Chairman's Message

Charles (Muggs) Stoll, ADC10 Chair

Well, it's been quite an adjustment for me in my new position as Planning Director here at SANDAG. I seem to have "wall-to-wall" meetings every day.

We are responsible for undertaking the first Regional Transportation Plan update in California under new legislation that requires the plan to address greenhouse gas emissions through the addition of a Sustainable Communities Strategy to the plan. In order to achieve this, we have been working with the California Air Resources Board and the other 17 MPO's to set GHG targets for all of the regions in California. It's been quite an interesting process and one that draws on much of what ADC10 has been involved in over the past several years.

It's great when the work we do as part of TRB dovetails so nicely with our "real" work and is part of the reason I value my own participation so much. I sincerely hope that all of you take the time – or should I say make the time – to get more involved in our committee's efforts.

The leadership of the committee will be holding a strategic planning session just prior to the Summer Environment and Energy Research Conference in Raleigh. We hope to map out a course for the committee to take in the upcoming years so we can be more effective in involving ourselves in the most important developing areas of environmental analysis. Since we're less than a month away, I also encourage all of you to attend the conference – over 400 have registered so far! I hope to see you all there!

"Muggs"
Announcements

Environment and Energy Research Conference

Join more than a dozen TRB Energy and Environmental committees for the Environment and Energy Research Conference, June 6 – 10, 2010 in Raleigh, North Carolina. The committees will be meeting jointly with the AASHTO Standing Committee on the Environment and serves as a platform to develop better transportation solutions through the integration of diverse environmental (human and natural) and transportation perspectives.

The ADC10 Environmental Analysis in Transportation Committee will host its business meeting on Sunday, June 6, 2010 from 10:00 a.m. – 12:00 p.m.

For the program listing, registration, and additional conference information visit the conference website or contact Kate Quinn, FHWA, 202-366-4241.

Federal Highway Administration Currently Accepting Nominations for Exemplary Ecosystem Initiative and Exemplary Human Environment Initiative

Nominations for Exemplary Ecosystem Initiative (EEI) and Exemplary Human Environment Initiative (EHEI) were being accepted until May 17, 2010. The Exemplary Human Environment Initiative recognizes outstanding examples of transportation projects that either create or improve conditions for human activities. Additional information about the application and submittal process can be found on the EHEI website. EII include efforts that reduce habitat fragmentation and barriers to animal movement, encourage development of more sustainable mitigation sites, stimulate early ecosystem planning, and foster ecosystem-based research. A project can be submitted for either EEI or EHEI or both. Additional information about the application and submittal process for EEI projects can be found on the EEI website.

Federal Highway Administration Call for Test Projects

The Federal Highway Administration (FHWA) has issued a “call for test projects” for projects that “demonstrate sustainability best practices for roadways” including, any item(s) in the planning, development, design construction, operations or maintenance of a project. Projects selected will be used to test, evaluate and add to the preliminary criteria of sustainable highways being developed in this effort and to identify promising innovative practices and technologies that can achieve these criteria. This effort is being led by the Greenroads team (CH2M HILL and UW). Project nominations were due by May 15th. Additional information can be found at the FHWA Call for Test Projects website.

FHWA’s Web Nationwide Biological Assessment Tool

The Endangered Species Act - Federal Highway Administration (ESA-FHWA) website has officially been rolled out for use. The purpose of the tool is to streamline the BA development process under Section 7 of the ESA where FWHA is the lead federal agency; promote BA consistency among states/projects; and track BA development activities at a national scale. The web tool provides training modules and many federal and state resources and can be viewed at http://esafhwa.org/. A training session will be offered on July 16th, 1 p.m. – 3 p.m. EST.
Federal Highway Administration STEP to Host a Livability Webinar May 26

On May 26, 2010, the Federal Highway Administration’s (FHWA) Surface Transportation Environment and Planning Cooperative Research Program (STEP) will host a webinar to discuss research initiatives that are planned or underway to support livable communities.

Topics include the status of FHWA's Livability Initiative, the soon to be released STEP funded Livability in Transportation Guidebook: Planning Approaches that Promote Livability as well as state and local projects underway that support livable communities.

Registration for the webinar is now open. The webinar will be held from 12:00 p.m. to 1:30 p.m. Eastern Time. Contact Julie Panna, (202) 366-4054, for more information on this webinar.

