of five years is assumed to allow for the occurrence of a variety of events, e.g., the proliferation of car-sharing services, the marketing of off-street parking, etc. The city would become increasingly “green” and competitive with other world-class cities and other regions of North America. The cost of mobility for people, goods, and services would decline and be sustainable. The city would be as prepared as possible for growth, for new technologies, and for new challenges. The transit system would play an increasingly vital role in the life and the economy of the city and the region. The street and highway system would be intensively used, but without congestion. And public-private partnerships can seek to design, build, operate, and maintain additional highway capacity, including tunnels such as from Syosset to Rye or from Maspeth to Secaucus.¹⁸

Congestion Fee that Cuts Costly Car Use is a Bargain for All \$60 Real Cost per Car Trip is Five Times Full Cost of Transit Trip

by Brian T. Ketcham, P.E. and Carolyn Konheim

Mayor Michael Bloomberg has made a powerful case that congestion imposes a major penalty on all commuters and on the regional economy. However, the Mayor’s eye-opening price tag of \$13 billion in annual congestion costs for the metropolitan area is, in fact, low. The real cost of traffic congestion to the general public is \$11 billion within New York City and \$24 billion for the region.

For all forms of travel we spend directly \$64 billion a year in New York City (\$140 billion in the region including NYC) as users and providers. Less known is that we spend another half again as much in hidden costs due to motor vehicle use that are buried in the higher cost of goods and services, wasted time, more accidents, higher taxes, extra health costs, etc. These “externality costs” of car and truck use total \$34 billion for NYC; \$108 billion for the region.. The cost of roadway travel is borne primarily by drivers, but taxpayers (half of whom in New York City don’t own a car) pay a third of the public costs of vehicle use (e.g., policing, courts, insurance administration).

¹⁸ Implied, but not discussed herein is making the city and the region more friendly to pedestrians and bicyclists. Among the issues are auto-free streets; pedestrian and transit malls; not just the role of BRT, but also of LRT on streets such as 42nd in Manhattan, bike racks on buses, and bicycle parking.

Transit gets about five times the public financing as roads in the NYC metropolitan area, but saves the public twice as much in vehicle use costs. Thus, relatively small charges that promote slight shifts to more cost-effective public transport can produce big savings for both individuals and the overall economy, freeing up funds for more rewarding uses. Translating the aggregate costs into individual costs makes the benefits of such shifts for everyone clear:

- The average 22-mile auto round trip in New York City costs drivers about \$20 in out of pocket costs (excluding tolls) and costs the public (including drivers) an additional \$40 for taxes for roads and policing not covered by motorists, congestion delay, accidents, air pollution and other indirect costs. For CBD trip destinations, the hidden costs are about 50% greater.
- The average transit round trip in the MTA region costs the passenger \$4.34 and the public \$8.24 in subsidies for a total of \$12.58.
- Thus, the full cost of auto travel is about 5 times higher than transit.
- For each auto trip destined for the Manhattan CBD converted to transit, on average, the user saves \$14 in direct costs and the public saves a net of \$40 in indirect costs, a \$54 benefit.

Quantifying the full and the hidden costs of travel reinforces the importance of congestion fees to get drivers out of cars and onto transit. Mayor Bloomberg is the first leading public official to embrace the concept of broad societal benefits by price-induced changes in travel that has been proselytized by Brian Ketcham, a transportation engineer, since he introduced congestion fees to New York in 1973 as a strategy in the nation's first comprehensive transportation plan to achieve Clear Air Act standards.

The Real Cost of Auto Use in New York

The cost of congestion alone is \$11 billion a year for New York City and \$24 billion annually in the region. Close examination of the underlying data of the estimate by the Partnership for New York City¹⁹ reveals that it did not account for travel delay on roads other than highways and major arterials or the effect of excess travel time on higher consumer costs. Accounting for many hidden costs that auto use imposes on the public, motorists and non-motorists, Ketcham estimates that the full public cost of vehicular use is about \$34 billion a year for New York City and \$108 billion for the region.

Averaged by vehicle mile, these hidden costs are the biggest element of the \$40 public subsidy per average two-way trip destined for the Manhattan CBD. The \$40 includes road subsidies not covered by gas taxes, license fees, fines and other vehicle user fees that come from property, income and sales taxes. Thus, the Mayor's proposed \$8 fee on trips into the Manhattan business district (which is no increase for drivers already paying tolls on MTA and Port Authority crossings) is only a modest step to redressing the public burden of auto and truck travel in the region. Drivers will continue to travel by auto at great public expense, enjoying a public subsidy approximately four times greater than transit users.

