



# transportation PLANNING

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## From the Chair...

by Larry Lennon, P.E., AICP

I'm writing this column from Philadelphia where I'm attending "From Design to Delivery: Planning America's Freight Movement", a conference sponsored by APA, USDOT, the National Association of Regional Councils, the Coalition for America's Gateways & Trade Centers and the Delaware Regional Planning Commission. APA's Peter Hawley was an organizer.

The Conference has examined the connection between land-use and goods movement including the need to balance economic development and quality of life issues in planning freight transportation facilities and operations. Speakers have included planners, operators, regulators, marketers and consumers of these services including APA's Paul Farmer. A conference summary will appear in the next TPD Newsletter.

### Hurricane Katrina

The economic and personal devastation associated with Hurricane Katrina has become a major focus of APA, and we can all be proud of the assistance provided by APA members to displaced planners and students. Emergency response and reconstruction have been added to the agenda for APA's Fall Leadership conference in Buffalo, NY. Our condolences go out to all the victims of this tragedy and their loved ones.

### 2006 National Planning Conference

Hilary Perkins, TPD's Vice-Chair, has submitted our two "by-right" sessions for the 2006 National Planning Conference to be held in April in San Antonio.

see "Chair", page 4



## A Planner's Guide to Fixed Guideway Electrification Projects

By Stephen A. Gazillo, AICP

*Editor's note: We're trying something new in this issue by printing the first half of a longer article on fixed guideway electrification. The last half, which discusses environmental considerations, will be part of our next issue.*

*This article sets out to highlight some of the major elements of fixed guideway and railroad electrification systems, and to point out what transportation planners should be aware of as they evaluate alternatives for new public transportation projects in their communities. While planners continue to debate the cost effectiveness of rail transit as a force in urban development and land use, in those cases where rail transit is a viable option, electrification inevitably is a factor, whether one is considering streetcars, light rail, heavy-rail, commuter rail or even BRT systems.*

### Introduction

Perception, attitudes and political support of fixed guideway electrification projects can vary dramatically from one state to another, from one community to the next, and even from one neighbor to another. What is endorsed in one town can be reviled and criticized heavily in the next. While the higher cost of rail electrification, for example, prevents many communities from undertaking such projects, there are numerous examples where electrified rail and electric trolley bus (ETB) systems make sense – even over less expensive Bus Rapid Transit systems.

In general, electrified rail is quiet, quick and reliable, with a consistent power source. Another big advantage is that station stops can be closer together due to better acceleration and deceleration rates because of the higher performance of electric vehicles. The primary drawback is its higher cost, which ranges widely from approximately \$1 million to \$5 million a mile, depending on location and system type.

Recent planning efforts to consider new fixed guideway and rail electrification systems include Connecticut DOT's Danbury Branch commuter rail line, CalTrain's San Jose to San Francisco rail system in California, the Portland (Oregon) Streetcar (ETB), Schuylkill Valley Metro (Philadelphia), Union County Light Rail (NJ), Boston's Silver Line Phase II BRT (ETB), and corridors within Denver's FasTracks program.

While the electrification principles are the same for each of these projects, it is important to recognize that each fixed guideway electrification project must be considered within the context of its unique environment and stakeholders, and that these factors contribute heavily to selecting and designing the right system.

### Types of rail electrification

To begin it may be useful to review some of the "electrification basics" that many may al-

see "Fixed Guideway", page 2

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*Fixed Guideway, continued from page 1*

ready be familiar with but that are worth repeating for those unfamiliar with fixed guideway electrification. There are generally two structural types of rail electrification systems:

- An overhead contact system (OCS), consisting of wires suspended from poles typically 25 – 200 feet apart. These are known as catenary systems (for heavy rail, commuter rail and light rail trains) and electric trolley bus (ETB) systems (for streetcars and electric trol-