ADC10 Pre-Conference Workshop – Environmental Research Needs

On Sunday, June 6, 2010 from 1:00 p.m. – 5:00 p.m., the ADC10 Committee will be holding a pre-conference workshop to identify Environmental Research Needs at the Environment and Energy Research Conference in Raleigh. The workshop will result in the development of a comprehensive agenda for environmental research needs that can be used to develop more coordinated future environmental and energy research. All conference attendees are encouraged to participate in the workshop. Come prepared with new research ideas for 2011!

TRB Annual Meeting and Transportation Research Record Call for Papers

Call for papers for several TRB standing committees have been issued for the TRB 90th Annual Meeting, January 2011, and the Transportation Research Record: Journal of the Transportation Research Board (TRR). Additional calls for papers from other committees will be posted on the website through June. The paper submission website will open in June and papers for presentation and/or publication must be submitted directly to TRB via the online paper submission website by August 1, 2010.

If you plan on submitting a paper please view the Information for Authors: A Guide for Preparing and Submitting Manuscripts for Presentation at the TRB Annual Meeting and for Publication in TRB’s Journal.

Federal Highway Administration Posts FY2010 STEP Research Plan

A research plan summarizing the proposed FY2010 projects under the Surface Transportation Environment and Planning Cooperative Research Program (STEP) have been posted and are organized into four program areas including environment, planning, real estate services, and tools to support the environment and planning emphasis areas. Available for viewing on the STEP website are the FY 2010 Implementation Strategy, FY 2010 Research Overview, and FY 2010 Research Plan.

NCHRP Announcement of Research Projects

The National Cooperative Highway Research Program (NCHRP) has released its annual Announcement of Research Projects. Preliminary descriptions of new projects expected to be advertised for competitive proposals can be found on the NCHRP 2011 Announcement website.

Other Conferences of Interest

APWA Sustainability in Public Works Conference
June 8 – 10, 2010
Hilton Minneapolis
Minneapolis, Minnesota
Overhead Launching Gantry Minimizes Environmental Impact

What's this, a bridge-building machine? That's just what a joint venture team used to build a bridge over the Pamlico-Tar River Bridge for the North Carolina Department of Transportation.

The bridge is part of a $193 million project to design and build a 6.8–mile (10.9–kilometer) Highway 17 bypass around Washington and Chocowinity, N.C. The new bypass splits off west from existing Highway 17, curves south and crosses U.S. 264 and the river. From there it curves east and crosses over mainline U.S. 17, then passes under NC Route 33.

Construction began in spring 2007 with completion scheduled for November 2010, but the joint venture team of Flatiron and United Contractors expects to finish construction sooner.

The bridge–building “machine” Flatiron/United used was actually an overhead launching gantry that cantilevered out from the end of the newly constructed bridge and permitted pile driving and other construction to proceed from the top down. The team used two of the patented launching gantries to build the 3-mile-long (4.8-kilometer-long) bridge over the river.

One of the 550-foot-long (167.6-meter-long) gantries worked from the north end of the twin bridges and the other approached from the south, working north, said Bill Kincannon, resident engineer for the North Carolina DOT. When the two headings met in the middle, the structure was complete.

“The launching gantries allowed us to construct a bridge over environmentally sensitive wetlands without the need for a work trestle,” said Michael Robinson, state bridge construction engineer for the North Carolina DOT. He said permitting agencies, including the U.S. Army Corps of Engineers, would have allowed a work trestle, or temporary bridge, to be built beside the permanent bridge.

“However, when we selected a design–build contractor, this top-down method gave Flatiron/United an advantage over contractors that would have used a more conventional method of construction,” said Robinson. “With this
method, the new piles are the only thing to touch the wetlands as bridge construction proceeds.”

The new bridge features precast concrete hollow piles, precast match-cast segmental pier caps, precast concrete girders with 120-foot (36.5-meter) spans and a cast-in-place deck with steel stay-in-place forms.

Each launching gantry stretched more than three bridge spans in length and was supported by the structure recently built below. Up to three spans were constructed concurrently with each launching gantry. “The gantries are capable of handling and erecting all the necessary precast bridge components,” said Dan Martinson, a cost engineer and scheduler for Flatiron. “They could do everything from handling and driving the piles to setting the pier caps and erecting the girders.”

Although the last components of the Tar River bridge structure were set by September 2009, miscellaneous work remained to complete the project. This included slipforming the rest of the bridge parapet, installing the decorative metal rail, placing the final layer of asphalt on the roadway, and completing the pavement markings and project signage.

