



# 14th International Conference on Managed Lanes

May 22–24, 2012

Marriott Oakland City Center  
Oakland, California

## *Patrons*

### *Platinum Level*

HDR Engineering, Inc.  
Parsons Brinckerhoff

### *Gold Level*

Atkins North America, Inc., Toll Business Sector  
Fehr & Peers  
Michael Baker Corporation

### *Silver Level*

DKS Associates  
Hatch Mott MacDonald  
Kimley-Horn and Associates, Inc.

### *Bronze Level*

Gray-Bowen

## PATRONS



**HDR** is a global employee-owned firm providing architecture, engineering, consulting, construction, and related services through various operating companies, with nearly 8,000 professionals committed to helping clients manage complex projects and make sound decisions. HDR's operating philosophy is to be an expertise-driven national firm that delivers tailored solutions through strong local offices. Founded in 1917, HDR is engaged in many managed lanes and tolling projects throughout the United States.



**Parsons Brinckerhoff** provides strategic consulting, planning, program management, design, and construction management services for transportation and other infrastructure projects. The firm has participated in more than 200 managed lanes projects, helping to shape best practices in tolling and congestion pricing. Parsons Brinckerhoff offers a full range of services for high-occupancy vehicle (HOV) and high-occupancy toll (HOT) projects, including travel demand forecasting, financial consulting, conceptual and final design, construction management, and facility operations. Founded in 1885, Parsons Brinckerhoff currently employs 14,000 professionals in more than 150 offices worldwide.



**Atkins North America, Inc.**, Toll Business Sector helps tolls clients from around the world to design and develop safe and efficient all-electronic tolling systems. Atkins tolls professionals are experts in developing performance measurement and emergency management systems, while assuring that safety is paramount.



**Fehr & Peers** specializes in transportation planning and traffic engineering for community plans and multimodal corridor studies. The company prepares travel forecasts and detailed traffic operations analysis for managed lane projects and system-level pricing studies throughout the western United States.



**Michael Baker Corporation** (Baker) was founded in 1940 by Michael Baker, Jr., and quickly attained recognition as a premiere engineering design and survey firm. Today, Baker provides engineering, design, planning, and construction services for complex challenges worldwide. Business areas

include architecture, aviation, defense, environmental, geospatial, homeland security, municipal and civil, oil and gas, rail and transit, telecommunications and utilities, transportation, urban development, and water. With more than 3,000 employees in more than 100 offices across the country, Baker is focused on creating value by delivering innovative and sustainable solutions for infrastructure and the environment.



**DKS Associates** is a national transportation planning and engineering and information technology services firm whose experts connect communities. The firm's innovative approach has resulted in successful transportation project approvals and implementation. DKS is an employee-owned company, headquartered in Oakland, California, with offices in Sacramento, Santa Ana, and Pasadena, California; Portland, Oregon; Seattle, Washington; Austin, Texas; and Tampa, Florida. DKS performs multimodal planning and design that optimizes travel for bicycles, pedestrians, motor vehicles, buses, rail, streetcars, commercial vehicles and freight, parking, and more.



**Hatch Mott MacDonald** is a leading engineering firm specializing in a broad range of transportation services. Their portfolio includes HOV and HOT lanes projects worldwide.



**Kimley-Horn and Associates, Inc.**, is a national firm of more than 1,600 professionals with a deep emphasis in transportation engineering, intelligent transportation systems, electronic tolling design, and express lane operations. Projects include toll road development; converting existing HOV lanes into HOT and express lanes; and planning, designing, and overseeing the development of advanced managed lanes concepts.



**Gray-Bowen, Inc.**, established in 1984, is a transportation consulting and strategic project planning firm that provides project management services to a variety of public and private clients, developing technically feasible and politically acceptable project delivery strategies and delivering one-of-a-kind projects. Gray-Bowen has become a leader in the delivery of express-lane projects in the San Francisco Bay Area.