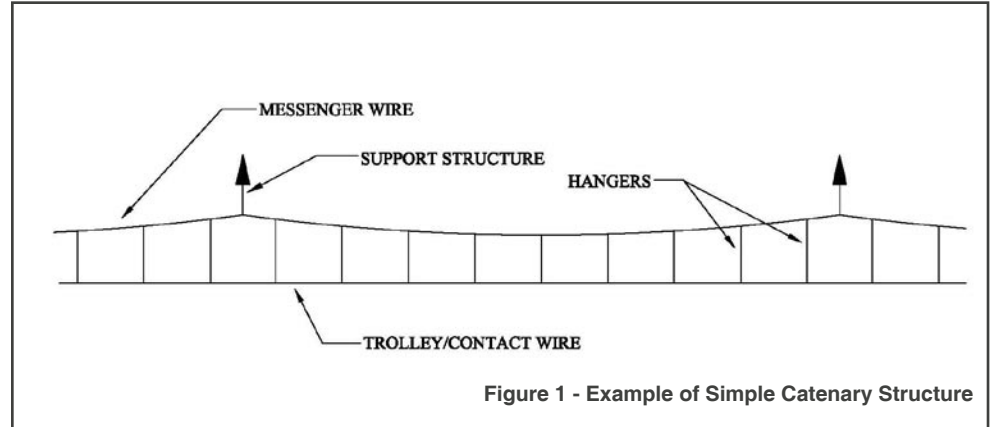


Figure 1 - Example of Simple Catenary Structure

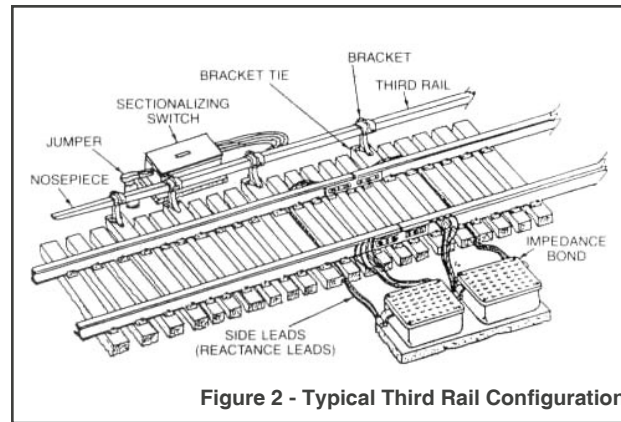


Figure 2 - Typical Third Rail Configuration

ley buses). Rail vehicles and streetcars use a “pantograph” to draw power as the vehicle moves along. With steel wheels, return current passes through the rails. Rubber tire electric trolley buses use two trolley poles that collect and return current from two wires suspended above the roadway to complete an electrical circuit.

- A contact rail or third rail system, consisting of an electrified third rail running adjacent to the

track allowing a “shoe” from the rail vehicles/locomotives to draw power from the third rail to power the train as the vehicles move forward.

There are several basic types of voltage systems used for electrified rail: a low voltage 600-750 V direct current (DC) system and a higher voltage (12 to 50kV) alternating current (AC) system. AC systems are used on OCS, whereas DC systems can be used for both Third Rail and OCS. The higher power needs of high speed rail networks typically require AC systems of 25kV to 50kV. Lower voltage DC systems require more substations along the route (often pre-fabricated, enclosed structures). High voltage AC systems can require fewer substations, but the footprint is fairly large and significant environmental mitigation may be necessary. Of special note to planners is the required connection into the existing high voltage transmission network (typically 69kV or greater) that AC systems require for power. This can involve regulatory agency (such as a state siting council) approvals, as well as special easements. Typically, where high voltage transmission lines are involved, there are major concerns focused on proximity of residents, and on whether the connection will be via overhead or underground transmission cables.

**Third Rail, Single Contact Wire or Simple Catenary?**

While third rail systems are extremely popular for grade-separated heavy rail/subway systems like BART in San Francisco, Metro in Washington, D.C., or for commuter rail systems like Long Island Rail Road in New York, third rail is not practical for in street running systems, where public access is difficult to control. Third rail systems were the first technology to

## Reauthorization...Finally

by Whit Blanton, AICP

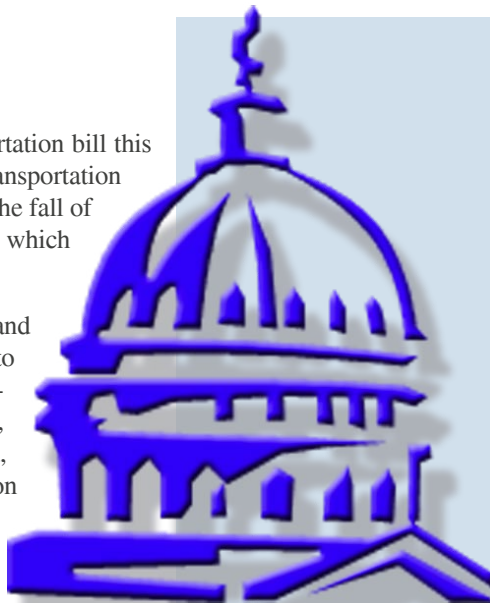
It has been a long two year wait, but Congress finally delivered a new transportation bill this summer that largely kept intact the framework set by the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. The new law was supposed to be in place in the fall of 2003, replacing the Transportation Equity Act for the 21st Century (TEA-21), which was enacted in 1997 as the legacy of ISTEA.