For more information on the project, visit www.ncdot.org/projects/us17bypass.

Recycled Materials in Roadway Construction: The Many Ways of Going Green

Article reprinted from the Federal Highway Administration's April 2010 issue of Focus

From reclaimed asphalt pavement (RAP) to recycled concrete aggregate (RCA) and the reuse of such materials as fly ash, tire rubber, and shingles, incorporating recycled materials in roadway construction offers the benefits of going green while saving money and maintaining quality and performance. A recent Webinar sponsored by the Federal Highway Administration's (FHWA) National Highway Institute (NHI) and Highways for LIFE program showcased resources available to assist transportation agencies in expanding their use of recycled materials. Also featured were case studies of three successful project applications. Future Webinars will present information on additional applications.

"In an era of tight budgets and increased concern about the environment, the use of recycled materials can help agencies save money and demonstrate their commitment to environmental stewardship," said Webinar moderator Steve Mueller of FHWA.

FHWA’s recycling policy, issued on February 7, 2002, and available online at www.fhwa.dot.gov/legsregs/directives/policy/recmatmemo.htm, asks agencies to “consider recycling first.” The use of recycled materials should be considered early in the planning and design process. Options include the use of RAP and RCA, as well as both hot and cold in-place asphalt recycling, which takes an existing pavement and recycles 100 percent of it on site for use in the new pavement or base material.

"It is most cost effective to reuse materials on site, rather than hauling them away and using them elsewhere,” said Rick Givan of the Recycled Materials Company, Inc. (RMCI), in Colorado. RMCI’s projects include using a mix design with 75 percent recycled materials to pave a section of I-70 in Colorado, as well as a massive 10-year project to remove and recycle pavements from taxiways, runways, and aprons at Stapleton International Airport in Denver, Colorado. “We removed and recycled 6.5 million tons of concrete and asphalt, creating what we call ‘the urban quarry,’” said Givan.

When measured on a tonnage basis, hot-mix asphalt (HMA) is among the most recycled materials in the world, amounting to nearly 73 million metric tons (80 million tons) in the United States alone. Materials such as fly ash, tire rubber, shingles, slag, and foundry sand can also be reused in roadways, resulting in enhanced performance and cost savings, in addition to benefiting the environment. The reuse of foundry sand in HMA, for example, can reduce the cost of sand as the fine aggregate by about 40 percent. Approximately 91,000 metric tons (100,000 tons) per year are now being used in HMA and for such purposes as structural fills and embankments. More information can be found in FHWA’s publication, Foundry Sand Facts for Civil Engineers (Pub. No. FHWA-IF-04-004), which is available at www.fhwa.dot.gov/Pavement/pub_details.cfm?id=55.

Also staying out of landfills and finding new uses in roadway applications are scrap tires. Tires are shredded to create tire-derived aggregate (TDA), which can be used as a substitute for gravel, sand, and other lightweight fill
materials. Tire shreds are not only lightweight but have low earth pressure, good thermal insulation, and good drainage. “This is very beneficial where there is poor soil structure and can improve engineering performance,” said Michael Blumenthal of the Rubber Manufacturers Association. The use of tire shreds can increase slope stability, reduce settlement, and stabilize potential landslides. TDA can also cost much less than other lightweight fill options. “Roadway applications include lightweight fill for highway embankments, retaining wall backfill, and insulation to limit frost penetration,” said Blumenthal. Additional information is available at www.rma.org/scrap_tires.

Reclaimed asphalt shingles (RAS) may also be coming soon to a roadway near you. The use of RAS in HMA can help States reduce costs, save landfill space, and improve the quality of their pavements. These recycled shingles are residential roofing shingles that have been processed to meet specifications. Debris is then removed and the RAS is ground to less than 1.27 cm (.50 in) in size for use in HMA. Made using high quality aggregate, the use of RAS in HMA can increase rut resistance and improve the high temperature performance of the asphalt.

The Missouri Department of Transportation (MoDOT) first allowed RAS in a roadway project for evaluation purposes in 2005. After the success of that project, MoDOT revised its specifications to allow the use of both RAS and RAP. As Missouri is not permitting any new landfills to open in the State, the reuse of materials is now more important than ever. Seventeen materials processors and 13 HMA producers in Missouri are currently using RAS. For more information about RAS applications in Missouri, visit www.shinglerecycling.org.