Basis of Cost Estimates

Costs are reported for 2010 as a baseline for the potential effects of congestion pricing.

The travel cost estimates issued by Ketcham are based on well-documented national calculations of travel costs by respected authorities^{20, 21, 22, 23} extrapolated to the New York metropolitan area,

¹⁹ "Growth or Gridlock," Partnership of New York City, <http://www.pfnyc.org/publications/growth%20or%20gridlock.pdf>

²⁰ "Transportation in America: A Statistical Analysis of Transportation in the United States," 20th Edition, May 2007. www.enotrans.com.

which he corrected for the region's higher density, employment, auto ownership and vehicle miles of travel. Adding to congestion costs the cost of vehicular accidents nearly doubles the societal cost of auto use in New York City (another \$7.5 billion a year). Including the suburban counties, where auto use per capita and the potential for accidents is much higher than in the city, more than triples the social cost of auto use in the region (to \$108 billion). These costs include not just lost productivity due to congestion and traffic accident costs not covered by insurance, but the costs due to air and water pollution, noise, solid waste disposal and property damage caused by motor vehicles. And these costs do not yet include factors to be quantified such as the defense of foreign oil supplies or the costs of global warming (35% of the CO2 in New York State is attributed to vehicular emissions and 23% in New York City).^{24 25} Thus, the total indirect costs or externalities shown in Table 1, projected to 2010, are very likely conservative.

Ketcham's estimates are consistent with, but higher than, the impressive study for the Partnership for New York City because they go beyond the Partnership's focus on excess travel time on major roads and lost business opportunity that are predicted to cause a \$13 billion a year loss to the economy of the region.²⁶ The actual costs represent 10 to 15% of the city and regional economy.

For those who believe the costs shown in Table 1 are high, check the comparison below. This table shows the proportion of Gross Domestic Product estimated for the European Union nations²⁷ and those estimated by Brian Ketcham for New York City.

	EU	NYC
Congestion	2-3%	1.9%
Air Pollution	0.4%	0.5%
Traffic Noise	0.3%	0.4%
Accident Costs	2%	1.3%

In 2 of 4 cases the NYC estimates (congestion and auto accidents) are lower than reported for Europe in 1994/1995. Air pollution and noise health impacts are only slightly higher. And, as congestion has intensified greatly over the last two decades and the cost of medical care for victims of accidents, traffic noise and air pollution have likely grown even more over the last two decades, it is not unreasonable to assume the NYC figures are conservative.

Motorists Don't Even Pay Their Fare Share Even of Direct Costs

Quantifying the full cost of travel makes clear that individual auto travel is costly to both society and to motorists themselves. The overwhelming dominance in Table 3 of total car and truck owner expenditures for travel (gas, insurance, parking, repairs and replacement, fees) greatly outweigh the roadway expenditures by government (by a factor of 6 in New York City and 9 in the region). Nevertheless, their user fee payments to government, e.g., gas taxes and tolls, fall far short of the governmental costs to support motor vehicle use. A landmark accounting of total vehicle related costs and revenues in 1991 for all levels of government in New York State by economist Charles

²¹ "Transportation Costs and Benefit Analysis Techniques, Estimates and Implications," regularly updated on www.vtpi.org.

²² "Final Report on the Federal Highway Cost Allocation Study," May 1982.

²³ "Annualized Social Cost of Motor Vehicle Use in the U.S., 1990-1991," U-C Davis, Mark A. Delucchi, PhD., Oct. 2004

²⁴ NYMTC Conformity Analyses, 2008.

²⁵ "PlaNYC, A Greener, Greater New York," 1007

²⁶ Partnership for New York City, Op. cit.

²⁷ Ariel Alexandre, "Motor Vehicles Should Pay Their Full Costs," Organization for Economic Cooperation and Development, Bologna 9 October 1995. This report summarizes the extensive research completed in the 1980's and 1990's to quantify and characterize the full cost of auto use in the European Union.

Komanoff²⁸ found that 35% of the roadway costs are borne by non-vehicle related revenue sources, such as property taxes.