Instead, we had 12 extensions of TEA-21 after its expiration date as Congress and the Administration debated funding levels. When finally adopted and signed into law by President Bush, SAFETEA-LU delivered on most of what the APA Reauthorization Task Force hoped it would accomplish. Perhaps equally important, the new law failed to roll back many key provisions we believed were threatened, such as flexibility in funding, CMAQ, the Enhancements program, Transportation and Community and System Preservation (TCSP) program, and proportion of funding for transit.

The law with a name no one will ever use (Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users), delivers \$286.4 billion for surface transportation through 2009. SAFETEA-LU essentially maintains the structure and funding balance established in ISTEA and continued in TEA-21. The new law extends the five current so-called core programs and adds a new core program. The six programs are interstate maintenance (IM), national highway system (NHS), surface transportation program (STP), bridge and bridge maintenance, congestion mitigation and air quality (CMAQ), and the new highway safety improvement program (HSIP). The law provides an 80:20 ratio of highway to transit spending, a level similar to TEA-21. It also gradually raises the guaranteed rate of return of gas taxes to the states up to 92 percent, less than many states hoped to achieve with a higher total funding package.

APA's Task Force outlined a platform for Reauthorization that largely has been fulfilled. We sought a higher level of planning funds for the nation's metropolitan planning organizations, and the new law includes a modest increase from 1 to 1.25 percent of the core program funding levels. Along with the additional PL funding come changes in the planning process, such as a four-year cycle for MPO LRTPs in non-attainment areas. They may seem minor but some of the new public participation requirements, statewide safety plans, and coordination with natural resource plans could prove important.

We argued the need to ensure that increases for highways do not come at the expense of other transportation programs by keeping the ratio of highways to transit funding stable. This was accomplished. We fought for an expansion of the New Starts program and not increasing the local funding match requirement. Although Congress added "congestion reduction benefit" as a criterion, it did preserve the federal funding share at 80 percent, and expanded the program with \$46 billion in additional transit funding, a portion of which will go toward a new "Small Starts" transit program. Small Starts supports transit projects with a federal New Starts share below \$75 million (total costs cannot exceed \$250 million). The program will primarily benefit streetcar, trolley and bus rapid transit projects. Small Starts will be funded at \$200 million per year beginning in FY 2007.



see "Reauthorization", page 6

*Chair, continued from page 1*

Thanks to all the planners who submitted excellent proposals. Our by-right sessions are as follow:

- Session 1: Sustainability in Public Transportation

Public transit, with its social, environmental, and economic benefits, is typically an important component of any sustainable development program. While public transit offers many intrinsic benefits, these benefits are greatly enhanced when public transit properties integrate sustainable concepts into their daily activities. This session will discuss sustainable design practices and their social, environmental and economic benefits.

- Session 2: Planning it Safe

A number of strategies are being implemented across the nation to reduce the human and economic costs of motor vehicle crashes. One initiative focuses on the explicit consideration of safety in the traditional transportation planning process. Implementation is supported by a broad-based coalition of transportation agencies and professional associations known as the Transportation Safety Planning Working Group.

**Airports Committee**

The Airports Committee, chaired by Dan Wong, with plenty of help from Whit Blanton and Larry Fabian, remains very active. Presentations were held at the ACI-NA Environmental Affairs Committee meeting in Toronto on September 18, and the FAA Airport Compatibility Planning Committee meeting in Washington DC on September 28. Both presentations addressed the Airports in the Region (AIR) Initiative.