## CONFERENCE PLANNING COMMITTEE

### Technical Program Committee

Donald R. Samdahl, Fehr & Peers, Technical Program Chair  
Ginger D. Goodin, Texas Transportation Institute, Managed Lanes Committee Chair  
Ching-Yao Chan, University of California, Berkeley  
John Doan, Atkins North America, Inc.  
Casey Emoto, Santa Clara Valley Transportation Authority  
Charles Fuhs, Parsons Brinckerhoff  
Timothy Haile, RBF Consulting  
Glenn Havinoviski, Iteris  
Darren Henderson, Parsons Brinckerhoff  
Eil Kwon, University of Minnesota, Duluth  
Yingyan Lou, University of Alabama  
John Lowery, Parsons Brinckerhoff  
Paul Minett, Ridesharing Institute, New Zealand  
Ramakrishna Tadi, Caltrans  
Derek Toups, Kimley-Horn and Associates, Inc.  
Jennifer Tsien, Florida Department of Transportation  
Katie Turnbull, Texas Transportation Institute  
Danny Wu, Parsons Brinckerhoff  
Lin Zhang, Cambridge Systematics

### Local Arrangements Committee

William Loudon, DKS Associates, Chair  
Eddie Barrios, Fehr & Peers  
Arthur Dao, Alameda County Transportation Commission  
Casey Emoto, Santa Clara Valley Transportation Authority  
Frank R. Furger, I-680 Express Lanes Joint Powers Authority  
Lisa Klein, Metropolitan Transportation Commission  
Monica Kress, Caltrans  
John Lowery, Parsons Brinckerhoff  
Sean Nozzari, Caltrans  
Murali Ramanujam, Santa Clara Valley Transportation Authority  
David Seriani, Caltrans  
Derek Toups, Kimley-Horn and Associates, Inc.  
Stephen Wolf, Metropolitan Transportation Commission  
Danny Wu, Parsons Brinckerhoff

### TRB Staff

Rich Cunard, Senior Program Officer  
Freda Morgan, Senior Program Associate

May 22-24, 2012



## CONFERENCE AT A GLANCE

Tuesday, May 22		
2:00 p.m.–5:00 p.m.	Registration	<i>Second Floor Foyer</i>
3:00 p.m.–7:00 pm.	Managed Lanes Committee Meeting	<i>Room 208</i>
Wednesday, May 23		
8:00 a.m.–5:00 p.m.	Registration	<i>Second Floor Foyer</i>
8:00 a.m.–9:00 a.m.	Continental Breakfast	<i>Second Floor Foyer</i>
9:00 a.m.–10:30 a.m.	Opening Plenary Session: HOT Lanes, Tolling, Transit, and Pricing—Urban Partnership Agreements and Congestion Reduction Demonstrations	<i>Junior Ballroom</i>
10:30 a.m.–11:00 a.m.	Break	<i>Second Floor Foyer</i>
11:00 a.m.–12:30 p.m.	Session 2: Funding and Project Delivery	<i>Room 208</i>
	Session 3: Managed Lane Systems	<i>Junior Ballroom</i>
12:30 p.m.–2:00 p.m.	Lunch and Managed Lane Awards Presentations	<i>Grand Ballroom</i>
2:00 p.m.–3:30 p.m.	Session 4: Managed Lane Case Studies (Poster Session)	<i>Grand Ballroom Foyer</i>
	Session 5: Analyzing and Evaluating Managed Lanes (Poster Session)	<i>Junior Ballroom Foyer</i>
3:30 p.m.– 4:00 p.m.	Break	<i>Second Floor Foyer</i>
4:00 p.m.–5:30 p.m.	Session 6: Why Should They Care? User Perception and Public Outreach for Managed Lanes	<i>Junior Ballroom</i>
	Session 7: Technology Innovations	<i>Room 208</i>
5:30 p.m.–7:00 p.m.	Reception	<i>Skyline</i>
Thursday, May 24		
7:00 a.m.–8:30 a.m.	Casual Carpooling Technical Tour	<i>Second Floor Foyer</i>
7:00 a.m.–4:00 p.m.	Registration	<i>Second Floor Foyer</i>
8:00 a.m.–9:00 a.m.	Continental Breakfast	<i>Second Floor Foyer</i>
8:30 a.m.–9:00 a.m.	Debriefing—Casual Carpool Technical Tour	<i>Room 202</i>
9:00 a.m.–10:30 a.m.	Session 8: Increasing Vehicle Occupancy on Managed Lane Corridors—Carpooling and Transit	<i>Room 208</i>
	Session 9: Design and Operational Challenges of Managed Lanes	<i>Junior Ballroom</i>
10:30 a.m.–11:00 a.m.	Break	<i>Second Floor Foyer</i>
11:00 a.m.–12:30 p.m.	Closing Plenary Session: Opportunities and Challenges to Implementing Managed Lanes	<i>Junior Ballroom</i>
12:30 p.m.–2:00 p.m.	Lunch	<i>Grand Ballroom</i>
2:00 p.m.–5:00 p.m.	Ridesharing Symposium	<i>Junior Ballroom</i>
	Technical Tours	
6:00 p.m.–9:00 p.m.	Ridesharing Symposium Dinner	<i>Junior Ballroom</i>
	Emerging Ridesharing Solutions Joint Subcommittee Summer Meeting	