To learn more about the range of byproducts that can be used in pavements, download the FHWA Recycled Materials Resource Center’s User Guidelines for Byproducts and Secondary Use Materials in Pavement Construction at www.recycledmaterials.org. With an advisory board that includes Federal, State, and industry representatives, the Resource Center serves as a recycling research and outreach facility for the world’s highway community.

Information on using RCA, meanwhile, is available at the National Concrete Pavement Technology Center's Web site, www.cptechcenter.org. Resources include a new publication, Building Sustainable Pavements with Concrete. Also available at www.fhwa.dot.gov/pavement/504037.cfm is an FHWA Technical Advisory that discusses using RCA as aggregate for new concrete pavements. RCA generally comes from portland cement concrete pavements, bridge structures and decks, sidewalks, curbs, and gutters that have been removed from service, had their steel removed, and have been crushed to a desired gradation. Commercial construction debris can also be used for RCA, provided that it is cleaned of material such as brick, wood, steel, and glass.

Looking ahead, FHWA and the National Concrete Pavement Technology Center are sponsoring an International Conference on Sustainable Concrete Pavements, to be held September 15–17, 2010, in Sacramento, California. The conference will present innovative processes for achieving sustainable concrete pavements throughout a pavement's life cycle.


In addition to highway materials recycling, environmental benefits are being realized by the growing use of warm mix asphalt (WMA). Using this technology, the temperature at which asphalt is mixed and placed on the road can be lowered by 10 to 38 °C (50 to 100 °F), resulting in reduced fuel consumption and emissions. WMA projects have now been completed in 40 States. Boosting the advancement of the technology is a Warm Mix Asphalt Technical Working Group (TWG) that includes representatives from State transportation agencies, FHWA, National Asphalt Pavement Association, National Center for Asphalt Technology, and the American Association of State Highway and Transportation Officials. TWG members meet regularly to discuss WMA issues and share knowledge and best practices. For more information, visit www.warmmixasphalt.com.

A recording and presentations from the FHWA Webinar, "The Use of Recycled Materials in Roadway Construction," are available on the NHI Web site at http://fhwa.na3.acrobat.com/n1340832010march/. For more information on recycling, WMA, and other environmental stewardship topics, visit www.fhwa.dot.gov/pavement/enstewardship.cfm. Information is also available by contacting Jason Harrington at FHWA, 202-366-1576 or jason.harrington@fhwa.dot.gov, or Steve Mueller at the FHWA Resource Center, 720-963-3213 or steve.mueller@fhwa.dot.gov.
At a time when the transportation community is focused on reduction in vehicle miles traveled, it may be difficult to envision a suburban corridor improvement project being named the American Public Works, New York Chapter Transportation Project of the Year. Yet this award highlights the NY 78, Transit Road Reconstruction arterial project for its contributions to the communities affected and to the environment.

The project carries NY 78 from I-90 northeast of Buffalo north to the growing suburban communities of Amherst, Clarence, Lancaster, and Cheektowaga. The project provides three travel lanes in each direction and dramatically reduces delays caused by congested left turn movements. But most importantly, the project balances uses with needs in a sustainable way for all.

These projects are still needed where demand induced congestion creates excessive vehicle idling and resultant air quality issues. In this situation, NY 78 functions as a primary “spur” to the interstate. Undersized intersections and numerous driveway conflicts related to high commercial activity plagued the corridor. The project corrected these problems by thoughtful sizing and through planned access management, requiring property owners to enter into neighboring agreements on the joint use and maintenance of common driveways.

Other interesting parts of the project involved socially and environmentally friendly initiatives. The local street network was reconfigured to eliminate the opportunities for vehicle cut-through movements that interfere with through traffic movements. Other local road reconfigurations reconnected communities while segregating them from the arterial. On one road an 80% reduction in cut through traffic was measured. When combined with pedestrian improvements, walkable streets are now the norm.

Stormwater Management involved beneficial reuse of an abandoned rail property to construct stormwater treatment ponds within the rail bed ditches. This was met with endorsement by the United States Army Corps of Engineers. The project permitting representative considered the project an “enhancement” to the poorer quality railroad ditch wetlands they replaced. Of significance, the use of ditches to construct the wetland did not require replacement of the ditch wetlands at any ratio. The pond selected was the most economical choice that fully met the regulatory requirements for water quality volume, total suspended solids removal and total phosphate removal highlighted in the NYSDEC Stormwater Design Guidelines. This resulted in a 10 day review and approval of the Stormwater Pollution Prevention Plan (SWPPP) and put to use an otherwise dormant brownfield. Today, waterfowl and other habitat utilize the waterbody system.
Other beneficial reuse of materials included transporting rail bed cinders for use as road base at a contaminated industrial site. Finally, invasive species plant control programs for purple loose strife and phragmites help to protect the diversification of plant species within large areas.