**Membership Committee**

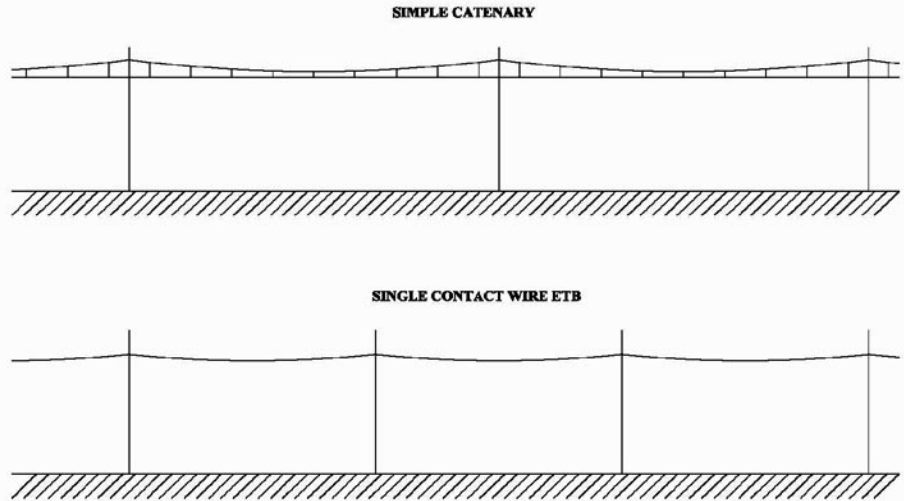
Noel Comeaux has agreed to chair our Membership Committee. You'll be hearing from him shortly regarding efforts to grow TPD's membership to "2,006 in 2006".

*continued next page*

*Fixed Guideway, continued from page 2*

develop, as DC motor technology was best suited for propulsion in the early days of electric rail systems. In Connecticut, third rail systems have not been installed since 1905, when legislators first requested their removal due to safety concerns. Unless the system is grade separated (fenced in or not accessible to pedestrians), third rail is not considered an acceptable option there.

It can be debated whether catenary systems used for light rail vehicles are more visible than the single wire ETB systems used for streetcars and trolley buses. Urban planners have gen-



erally preferred the single wire system when minimizing the visual impact of wires is critical. Simple catenary systems have two wires (generally consisting of messenger and contact wires) compared to one on the ETB system.

There is a trade off, however. More poles are required to mitigate sagging problems on ETB systems, as Figure 3 and Figure 4 demonstrate.



**Figures 3 and 4 – At left is an example of a visually unobtrusive single contact wire (ETB) streetcar system in Portland, OR. The photo at right is of Essex Street in Jersey City, where the Hudson Bergen Light Rail line runs in two directions. It is a single wire OCS (cross cabling is support wire to reduce sagging). It also shows the dedicated Light Rail Vehicle lane at left; the right lane is mixed use traffic.**

The poles' attractiveness can be improved through urban design, as the single contact wire streetcar system in New Orleans demonstrates (see Figure 5, page 9).

It is essential for planners to fully consider the problem they are trying to solve before making a final decision regarding type of electrification system. As an example, the Hudson Bergen Light Rail System in Jersey City, NJ, has portions of the system with a traditional simple catenary system and a small portion with a single contact wire ETB system. Where there is single contact wire, there are a significant number of poles and support cable wires. The decision

*see "Fixed Guideway", page 9*

## Airports – Their Importance and Future

By K.L. (Dan) Wong, AICP MITE and Michael Callahan, MUEP

In reviewing the near continuous stream of news footage and photos from the areas stricken by Hurricane Katrina, many Americans were afforded the opportunity to view airports in a different light. For those in the New Orleans metropolitan area, the Louis Armstrong New Orleans International Airport, though damaged from Hurricane Katrina, became a lifeline for desperately needed assistance of both personnel and supplies from throughout the nation, and a symbol of hope for those survivors who were looking to be reunited with loved ones away from the hurricane-ravaged areas.

As a practicing airport transportation planner for a number of years now, I note that in a large number of North American communities, NIMBYism is very much alive and well with a significant percentage of the population, including a number of urban and regional planners, generally seeing airports as undesirable neighbors that should be located well away from even moderately populated areas. In addition, airports have traditionally been seen and managed as islands relatively independent from the regions they serve with airport administrators selected mainly on their aviation experience or airport business expertise.

The experience shown by the aftermath of Hurricane Katrina is that a well-operating airport is crucial to providing essential services to a region beleaguered by a major calamity, and will be required to perform numerous tasks as the New Orleans metropolitan area is rebuilt over the next few years. What is not obvious is that commercial airports have increasingly become *the* primary gateway for the region and a major economic center for the region as they provide on- and off-airport employment opportunities and provide transportation and other services to local residents, as well as business travelers and tourists visiting the area.