May 22–24, 2012



# CONFERENCE AGENDA

## Tuesday, May 22

2:00 p.m.–5:00 p.m., *Second Floor Foyer*  
**Registration**

3:00 p.m.–7:00 p.m., *Room 208*  
**Managed Lanes Committee Meeting**

## Wednesday, May 23

8:00 a.m.–5:00 p.m., *Second Floor Foyer*  
**Registration**

8:00 a.m.–9:00 a.m., *Second Floor Foyer*  
**Continental Breakfast**

9:00 a.m.–10:30 a.m., *Junior Ballroom*  
**Opening Plenary Session: High-Occupancy Toll Lanes, Tolling, Transit, and Pricing—Urban Partnership Agreements and Congestion Reduction Demonstrations**  
Angela Jacobs, Federal Highway Administration (FHWA), *presiding*

This session describes the evaluation findings and observations from urban partnership agreements (UPA) and congestion reduction demonstration (CRD) projects throughout the United States.

### Welcome

Chuck Fuhs, Parsons Brinckerhoff

### National UPA–CRD Evaluation

Katherine Turnbull, Texas Transportation Institute (TTI)

### South Florida UPA—95 Express

Rory Santana, Florida Department of Transportation (DOT)

### Minnesota UPA: I-35W HOT Lanes, Transit, Innovations, and Telecommuting

Kenneth Buckeye, Minnesota DOT

### Atlanta CRD HOT Lanes and Transit

Gena Evans, State Road and Toll Authority

### Seattle–Lake Washington UPA Tolling SR-520 Bridge

Patty Rubstello, Washington State DOT

### Los Angeles UPA HOT Lanes, Transit, and Parking

Stephanie Wiggins, Los Angeles Metropolitan Transportation Authority

10:30 a.m.–11:00 a.m., *Second Floor Foyer*  
**Break**

Tuesday, May 22, and Wednesday, May 23, 2012



11:00 a.m.–12:30 p.m.

**Session 2: Funding and Project Delivery**, Room 208

Chuck Fuhs, Parsons Brinckerhoff, *presiding*

Topics covered in this session will be devoted to funding and to the innovative project delivery approaches being demonstrated on managed lane projects and systems.

**Institutional Challenges of Implementing HOT Lanes**

Joe Rouse, California Department of Transportation (Caltrans)

**Integrating Transit into Planning and Funding of Managed Lane Projects**

Nathan M. Macek, AECOM

**Opportunities for Integrating HOT Lanes and Public–Private Partnerships:  
A Case Study of Virginia’s Hampton Roads Bridge-Tunnel**

Martha Gross, Arup

**I-77 High-Occupancy Vehicle (HOV)-to-HOT Lanes Conversion and Extension  
Charlotte Region, North Carolina**

Lynn Purnell, Parsons Brinckerhoff

**Session 3: Managed Lane Systems**, Junior Ballroom

Glenn Havinoviski, Iteris, *presiding*

This session will focus on the lessons learned from the growing number of regional managed lane systems in the United States.

**Evaluating Managed Lanes for the Phoenix Metropolitan Area**

Darren Henderson, Parsons Brinckerhoff

**Moving Forward with the Bay Area Express Lane Network**

Lisa Klein, Metropolitan Transportation Commission (MTC)

**Puget Sound Express Lanes System Predesign Studies**

Rob Fellows, Washington State DOT

**Expansion of the HOV Lane Network to HOT Lanes in the Dallas Region**

Roberto Macias, TTI

12:30 p.m.–2:00 p.m., *Grand Ballroom*

**Lunch and Managed Lane Awards Presentations**

2:00 p.m.–3:30 p.m.

**Session 4: Managed Lane Case Studies (Poster Session)**, *Grand Ballroom Foyer*

Ching-Yao Chan, University of California, Berkeley, *presiding*

This poster session presents various managed lane case studies from around the country.