Much of the direct cost of travel to both public agencies and the private sector does not appear on typical balance sheets, such as those reported by the U.S. Department of Commerce, but is buried in the cost of food, commodities and services that require transport. It is important to understand that compared to the transport costs borne by the public and by businesses in New York State, the portion financed directly by government (via our taxes) is relatively small, about 13% for all modes. The magnitude of these total costs can be appreciated by comparing them to a category of costs that is the subject of great public concern, i.e., what households and society pay for health care, about \$100 billion in New York State in 2003. Another way to look at these costs is their share of the Gross National Product, which nationwide was in 2003 about 11% for health care and 16% for travel. The relative costs for New York State are likely similar to the national picture and, if quantified, could become as prominent in public debate as are health care costs. Achieving a broader understanding of what we really spend on travel can lead to greater efficiencies and huge savings for consumers, businesses and taxpayers.

Government leaders who seek to reduce property and sales taxes as they also pledge to improve transport and other public services, such as health care and education, will need to find new revenues to compensate for any loss of the buried subsidies of auto and truck use. The large proportion of roadway costs in Table 3 paid for by motorists and the high societal cost of each vehicular trip suggests that both motorists and the public at large will benefit from a shift from more costly auto dependence to more economical transit

Unfortunately, congestion pricing in New York City is dead for now. However, a look at Table 3 shows that, regionwide, motorists will pay in 2010 more than \$87 billion for highway travel. Mayor Bloomberg's congestion pricing plan would have increased this cost by about \$700 million annually, or by 0.8%, about how much inflation will increase these costs in 3 months.

New Yorkers, like all Americans, spend more on transportation than they realize. If people were more aware of how much they actually pay for travel, individually and collectively, they could make more efficient travel and lifestyle and business choices, freeing funds for more beneficial personal and public uses.

Article on the defeat of congestion pricing: **Machiavelli meets the Big Apple**

Ten reasons NYC's congestion pricing plan went belly up

<http://gristmill.grist.org/story/2008/4/7/19499/55685>

08 April 2008

Article on the defeat of congestion pricing: **A climate for old men**

Spearheading transit for livable cities at 93

<http://gristmill.grist.org/story/2008/2/11/64835/1733>

11 February 2008

The Kheel Report: www.kheelplan.org

The spreadsheet underlying the Kheel Report: www.kheelplan.org

²⁸ "Subsidies for Traffic: How Taxpayer Dollars Underwrite Driving in New York State, Komanoff Energy Associates, March 1994, www.ke.a.org.

10 Simple Alternatives to Congestion Pricing That Are Worth a Try

by Chris McBride

Now that congestion pricing has gone down to defeat at the hands of the NYS Legislature, many people are asking: What's next? Congestion is obviously a problem in the city, but shouldn't more common sense measures have been considered first before resorting to such a controversial idea as congestion pricing? Why talk about genetically engineering a new apple tree when operationally speaking, the low hanging fruit in the "Big Apple's" transportation system has yet to be picked?

One might ask what are these 10 low-cost measures that would be well received by the general public and not linked to getting approval from Albany, money from Washington or funding entanglements with the MTA's capital plan?

1. Converting large numbers of unmetered on-street parking spaces to metered spaces would help to reduce the number of vehicles circling endlessly trying to find a parking spot. It would be well received by the business community because a greater number of their customers would be able to find parking during different times of the day. On street parking in Manhattan is a valuable commodity that should be encouraged to turn over throughout the day, not monopolized by the few that happen to be at the right place at the right time.
2. Large delivery vehicles have to be encouraged to make their drop-offs during off-peak and nighttime hours. This could be accomplished through both parking regulations and substantial discounts on tolls above and beyond what is being done currently at the Port Authority's crossings. Considering the cost pressures truckers are now under due to the price of fuel, both truckers and their customers are likely to be more open to this approach if the financial incentives are strong enough.
3. Further reduce the number of government issued "Parking Placards" issued to their employees. The recent decision by Mayor Bloomberg to curb the abuse of placards is a step in right direction. However, the city may want to consider renting space in private garages or lots in locations where a substantial number of their employees regularly park on the street or where these vehicles are an serious impediment to traffic flow.
4. Increase enforcement in No Stopping and No Standing Zones especially on cross-town "Thru Streets". Since a large number of these illegally parked vehicles are delivery vehicles, this enforcement effort would be most effective if coupled with the incentives for truckers to make off-peak deliveries.
5. Set up designated taxi stands throughout Manhattan where they are least disrupting to traffic flow and implement an education program to encourage passengers to use these locations. You might think that it may be hard to change this aspect of life in Manhattan, but you have to remember that many said that graffiti on subway cars and the squeegee men would be around forever too!
6. Speed up the process of installing ASTC traffic signals that can be centrally adjusted according to traffic conditions. This would make the movement of vehicles within Manhattan more efficient and better able to adapt to changing traffic patterns.