NY 78 represents the best of arterial design. It provides for today’s needs in a modest fashion, not only for the motorist, but for the community resident, the commercial business, and for the surrounding environment.

For more information about this award winning project contact Ronald J. Klinizar.

Research News

Survey Results: Strategic Issues Subcommittee Continues to Mine the “Edges”

Submitted by: Rick Record, Strategic Issues Subcommittee Chair

The Strategic Issues Subcommittee of ADC10 is charged with highlighting new and emerging “edges” at the interface of transportation and environment analysis. A lot has changed since NEPA was rolled out in 1969, and there is no sign of that change slowing down.

At the 2009 Mid-Summer meeting in Shepherdstown, West Virginia, the group sketched out a broad palette of trends and concepts that could be part of the environmental analysis vernacular not too far in the future. Questions were posed that pushed or reached beyond the current research picture: What is the role of paleo-information in evaluating near term impacts? How might space travel options and other modes affect decisions about familiar modes of transportation? Where does alternatives analysis need to “go” in the face of growing demand and diminishing resources? What are the opportunities for balance and context presented by climate change? These and other not-easy questions made for good discussion and a challenging set of next steps.

One of the clear needs from last summer’s discussion was to begin to poll and connect the perspectives of the other TRB committees. As a starting point, prior to the annual TRB meeting in January, requests were sent to the other seven committees of the ADC Environment and Energy Section, as well as to AL050 (Environmental Issues in Transportation Law), asking for a short listing of three emerging environmental issues seen on the horizon from that committees’ perspective, focusing on things that reach beyond current research needs.

The results of this survey were interesting. The input from the eight committees fell into five very broad subject matter groups. Collectively, the “edge” perspective of the committees looks like this in graphic summary:
In a short statement, the view of the environmental future in this snapshot includes these elements: a more complete understanding and reporting of impacts across air, land and water regimes; new emphasis on measurement, economics and valuation on all fronts; broader consideration of alternatives including operational strategies and modal inter-relationships; greater challenges in relationship between policy expectations and management realities; and more complete consideration of health effects across various scales of analyses.

We will be expanding on these and other categories at the Mid-Summer meeting in Raleigh. All are invited to join the fun!

**Soliciting Comments**

**US Department of Transportation Accepting Comments on Strategic Plan**

The U.S. Department of Transportation has developed its strategic plan for 2010 – 2015, *Transportation for a New Generation*. The strategic plan describes five strategic goals covering safety; state of good repair; economic competitiveness; livable communities; and environmental sustainability. View the DOT Strategic Plan homepage to comment on the Strategic Plan or click *Transportation for a New Generation* to view the Strategic Plan.

**CEQ Draft Guidance on Consideration of Greenhouse Gases (GHGs) and Climate Change in the NEPA Process**

Comments on the Council on Environmental Quality (CEQ) Draft Guidance on Consideration of Greenhouse Gases (GHGs) and Climate Change in the NEPA Process are due May 24, 2010. The Draft Guidance outlines when and how Federal agencies should analyze GHG emissions and how to assess the effects of climate change on the proposed federal action under NEPA.

**Federal Highway Administration Interim Guidance on the Application of Travel and Land Use Forecasting in NEPA**

In March 2010, the Federal Highway Administration has released an Interim Guidance on the Application of Travel and Land Use Forecasting in NEPA for comment. The guidance identifies seven key considerations including: Assess project conditions and scope the forecasting needs of the study; Review the suitability of modeling methods, tools, and underlying data; Conduct scoping and collaborate on methodologies; Objective application of forecasting in alternatives analysis; Project management considerations; Forecasting for noise and air emissions analyses; and Documentation and archiving.

Comments on this guidance will be accepted until September 30, 2010 and should be directed to Michael Culp (202-366-9229) in the FHWA Office of Project Development and Environmental Review.
Members List

For the readers’ benefit, here is a list of current 2009-2012 members of TRB Committee ADC10.