**Planning Managed Express Lanes on I-405 in Seattle**

Karl Westby, Westby Consulting





**L.A. ExpressLanes: Constructing the Next Generation of Managed Lanes for Los Angeles**

Darren Henderson and Victoria Dewey, Parsons Brinckerhoff

**Operational Challenges on Katy Managed Lanes**

Robert Benz, Texas A&M University

**I-35W Urban Partnership Agreement Managed Corridor: Joint Performance Report**

Kenneth Buckeye, Minnesota DOT

**Bus-Only Shoulder Managed Lane System in the Twin Cities**

Kenneth Buckeye, Minnesota DOT

**Dynamic Lane Management System**

Sheik Moinuddin, Caltrans

**Infrastructureless HOT System Based on Telematics Platform**

Kelly Gravelle, Transcore

**Dual Influences on Vehicle Speed in HOV Lanes and Critique of U.S. Regulation**

Kitae Jang, University of California, Berkeley

**The Managed Arterial: A New Application of the Managed Lanes Concept**

Robert Poole, Reason Institute, and Chris Swenson, Parsons Brinckerhoff

**Household Travel Behavior Impacts of an HOV-to-HOT Conversion: Evidence from a Before-and-After Diary Survey in Atlanta's I-85 Corridor**

Elizabeth Greene, Resource Systems Group, Inc.

**Conversion of HOV to HOT Monitoring and Evaluation—Atlanta I-85**

Sara Khoeini, Georgia Tech University

**Congestion Pricing in Oregon: The First Steps in Implementing a Congestion Pricing Strategy in the Portland Metro Area**

Carl Springer, DKS Associates

**I-80 Express Lane Project—Solano County, California**

Elizabeth Justison, Parsons Brinckerhoff

**Loop 1 Managed Lanes Pilot Project—Austin, Texas**

Mike Heiligenstein, Central Texas Regional Mobility Authority (CTRMA)

**Planning and Implementation of Arterial HOV Lanes in Boise, Idaho, and Kelowna, British Columbia**

Andy Daleiden, Kittelson & Associates, Inc.

**You Say You Want an Evolution: How Managed Lanes Will Interact with Mileage-Based User Fees**

David Ungemah, Parsons Brinckerhoff

**SR-520 Corridor HOV Planning—Seattle, Washington**

Sandra Fann and Michael Hornvendt, Parametrix

**Different Agencies, Different Choices, Same Result: OPEN**

Leo Scott, Gray-Bowen; Kris Wuestefeld and Frank Furger, CDM Smith

Wednesday, May 23, 2012



**Session 5: Analyzing and Evaluating Managed Lanes (Poster Session)**, *Junior Ballroom Foyer*  
Yingyan Lou, University of Alabama; Ramakrishna Tadi, Caltrans, *presiding*

This poster session will explore various techniques for analyzing and evaluating priced and unpriced managed lanes.

**Are Your HOT Lane Forecasts Sensitive Enough?**

Ronald Milam, Fehr & Peers

**Risks and Rewards of Deploying New Transponder Technology**

Victoria Dewey, Parsons Brinckerhoff

**Analyzing Express Lanes: San Francisco Bay Area Experience—I-680 Northbound HOV-Express Lane Project**

David Stanek, Fehr & Peers

**Say What? Forecasts Out to Year 2070?**

Eddie Barrios, Fehr & Peers

**Caltrans HOV Performance Monitoring with the Performance Measurement System**

Monica Kress, Caltrans

**Proposed California HOV-HOT Lane Performance Measures**

Bill McCullough, System Metrics Group, Inc.

**Advanced Simulation Methods for Analyzing Managed Lanes**

Daniel Morgan, Caliper Corporation

**Scenario Analysis for Forecast of Ridership and Revenue for Road Pricing Projects for the Southern California Association of Governments Travel Choices Study**

Kazem Oryani, CDM Smith

**Tools of the Trade: Planning South Florida's Regional Managed Lane System**

David Stroud, RS&H

**Guidelines for the Evaluation and Performance Measurement of Congestion Pricing Projects**

Ben Perez, Parsons Brinckerhoff

**2012 FHWA Priced Managed Lane Guide**

Ben Perez, Parsons Brinckerhoff

**Analysis of Managed Lanes Speed-Flow Relationships: Empirical Research Based on Field Observations**

Xiaoyue Liu, University of Washington

**Operational Performance Comparison of Limited-Access and Continuous-Access HOV Lane Facilities**

Lianyu Chu, University of California, Irvine

**HOT Lanes and Transit Performance**

Brian Pessaro, Center for Urban Transportation Research, University of South Florida

Wednesday, May 23, 2012





3:30 p.m.–4:00 p.m., *Second Floor Foyer*

**Break**

4:00 p.m.–5:30 p.m.

**Session 6: Why Should They Care? User Perception and Public Outreach for Managed Lanes**, *Junior Ballroom*

John Doan, Atkins Global, *presiding*

This session will identify the many lessons learned by talking to the public about managed lanes.