Given technological changes in aviation (e.g., the introduction of the 555-seat Airbus 380 aircraft), and the increasing importance of airports given current travel behaviors in the regional, national and world economy, many airport administrators are constantly wrestling with increasing capacity and services, as well as meeting increased security requirements, within an existing airport infrastructure that may already be well over its design capacity. A number of attempts by airport administrators to meet our nation's increasing demand for airport and aviation services through expansion programs have been stymied by lawsuits brought by those people and/or organizations in the region who may be impacted by the airport but yet contribute,



Louis Armstrong New Orleans International Airport



through their travel behaviors, to demand for increased airport capacity and services. In the end, many major airport projects are either cancelled or delayed for years.

The American Planning Association (APA), through its Division's Council, has initiated the comprehensive "Airports in the Region" (AIR) initiative to address balancing the need for airport improvements with the needs of the environment and other regional concerns identified by government leaders, the public, and professional organizations. APA is working with airport and aviation-based organizations (e.g., Airports Council International — North America and American Association of Airport Executives), government agencies (e.g., Federal Aviation Administration and Environmental Protection Agency), and na-

*Chair, continued from page 4*

### TPD Newsletter

On a final note, the March 2005 issue of the TPD Newsletter was our first to be distributed electronically, and the June 2005 issue was, I believe, one of our best issues ever. Ruth Fitzgerald, Newsletter Editor, is to be congratulated for once again assembling a newsletter that is second to none.

— Larry Lennon  
TPD Chair

see "Airports", page 8

*Reauthorization, continued from page 3*

APA pushed for a national Safe Routes to Schools program, which is included in the new law, backed by funding and programmatic requirements. As a component of the law’s emphasis on safety, the initiative will receive \$612 million over the life of the law to make it safer for children



to walk or bicycle to school. Funding for Safe Routes to School will be distributed to states in proportion to the number of primary and secondary school students in each state. Communities will be able to use the funds to fix hazards and slow traffic on roads, pathways or trails near schools while increasing safety through focused enforcement and education programs. Each state is being directed to create a position of a Safe Routes to School coordinator. Each state must set aside between 10 and 30 percent of its Safe Routes allotment for non-infrastructure activities to encourage walking and bicycling.

We did not get everything we desired in the bill. Missed opportunities included funding for a stormwater mitigation (2 percent of a state’s STP funds be set aside for stormwater mitigation related to transportation projects) and a provision to create complete streets (adequate facilities for all users, e.g., walking, cycling and transit). Conformity determinations will be required less frequently – at least every four years instead of every two years. Additionally, the law allows for a shorter planning horizon over which conformity must be demonstrated.

Finally, as we all know from experience, the law itself is just the start. Federal rulemaking is next on the agenda. TEA-21 never had a set of rules enacted, essentially maintaining those adopted for ISTEA in the early 1990s. Given the change in administrations, the new rulemaking process is likely to be significant, particularly in terms of environmental and natural resource impacts. We can expect to see a variety of new regulations and guidance in the wake of passage. The Federal Transit Administration is planning a national series of “listening sessions” to get input on regulations, but APA staff has heard that we could see new guidance on some topics as soon as this fall.

Thanks to the help of many TPD members, APA was an important, independent voice in the Reauthorization debate. We will remain active as rulemaking proceeds, and TPD members will likely be called upon for their expertise and perspective. For more information, go to [www.planning.org/legislation](http://www.planning.org/legislation) for summaries and the full text of the new law.

*Whit Blanton, AICP, is immediate past chair of the APA Transportation Planning Division, and serves on the Executive Committee of the APA Divisions Council. He is vice president and founding principal of Renaissance Planning Group in Orlando, Florida, and has been practicing as a transportation planner for 18 years. He can be reached at [wblanton@ciesthatwork.com](mailto:wblanton@ciesthatwork.com).*

“...the new rulemaking process is likely to be significant, particularly in terms of environmental and natural resource impacts.”



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## The Twain Is Meeting – At The Airfront

By Larry Fabian, TPD Secretary

The professional focus of Airports Council International (ACI) is to run safe, efficient, and user-friendly airports. ACI is headquartered in Geneva, but operates primarily by large regions. ACI-North America has its own events and programs, including annual meetings. This year's was in Toronto in early September, and Dan Wong and I had the privilege of representing APA at the meeting of their Environmental Affairs committee.