Chair
Charles Stoll
TransNet Program Manager
San Diego Association of Governments (SANDAG)

Secretary
Jennifer Johnson
Project Manager and Environmental Planning
HNTB Corporation

TRB Staff Representative
Christine L. Gerencher
Senior Program Officer
Transportation Research Board

Kathleen S. Ames

Doug Booher
Environmental Manager
Texas Department of Transportation

Earl Downey Brill
Professor of Civil and Environmental Engineering and Director of the Center for Transportation and the Environment
North Carolina State University

Craig T. Casper
Director
Pikes Peak Area Council of Governments

Joe Crossett
Partner
High Street Consulting Group, LLC

Buddy D. Desai
Senior Project Manager
CH2M HILL

Christopher G. Gesing, P.E.
Senior Project Manager
Michael Baker, Jr., Inc.

David Grachen
Environmental Specialist
Federal Highway Administration (FHWA)

Jeff S. Heilman
Director of Environmental Planning
Parametrix, Inc.

Kenneth J. Hess
General Manager
The Louis Berger Group, Inc.
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<th>Name</th>
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<tr>
<td>Kris A. Hoellen</td>
<td>Director, Conservation Leadership Network</td>
<td>The Conservation Fund</td>
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<td>Charles Hostovsky</td>
<td>Assistant Professor</td>
<td>University of Toronto</td>
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<td>Ileana S. Ivanciu</td>
<td>Vice President</td>
<td>Dewberry</td>
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<td>Susan L. Killen</td>
<td>Principal Professional Associate</td>
<td>Parsons Brinckerhoff, Inc. (PB)</td>
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<td>Mark S. Kross</td>
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<td>Lynn Patrick Malbrough</td>
<td>Division Head, Environmental Division</td>
<td>Arkansas State Highway and Transportation Department</td>
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<td>Byron J. O'Quinn</td>
<td>Senior Vice President</td>
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<td>Martin A. Palmer</td>
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<td>Principal</td>
<td>RLRecord LLC</td>
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<td>Joseph S. Shalkowski</td>
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<td>PBS&amp;J</td>
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<td>Carissa Schively Slotterback</td>
<td>Assistant Professor</td>
<td>University of Minnesota, Twin Cities</td>
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<tr>
<td>Patricia C. Trombly</td>
<td>Manager, Environmental Programs and Construction</td>
<td>Massachusetts Executive Office of Transportation and Public Works</td>
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<tr>
<td>Colleen E. Vaughn</td>
<td>Environmental Analyst</td>
<td>New Mexico Department of Transportation</td>
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<td>Jeremiah P. Dumas</td>
<td>Assistant Research Professor of Landscape Architecture</td>
<td>GeoSystems Research Institute</td>
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Tamara Cook  
Senior Transportation Planner  
North Central Texas Council of Governments

Emeritus Members  
Carol D. Cutshall  
Retired Director of Environment of the Wisconsin DOT

Ronald S. DeNadai  
Professional Engineer

Robert L. Jacobsen  
Principal  
Robert Jake Jacobsen

Wayne W. Kober  
President  
Wayne W. Kober, Inc.

Douglas L. Smith  

Thomas L. Weck

Others can become “friends of the committee” by contacting Charles (Muggs) Stoll at 619-699-6945. His e-mail address is mst@sandag.org.

Editor’s Notes

Tamara Cook, Newsletter Subcommittee Chair

I look forward to attending the Environment and Energy Research Conference in Raleigh this June and enjoying a little milder temperature than June in Texas. But more importantly, I look forward to experiencing the amalgamation of environmental topics and ideas that will inspire future newsletter articles and themes of interest to the members and friends of the ADC10 Environmental Analysis in Transportation Committee.

The date of publication for the next newsletter is November 2010 so it’s never too early to submit article ideas or topics. If you have ideas or would like to submit a feature article on your experience or a presentation topic of interest from the conference let me know!

Thank you to those who took time out of their busy schedules to write feature articles for this newsletter and to Chris Gesing of Michael Baker Jr., Inc. for his help in designing the electronic newsletter.

It's never too early to submit article ideas or topics so let me know if you have suggestions!

See you all in June,  
Tamara Cook

Article Submission Guidelines

Submittals are to be formatted to an 8½- x 11-inch size, typewritten in caps and lower-case, single spaced, flush left margin. The subject and author should be provided as part of the text. Articles may be submitted by e-mail to:

Tamara Cook  
Senior Transportation Planner  
North Central Texas Council of Governments  
tcook@nctcog.org

Subcommittee chairs are expected to submit reports on committee activities. Announcements, Research News, Features and Requests for Information may be submitted by anyone.