**User Perceptions of HOV to HOT Conversions: Atlanta and Los Angeles Case Studies**

La Detra White, Noble Insights

**Los Angeles County Express Lanes: Low-Income Commuter Assessment**

Nancy Pfeffer, Network Public Affairs

**Implementing Express Lanes in Austin, Texas: Community Outreach Plan**

Mario Espinoza, CTRMA

**Silicon Valley Express Lanes Public Outreach**

Marshall Ballard, Santa Clara Valley Transportation Authority (VTA)

**Session 7: Technology Innovations**, *Room 208*

Danny Wu, Parsons Brinckerhoff, *presiding*

This session will bring to light the numerous technology innovations that facilitate the implementation of managed lane projects.

**Automated Occupancy Detection**

Ching-Yao Chin, University of California Partners for Advanced Transportation Technology (PATH) Program

**Adaptive Cruise Control in Managed Lanes**

Steven Shladover, University of California PATH Program

**Potential Dynamic Lane Assignment on I-5 in Seattle**

Robert Fellows, Washington State DOT

**Dynamic Lane Management System on I-110 in Los Angeles**

Sheik Moinuddin, Caltrans

5:30 p.m.–7:00 p.m., *Skyline*

**Reception**

Wednesday, May 23, 2012



7:00 a.m.–8:30 a.m., *Second Floor Foyer*

**Casual Carpooling Technical Tour**

The San Francisco Bay Area is one of two locations where the phenomenon of the casual carpool—also known as slugging—has a significant presence. An estimated 7,500 people daily share rides across the San Francisco Bay Bridge using this system, in which participants go to a known meeting place and catch the next carpool to their destination. The Bay Bridge was arguably the first HOT lane in the United States, as carpools went free across it, and now is a major managed lane, with carpools paying a discounted toll. Casual carpooling belongs to no one and has existed since the early 1970s; debates persist over whether the system is good or bad for San Francisco. Although most people are aware of the casual carpooling system, many transportation professionals have not experienced it.

Participants will catch a ride with a casual carpool across the Bay Bridge into downtown San Francisco, and then will catch BART back to the conference venue. Over breakfast, participants then will debrief the experience and debate the question, “Casual Carpooling: Good or Bad?”

*Register at conference. No charge except BART fare or shared taxi to starting point. Approximate tour time: 1.5 hours with travel.*

7:00 a.m.–4:00 p.m., *Second Floor Foyer*

**Registration**

8:00 a.m.–9:00 a.m., *Second Floor Foyer*

**Continental Breakfast**

8:30 a.m.–9:00 a.m.

**Debriefing—Casual Carpool Technical Tour, Room 202**

9:00 a.m.–10:30 a.m.

**Session 8: Increasing Vehicle Occupancy on Managed Lane Corridors—Carpooling and Transit, Room 208**

Derek Toups, Kimley-Horn and Associates, Inc., *presiding*

This session will look at the behavioral side of managed lanes and how to maximize person throughput.

**How Casual Carpooling Rewards Managed Lanes**

Paul Minett, Ridesharing Institute

**Impact of Carpool Tolls on Bay Bridge Casual Carpooling: A Case Study**

Elizabeth Deakin, University of California, Berkeley

**Expanding Metropolitan Travel Choices Is as Easy as ABC: Active Traffic Management, Bus Rapid Transit, and Casual Carpooling**

John Doan, Atkins Global



**Session 9: Design and Operational Challenges of Managed Lanes**, *Junior Ballroom*  
Casey Emoto, Santa Clara VTA, *presiding*

This session will highlight the various operational and design challenges that professionals face to implement managed lane projects.

**It's Been 15 Years Already: What We've Learned from 12 Operational Priced Managed Lanes**

David Ungemah, Parsons Brinckerhoff

**New Operation Strategies on I-15 Managed Lanes—San Diego, California**

Christopher Burke, Cofiroute USA

**I-15 Managed Lanes and 6C Technology—Utah**

Julie Dillard, Atkins North America

**SR-237—I-880 Express Lanes Design and Operations Lessons Learned**

Murali Ramanujam, Santa Clara VTA

**National Experience in Express Lane Access Treatments**

Chuck Fuhs, Parsons Brinckerhoff

10:30 a.m.–11:00 a.m., *Second Floor Foyer*

**Break**

11:00 a.m.–12:30 p.m., *Junior Ballroom*

**Closing Plenary Session: Opportunities and Challenges to Implementing Managed Lanes**

Ginger Goodin, TTI, *presiding*

Leaders from California agencies charged with implementing managed lanes discuss the opportunities that managed lanes provide and the challenges to their implementation.