7. Expand Ferry service. With large numbers of new housing units either planned or currently under construction in waterfront neighborhoods like Greenpoint and Long Island City, it makes sense to accommodate many of these areas with expanded ferry service. The service would also attract auto commuters from other areas who want to avoid Manhattan's astronomical parking garage rates.
8. Make the bus system more user friendly by incorporating elements of Bus Rapid Transit into regular bus routes. Equip all buses with GPS and provide real time information on the web to let user know if their bus is running late. Small vandal proof variable message signs could also use this technology to let riders know when the next bus is coming. Providing predictability may make more people consider the bus as a viable alternative.
9. Better utilize LIRR and Metro-North in the outer boroughs. LIRR stations in Queens and Metro-North stations in the Bronx are treated as stepchildren in a commuter rail system that is more geared to the suburban commuter. Modifying current schedules to provide more efficient service to these areas will help those most likely to drive into Manhattan. Expanding parking near these stations would help too.
10. Expand the number of Park and Ride lots in the outer boroughs/suburbs and provide express bus service to Manhattan. This would give commuters an additional option if parking is not available at their local train station.

It's hard to say what the actual reduction in VMT would be from these measures, but taken as a whole they would likely make a significant dent in Manhattan's congestion problem. While funding the MTA's capital plan is a noble and necessary goal, it is not the only way we can reduce congestion in the city. Let's do the little things first.

Pricing Parking Could Generate \$575 Million/Year and Cut Traffic Without Depending on Albany's Approval

by Carolyn Konheim

Everyone knows the real reason most people don't drive into the CBD is the exorbitant cost of parking, that is, if you don't have a placard. The 142,000 parking placards issued by the City helps explain how 60% of drivers into the CBD park for free.

Since last April, I have been sounding the drumbeat for parking pricing as an essential companion to road pricing. (See London experience below.) The Congestion Mitigation Commission listened but, in the end, did not get it--they recommended increasing only the rates on existing meters, which makes off-street parking more competitive.

The problem is that only 25% of parking spaces in the CBD and in the spillover area between 60th and 96h Streets are metered. Were metering increased to 75% of spaces (leaving some space for bike lanes) with graduated rates by hour starting at \$6 an hour in the CBD and \$3 an hour north of 60th Street, the Kheel BTA model calculates the net revenue over existing rates and enforcement costs would exceed \$575 million/year. That doesn't count the windfall in parking fines that could greatly increase the \$800 million/year collected by the Parking Violations Bureau.

Moreover, if surrounding communities followed the course of London "boroughs" (which are similar in size to our community boards), even with residential parking permits, each 30 block area could generate over \$3 million/year by doubling their metered spaces and charging \$2/hour as the base rate. Ten such districts would generate \$30 million/year, protect against long term outside parking but insure parking availability for people staying under 4 hours.

Lesson from London

London started parking pricing first. At an NYU forum on pricing this spring, London's First Deputy Mayor Nicky Gavron, congestion pricing ambassador extraordinaire, whispered away from the mike: "I hate to be critical, but you've got parking all wrong -- you need to control it first. In London, you can't park for more than 20 minutes without a permit or you'll be clamped. If you can park, it costs 40 quid [~\$80]."

Check the web. Garage rates in central London run \$65/day, \$1,200 a month. London auto commuters have no local street parking option outside the central pricing zone because all 32 boroughs in the city limit non-resident curbside parking to two hours and deliveries and drop-offs to 20 minutes. In boroughs close to the center, a stay of two hours costs about \$8. Spaces are designated in all boroughs for residents who pay a range of \$180 to \$250 a year for permits for one car and one visitor. Businesses can also get parking permits. Violators' tires are enthusiastically clamped by local wardens who collect fines of \$300 or more for their boroughs, which use the revenues for improving roads and traffic calming. The borough in the center of London nets about \$70 million a year.