ACI-NA is in outreach mode, searching for allies in their airport-focused mission. They often perceive FAA programs and priorities as dominated by the airlines, not airports and the general public. As a result, they have taken great interest in TPD's new focus on the role of airports in their metropolitan regions or even larger airsheds.

Airport folks are very wary of planners – whether from city, suburb, or region. Their past is scarred with battles over aircraft noise, land takings for runway expansion, and the often hostile opposition of surrounding communities to airport expansions. The FAA has a new program dealing with issues of “land use compatibility” that really derive from these incompatibilities. Focused on their buildings and land and their own environmental impacts, airport staff tend to see the growing commercial district outside their fence as the concern of others. It is for us – the land use, environmental, and economic development planners – to analyze the benefits of aviation and their implications for positive land use planning that optimizes the interface of regional economics and aviation.

In close collaboration with other APA divisions, we are starting a survey of MPO practices, policies, and case studies relative to airfront districts. Hopefully, this will provide a means for continuing cooperation with ACI.



**Attention:  
Faculty!!!**

## Student Paper Competition

**Deadline for Submissions: Wednesday, February 1, 2006**

The Transportation Planning Division is looking for outstanding student papers on current transportation planning or policy issues. Our purpose is to recognize and reward work completed for courses in accredited masters and undergraduate planning programs. Please nominate and encourage your students to participate in APA's student paper contest. Winner will be announced at the APA National Conference in San Antonio in April.



**The Prizes:** Awards of **\$600** and **\$400**

Two awards will be presented: one for the best master's student paper with a \$600 prize and another for the best undergraduate paper with a \$400 prize. Winning papers (or summaries) will be published in TPD's newsletter. The TPD may also submit full versions of the winning paper for peer review and possible presentation at the Annual Meeting of the Transportation Research Board and for publication in APA's *Planning Magazine*.

For more eligibility information, please visit <http://www.apa-tpd.org/> and click on "Paper Competition".

Send submissions to: Ruth L. Steiner, Department of Urban and Regional Planning, University of Florida, 431 Architecture Building, P. O. Box 115706, Gainesville, FL 32611-5706; Phone: (352) 392-0997, ext. 431; Fax: (352) 392-3308; e-mail: [Rsteiner@ufl.edu](mailto:Rsteiner@ufl.edu)

## Updating Or Changing Your E-mail Address?

We are distributing the *Transportation Planning* newsletter electronically! Thus, it is essential that TPD members **keep their e-mail address in their APA record up-to-date**. All division members can now access their APA profiles and make changes online. These changes become effective **immediately** - mailed or faxed changes requiring manual entry will take longer to appear. To access your APA profile go to [www.planning.org/myprofile](http://www.planning.org/myprofile). Enter your APA ID (from *Planning* magazine mailing label or invoice) and password (click on "create a new password" if you've forgotten it or do not have one). Send a message to [Webmaster@planning.org](mailto:Webmaster@planning.org) if you need assistance. **DON'T DELAY – DO IT TODAY!**

URGENT  
URGENT  
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*Airports, continued from page 5*



tional neighborhood and community organizations to recommend policies that both facilitate cooperation between airports and adjacent “airfront districts” while increasing the awareness of airports as a region’s gateway and emerging economic development center. Through the Planners Advisory Service (PAS), APA will be assisting planners and other interested parties better understand and anticipate the future demand for air transport while protecting natural and cultural resources. In addition, this process would help improve airport compatibility planning and encourage regional planning organizations to incorporate airports into regional emergency, land use, and transportation plans.

In conclusion, it is clear that new practices and policies are now needed to foster the emergence of airports and their surrounding “airfront districts” as regional gateways and economic centers, and balance infrastructure improvements to meet the nation’s continued demand for air transportation with regional environmental, transportation, and other concerns.

“...new practices and policies are now needed to foster the emergence of airports and their surrounding “airfront districts” as regional gateways and economic centers...”

These new practices and policies require the development of open forums such as APA’s AIR initiative, whereby all stakeholders can come together to develop “win-win” solutions that will result in new and more integrated policies and practices. The US must develop and implement new policies and practices that effectively incorporate the nation’s demands for domestic and international air transport while ensuring that airports, communities, and regions adopt sustainable development practices and retain the flexibility to effectively handle regular occurrences of fast developing catastrophes such as the Gulf Coast has recently experienced with Hurricane Katrina.