Randy Iwasaki, Contra Costa Transportation Authority  
John Ristow, Santa Clara VTA  
Andy Fremier, MTC  
Gary Gallegos, San Diego Association of Governments  
Will Kempton, Orange County Transportation Authority  
Malcolm Dougherty, Caltrans

12:30 p.m.–2:00 p.m., *Grand Ballroom*

**Lunch**

**Keynote Speaker:** Kevin Mathy, Google

2:00 p.m.–5:00 p.m., *Junior Ballroom*

**Ridesharing Symposium**

The Ridesharing Symposium will debate the question, “What will it take to jump-start commuter ridesharing communities—such as those in San Francisco and Washington, D.C.—in other communities and corridors?” Whether communities use technology or do not, ridesharing would bring immediate and radical change to the commuter experience. A tantalizing challenge in

Thursday, May 24, 2012



the transportation field, ridesharing has the potential for far-reaching benefits in energy use, greenhouse gas and other emissions, freight costs, parking demand, metropolitan area economic productivity, and more. Industry leaders John Zimmer, CEO, Zimride; Sean O’Sullivan, CEO, Avego; and Paul Minett, Chair, Ridesharing Institute, participate in a moderated panel discussion, followed by audience discussion and debate.

### Technical Tours

2:00 p.m.–5:00 p.m. (times are approximate)

#### Bay Area Express Lanes

Participants will visit Express Lane projects on I-680 in Alameda and Santa Clara counties and the SR-237–I-880 connector in Santa Clara County. The I-680 Express Lane was the first express lane in the Bay Area and the first in California to operate without a barrier separation between the express lane and the mixed-flow lanes. The first freeway-to-freeway HOV lane connector to be converted to express lane operations in California, the SR-237–I-880 Express Lane represents the first stage of the overall conversion of existing carpool lanes on SR-237 to express lane operations and the first step in an express lane program for the county. The I-680 and SR-237–I-880 lanes are just two of several express lanes that are being planned as part of a Bay Area network of express lanes. The tour will include an overview of the process by which each of the projects was developed, designed, programmed, and implemented.

2:00 p.m.–4:00 p.m. (times are approximate)

#### Bay Area Traffic Management Center and 511 Traveler Information Center

Participants will visit the Bay Area’s Traffic Management Center (TMC), which also houses the region’s 511 Traveler Information Center. Located a short distance from the conference site in downtown Oakland, the TMC occupies approximately 14,000 square feet on two adjacent floors. It features a wall of 35 video monitors showing real-time traffic conditions on state-owned roadways throughout the nine-county Bay Area, including 360 miles of HOV lanes and 14 miles of express lanes. The TMC is staffed 24 hours a day, 7 days a week, with space for up to 19 Caltrans employees and California Highway Patrol officers at a time. Operators for 511—a one-stop resource available by phone or web for up-to-the-minute information on Bay Area traffic, transit, and ridesharing—also are located in the TMC.

6:00 p.m.–9:00 p.m., *Junior Ballroom*

#### Ridesharing Symposium Dinner

No host activity—informal gathering.

### Emerging Ridesharing Solutions Joint Subcommittee Summer Meeting



## Closing Plenary Session: Opportunities and Challenges to Implementing Managed Lanes *Speakers*

**Malcolm Dougherty**, Acting Director, California Department of Transportation (Caltrans), is responsible for the maintenance and operations of more than 50,000 lane miles of roadway on the State Highway System and a budget of more than \$13.3 billion, as well as for providing leadership to more than 20,000 employees. Dougherty previously was Chief Deputy Director, advising and assisting the Director in all aspects of policy and operation. He guided overall operation and management and represented the department in meetings, hearings, boards, commissions, and committees. With nearly 20 years' service at Caltrans, Dougherty has served in many high-profile management positions, including District Director of District 6—Central Region. As District Director, he led planning, project management, and maintenance initiatives for the district's five counties, as well as the Capital Project Delivery Program for central California. Dougherty also has held management positions in design, project management, maintenance, and traffic operations. Before joining Caltrans, he worked in land development and municipal engineering consulting. Malcolm is a graduate of Rutgers University with a bachelor's degree in civil engineering.