Political feasibility

This strategy comes right out of the alternative plan playbook promoted by the garage industry-financed Make New York Congestion Tax Free. They can't turn their backs on their own brainchild and, just maybe, transit advocates could get some of their seemingly limitless funds and hook up with their political connections to push this through.

An Argument for the Tolling of East River and Harlem River Crossings Between the Bronx, Brooklyn, Queens and Manhattan

by Edward Nickens

The five counties that make up Greater New York City are an archipelago of large islands; Manhattan, Staten Island, and the western part of Long Island that includes Brooklyn and Queens, while the peninsula of the Bronx is the only county part of the mainland. As a result of this geological masterwork called New York harbor, there are a large number of bridges between the boroughs and sometimes within parts of a borough.

As New York City grew, and the island of Manhattan became the center of the City's activities, the volume of people and the means to get back and forth grew also, especially across the East River. The East River became the main barrier between Brooklyn and Manhattan, that had to be crossed. Early ferries traveled between lower Manhattan and downtown Brooklyn; these later became the sites of the Brooklyn Bridge, and Manhattan Bridge. After the City became unified, and grew, more speculative spans crossed the East River into Queens, and with the development of the northern

borough came those bridges that would span the Harlem River, in to neighborhoods like Mott Haven, High Bridge, Fordham, Morris Heights, and Marble Hill/Riverdale. In their early years these bridges were tolled, to recoup the costs of construction and maintenance, and some profits the developer/builder was entitled to. As the City filled it's destiny, those tolls were lifted and the bridges became property of the City.

Now in the 21st Century, a host of remedies are sought to alleviate what has happened in the City; the inordinately high levels of traffic congestion and deteriorating air quality. Ironically the City's East River bridges have remained toll-free while others are tolled crossings. The Queens Midtown Tunnel that is fed from the Long Island Expressway, (I-495); the Triborough Bridge, fed the FDR Drive, Manhattan; the Brooklyn Battery Tunnel from the Bklyn-Qns Expressway to Manhattan; and the Grand Central Parkway from Queens and the Bruckner Expressway and Major Deegan Expwy from the Bronx(I-87 and I-278). Trucks are the frequent users of these crossings while a major portion of automobiles use the free crossings. This is a form of subsidizing the use of automobiles into the CBD and Manhattan, where traffic real estate is a premium. Below is a partial summary of traffic volumes of the East River crossings*:

Bklyn Bridge	134.44k
Broadway/225 th St. Br	36.89k
Macombs Dam Bridge	42.25k
Madison Ave. Bridge	41.57k
Manhattan Bridge	73.77k
Queensboro Bridge	184.95k
University Hts. Br	50.12k
Washington Bridge	63.15k
Willis Ave. Br., N/B	66.71k
S/B	43.06k
Wmsburg Bridge	100.24k

Daily Total Volumes* ... 837.15k

This is the number of vehicles that enter Manhattan daily via free bridge crossings. In this period of non-attainment air quality in the region and Manhattan in particular, this volume must be reduced in order to reclaim some control of the City's environment.

As a transportation Congestion Management System tool, the insertion of tolls on the East River crossings would do two things;

- A projected reduction of vehicles entering Manhattan would be about 15% or >62k vehicles per day!
- A revenue generator that could make the bridge operations self-sustaining.

By inserting an \$8 one-way toll on the East River crossings, and despite a 15% reduction of vehicles crossings *would raise \$2,846,308 per day in revenue.* Projecting that vehicular volume for 300 days per year, *the gross annual revenues are projected to: \$853,892,400 !*

The question arises "What is the benefit of this extra cost to the drivers?" The more important question is, "What is the benefit to the citizens of New York City?"