**Andrew Fremier** is Deputy Executive Director, Bay Area Toll Authority (BATA) and Deputy Executive Director, Operations, Metropolitan Transportation Commission (MTC). At BATA, Fremier supervises the administration of toll revenue for the Bay Area's seven state-owned toll bridges. At MTC, he oversees highway and arterial operations, the electronic fare payment system, the 511 traveler information system, and FasTrak electronic toll collection for all eight Bay Area toll bridges. Under Fremier's direction, BATA funds the bridges' day-to-day operations, maintenance, and administration, and participates in joint oversight of the Toll Bridge Seismic Retrofit Program—including construction of the new east span of the San Francisco—Oakland Bay Bridge. Fremier also is staff liaison for the Bay Area Headquarters Authority and the Bay Area Infrastructure Authority. Before joining BATA, Fremier was Chief Deputy District Director, Caltrans District 4. A licensed civil engineer, Fremier held a variety of positions during his 20 years at Caltrans, including leading the Toll Bridge and Highway construction program and developing the Toll Bridge Seismic Retrofit Program. Fremier received a bachelor's degree in civil engineering from California Polytechnic State University, San Luis Obispo.



**Gary Gallegos** is Executive Director, San Diego Association of Governments (SANDAG), the research, planning, and transportation agency for the region. SANDAG's many regional initiatives include population growth, transportation, transit engineering and construction, environmental management, economic development, municipal finance, binational and interregional coordination, and public safety. Under Gallegos' direction, SANDAG is creating the first Regional Transportation Plan under new California legislative mandates to reduce greenhouse gas emissions, is developing a third international border crossing at the U.S.—Mexico border, and is implementing more than \$1 billion in transportation infrastructure projects throughout the San Diego region. Before joining SANDAG in 2001, Gallegos was District Director for Caltrans District 11, which covered San Diego and Imperial counties.



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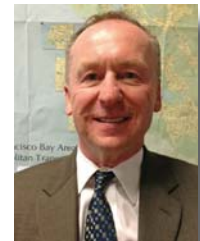
**Randell “Randy” Iwasaki** is Executive Director, Contra Costa Transportation Authority (CCTA). CCTA administers a one-half percent sales tax program and is also the Congestion Management Agency, making recommendations on how state and federal transportation funds will be used in Contra Costa and managing the Transportation Funds for Clean Air Program. Before his appointment to CCTA, Iwasaki was Director of Caltrans, in charge of the operation of the California state transportation system, an annual budget of nearly \$14 billion, and a staff of more than 22,000. A licensed civil engineer, Iwasaki is chair of the Technology Coordinating Committee for the renewal portion of the Second Strategic Highway Research Program and of the American Association of State Highway and Transportation Officials (AASHTO) Special Committee on Transportation Security and Emergency Management. In 2009, Iwasaki was named to Government Technology’s list of 25 “Doers, Dreamers, and Drivers,” and in 2008, received the Thomas H. McDonald Memorial Award from AASHTO. Iwasaki earned his bachelor’s degree in engineering from California Polytechnic State University, San Luis Obispo, and a master’s degree in engineering from California State University, Fresno.



**Will Kempton** has served as Chief Executive Officer, Orange County Transportation Authority (OCTA), since 2009. OCTA guides the planning, financing, and coordinating of the freeway, street, and rail development of Orange County, California, as well as managing bus, commuter rail, and paratransit services. Kempton’s career has spanned nearly 40 years in transportation, public service, and government affairs. Before joining OCTA, Kempton was Director of Caltrans; he also has served as Assistant City Manager for Community Services, City of Folsom, California, and for 8 years was a member of the city’s Parks and Recreation Commission. Recognized as an authority on public infrastructure financing, sales tax programs, and project delivery, Kempton is known for his results-oriented leadership style, his consensus approach to problem solving, and for developing innovative solutions in order to achieve positive outcomes.



**John Ristow**, Chief of the Congestion Management Agency, Santa Clara Valley Transportation Authority, is responsible for capital planning, project development, environmental review, right-of-way acquisition, and property development for the agency. He also manages the programming of federal, state, and local grant funds. Ristow graduated from the University of Colorado with bachelor’s degree in geology and a master’s degree in urban and regional planning.





## UPCOMING EVENTS

### **Innovations in Traffic Flow Theory, Highway Capacity, and Quality of Service Symposium**

June 19–22, 2012  
Fort Lauderdale, Florida

### **4th Urban Street Symposium**

June 24–27, 2012  
Chicago, Illinois

### **10th National Conference on Access Management**

July 17–19, 2012  
Dallas, Texas

### **Traffic Signal Systems Committee Midyear Meeting**

July 23–24, 2012  
Irvine, California

### **Workshop on the Future of Road Vehicle Automation**

July 25–26, 2012  
Irvine, California

### **Freeway Operations Committee Midyear Meeting**

July 30–August 1, 2012  
Minneapolis, Minnesota

### **5th National Bus Rapid Transit Conference**

August 20–22, 2012  
Las Vegas, Nevada

For more events, see [www.TRB.org/Calendar](http://www.TRB.org/Calendar).

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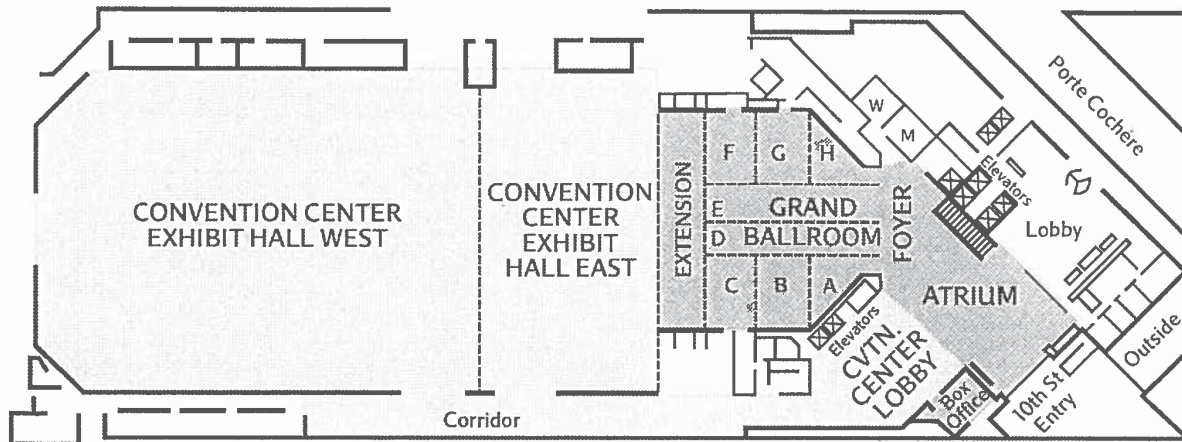
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May 22–24, 2012



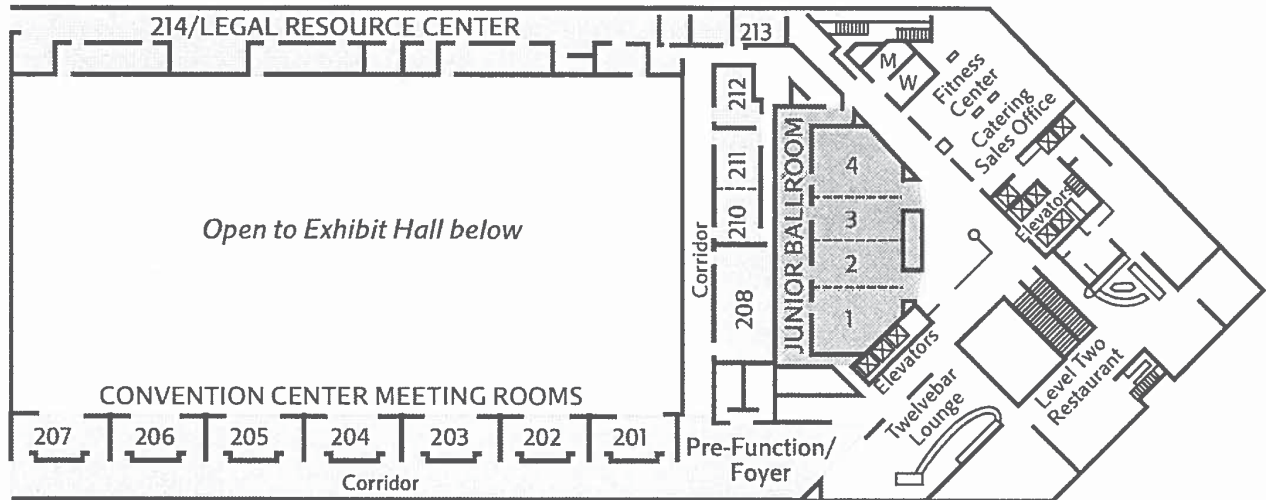
**GROUND FLOOR**

Oakland Convention Center: Exhibit Halls  
 Oakland Marriott City Center: Grand Ballroom



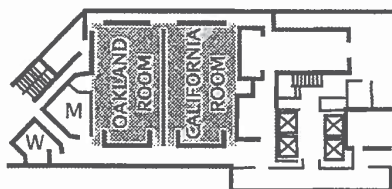
**SECOND FLOOR**

Oakland Convention Center: Meeting Rooms  
 Oakland Marriott City Center: Junior Ballroom & Meeting Rooms



**THIRD FLOOR**

Oakland Marriott City Center: Meeting Rooms



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