Based on the known traffic volume of East River crossings, and projecting a reduction of 15% of that number is how the revenue estimates were calculated. Now using that same premise of volumes, and looking at the automobile source emissions at these crossings to illustrate the following emissions reducing scenario:

The assumptions for the East River crossings are that the operational speeds average to 20 mph; the approach roads, span and opposite approach road give each span a total segment distance of 1.5 miles per crossing. Using the aggregate emission factors for Bronx County as a reference standard, the following tabulations produce:

EFs' for Bronx County; CO[20] = 19.83 gm/mi; VOC[20] = 1.26 gm/mi;
 NOx[20] = 1.58gm/mi; PM2.5[20] = 0.0386gm/mi PM10[20] = 0.2939 gm/mi

EF	Before	After	Net
CO	12,450.51kgm/day	10,582.94kgm/day	(1867.57kgm/day)
VOC	791.11kgm/day	672.441gm/day	(118.66kgm/day)
NOx	992.02kgm/day	843.220kgm/day	(148.80kgm/day)
PM2.5	24.23kgm/day	20.6kgm/dy	(3.63kgm/day)
PM10	184.53kgm/day	156.85kgm/day	(27.68kgm/day)

The National Surface Transportation Policy and Revenue Study Commission

The National Surface Transportation Policy and Revenue Study Commission released its recommendations for financing the future needs of the nation's surface transportation system.

The National Surface Transportation Policy and Revenue Study Commission was established by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) – the current law authorizing the federal highway and transit programs. To help legislators prepare for the next authorization of these programs, the Commission was tasked with examining the condition and future needs of the nation's surface transportation system and possible financing alternatives to the fuel tax: the principal revenue source to support the Highway Trust Fund.

According to the report, the Commission has determined that an annual investment level of between \$225 and \$340 billion by all levels of government and the private sector is necessary to upgrade our surface transportation system to the point where it can sustain strong economic growth. To fund this investment level the Commission proposes that the current federal gas tax of 18.4 cents per gallon be increased between 25 and 40 cents over a five year period. The Commission also proposes increasing state and local taxes dedicated to transportation, relaxing the current federal restrictions on tolling highways, and encouraging private sector investment in transportation projects.

The Commission also recommends a comprehensive overhaul of the existing highway, transit, and intercity passenger rail programs. The Commission proposes reducing the existing slate of Federal surface transportation programs from approximately 100 programs to 10 new focus areas that are performance and outcome based.

The Commission's full report can be accessed at: <http://www.transportationfortomorrow.org/>

The Rudin Center for Transportation Policy and Management

by Allison L. C. de Cerreño

On April 17, 2008, staff from the NYU Wagner Rudin Center for Transportation Policy and Management met with members of the ITE Met Section Executive Board. The Center's mission is to provide the tools for strengthening institutions and leadership within and across all modes of transportation, and for encouraging innovative thinking, discourse, and action on urban transportation policy, regionally, nationally, and internationally. Through its research studies and publications, its leadership and technical training initiatives, and its events which convene industry, the public sector, and academe, the NYU Wagner Rudin Center connects research and practice, turns discourse into action, and trains tomorrow's leaders.

Current areas of focus include intelligent transportation systems, freight, high speed rail, pedestrian safety, and transportation finance.

The Center is keenly interested in partnering with ITE and has already distributed materials from us to the students at the Wagner School, urging them to become student members. We are currently exploring other avenues for collaboration and, in the meantime, would like to make you aware of two upcoming events:

*May 1, 2008. Financing Transportation - A National Imperative

*June 4, 2008. Closing the Gap: Financing the Region's Transportation Needs

Further information on both events is available on the Rudin Center's website at www.wagner.nyu.edu/rudincenter.

Statistics for the Working Professional

The City College of New York/CUNY is offering a two-day seminar on Statistics and Statistical Analysis for the Working Professional, on May 8 and 9, 2008 at their new facility in lower Manhattan. This certificate course will provide basic training in statistics concepts and techniques, for persons who wish to better understand and use the data they encounter in their business environment. It will also serve as a comprehensive review for previously trained professionals who need to refresh and upgrade their skills. For further information, please visit www.caissny.org and click 'Events.'

Candidates for International Vice President

On the next page is information about the two candidates for International Vice President. One of these two – Paul Eng-Wong - is a long-time member of the Met Section and a past president of our section.

Candidates for ITE International Vice President

Paul Eng-Wong, P.E., Fellow ITE

President, Eng-Wong, Taub & Associates, PA, New York, NY, USA



You, Me & ITE: Working Together

I am honored and humbled to be a candidate for International Vice President. ITE represents the highest standards of professional development and technical advancement in the transportation engineering profession and continues to bring tremendous value to its membership, industry and the traveling public. Professional enrichment through active and meaningful member participation is the centerpiece of my vision for ITE. The organization must serve as a conduit between individual spirit and collective resolve if ITE is to continue playing a central role in elevating our profession. My vision includes these key areas:

Professional Development – The heart of ITE is its membership, and nurturing the careers of transportation professionals requires effective programs for leadership development. We need to have the membership's pulse at our fingertips; understanding your needs and interests should help guide everything that we do. I will strive to communicate with you and continue to invest in our future.

Technical Advancement – ITE must remain at the forefront of technical expertise to satisfy the needs and demands of transportation systems that are constantly growing in

magnitude and complexity. We have an opportunity to bring the best and brightest minds to bear on a wide-array of technical challenges, and I will promote ITE as the premier resource for technical excellence and technological innovation in the transportation industry.

International Partnership – As a worldwide organization, ITE should persist in its commitment to increase collaboration with the international community. I will encourage an exchange of ideas, technology and research that can be developed globally and applied locally.

These areas of emphasis have something very important in common; they rely on the participation, enthusiasm and commitment of an active membership. Both member and employer involvement in shaping the future direction of ITE is integral to its growth and success.

I have always believed that ITE is both a resource and a responsibility, and I have seen first-hand the benefits of investing my time in all that the organization has to offer. Every time I give to ITE, I get back so much more in return. With you, me and ITE working together, we can ensure that ITE continues to be the organization of choice for the transportation profession.

Eugene M. Wilson, P.E., PTOE, Honorary Member of ITE

Transportation Engineering Safety Consultant, Wilson and Associates, Laramie, WY, USA



Strengthening the ITE Team

ITE is an outstanding professional society—it would be an honor to serve as your International Vice President.

OBJECTIVES AND PRIORITIES

Strengthen ITE by helping to solve critical professional and societal core issues.

- Strengthen ITE by working together as a community of transportation professionals.
- Strengthen ITE's global network of members.
- Strengthen ITE member communications and educational training

SELECTED SERVICE TO ITE AND THE PROFESSION

- International Board of Direction, Technical Council Representative, 1991–1994
- ITE's representative to the Transportation Professional Certification Board Inc. (TPCB), 1998–2007
- Technical Council, 1982–1994, Chair, 1991–1994
- Transportation Safety Council, Executive Committee, 1997–2007, Emeritus Member, 2007
- Assistant Editor, *Traffic Control Devices Handbook*, ITE, 2001

AWARDS AND RECOGNITION

- ITE 2006 Theodore M. Matson Memorial Award

- 2006 Wyoming Eminent Engineer
- ITE 2004 Edmund R. Ricker Traffic Safety Award
- 59th Honorary Member of ITE, 1999
- ITE 1997 Burton W. Marsh Award
- ITE Colorado/Wyoming Section's Lifetime Achievement Award, 1996
- National Association of Local Technical Assistance Programs representative to the WIN
- ARTBA 1994 S. S. Steinberg Outstanding Educator Award

PROFESSIONAL EXPERIENCE

- Active in ITE for nearly 40 years, I have a broad base of experience.
- As a University of Wyoming Professor Emeritus, I have been privileged to prepare young engineers for a career in transportation.
- I have worked for DOTs providing research, traffic engineering and transportation planning expertise.
- Past activities with ASCE, ARTBA, NACE, APWA, TRB, NLTAPA, NCHRP and the MUTCD National Advisory Committee.

Pictures from the March 2008 Met Section Meeting

Andrew Kaplan of Stevens Institute was presented with the Louis J. Pignataro Award by Marvin Gersten, and Dr. Pignataro's daughter.





Pictures from the February 2008 Met Section Meeting



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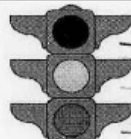
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We apologize: In changing the format of this newsletter, among the technical problems to be solved, several business card ads by our sponsors could not be carried over. Our apologies to
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NSC DDC-Alive at 25 Instructor Training

Motor vehicle crashes are the #1 cause of death for people between the ages of 16 and 24. In order to address the young driver emphasis area in our Regional Safety Action Plan and reduce young driver fatalities, injuries and crashes on our roadways, DVRPC in association with the National Safety Council is hosting a two day training workshop for instructors for the National Safety Council's Alive at 25 program. The National Safety Council, a leader in driver improvement training for more than 40 years, developed DDC-Alive at 25 to specifically target drivers in this age group.

The two-day workshop will be held on May 27th and 28th, 2008.

<http://secure.nsc.org/train/ddc/alivekit.cfm>



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