*K.L. (Dan) Wong, AICP MITE is Chair of the American Planning Association (APA) – Transportation Planning Division’s Airports Committee and has been a practicing transportation planner since 1984. He is Senior Transportation Planner at San Francisco International Airport. He can be contacted at [dan.wong@flysf.com](mailto:dan.wong@flysf.com).*

*Michael Callahan is a Senior Aviation Planner and Environmental Project Manager with Parsons Transportation Group (PTG). He is a member of the Program Planning Group, working for the joint venture company Parsons Management Consultants (PMC), supporting the Metropolitan Washington Airports Authority (MWAA) at Washington Dulles International Airport and Ronald Reagan Washington National Airport in Washington, D.C. He can be e-mailed at [michael.callahan@parsons.com](mailto:michael.callahan@parsons.com).*



**Attention ALL Members!!!**

## 2,006 in 2006

### Transportation Planning Division – Membership Drive!

TPD is undertaking a creative drive to increase our membership. Our new membership committee will be led by Noël P. Comeaux, AICP. Preliminary ideas range from reaching out to other transportation professionals (e.g., freight rail and maritime industry personnel). to having TPD polo shirts!!!

We are looking for volunteers to help with:

- Survey – develop one to current members to understand additional needs
- Outreach – professional and public organi-

- zations as well as private firms
- Conferences – booth set up and attendance
- Ideas –think of creative ways to draw more members
- Annual student paper competition – assist with coordinating the request for and evaluating essays
- Writer – develop occasional articles highlighting existing members, or even a current issues or “gossip” column.

If you are interested, please contact Noël at [ncomeaux@clarknexsen.com](mailto:ncomeaux@clarknexsen.com). Thank you!

*Fixed Guideway, continued from page 4*

to install the single contact wire was intended to reduce the “wire clutter” overhead. While it eliminated some of the “wire clutter” in the air, did it really improve on the system’s aesthetics? System costs were virtually the same, and it can be argued there was no appreciable difference in aesthetics, as Figure 4 suggests.

**When Electrification Makes Sense**

There are a number of reasons why planners should consider electrified rail and transit systems in fixed guideway corridors. The primary reasons include:

- Improved operating efficiency and reliability of the mass transit system
- Elimination of particulate emissions and reduction in noise
- Adherence to environmental regulations in mass transit tunnels
- Improved travel times and better acceleration and deceleration capabilities of equipment allows for shorter trip times
- Closer spacing of stations permitted thereby serving more passengers

Other benefits can include:

- Less vehicle maintenance with no on-board diesel or gas engine
- Elimination of liquid or gas fuel storage and fueling stations
- Ability to access a diverse fuel supply via varied electric generation sources

**Average Costs**

A significant obstacle to implementing a fixed guideway electrification system is cost. A simple guide to assess and compare potential electrification costs is the cost per mile. The lowest price system is typically the electric trolley wire system used for streetcars, but the cost difference for other types of systems can be very little depending on the project and location. What is most important to recognize is that not all costs compare easily, as different elements are included in each cost estimate. Here are some estimates of the cost of electrification from recent studies and/or projects:

- Estimated cost to electrify 27 miles of the existing single track commuter rail line from Danbury to South Norwalk, Connecticut, is approximately \$70 million, or \$2.5 million per mile in FY 2005 dollars (this includes a contingency and construction management costs)
- Cost to design and install high speed rail electrification system from Boston, MA to New Haven, CT (primarily two track mainline railroad) was approximately \$2 million per mile (contract cost) but nearly \$4 million per mile (according to the federal auditor’s review)
- Cost to install single contact wire system for the Portland, Oregon, streetcar: approximately \$850,000 per mile.

*Our next issue will conclude this article, which ends with an in-depth look at the environmental considerations of Fixed Guideway electrification.*

*Stephen Gazillo, AICP, is Project Director for Transportation Planning at Washington Group International (WGI). The author wishes to thank colleagues from WGI (especially Stan James, David Chase, Bill Salwocki and Tim Holland), David Ernst of KM Chng Environmental, and John Marczewski of Energy Initiatives Group (EIG), for their technical assistance in the preparation of this article. Mr. Gazillo can be reached at [steve.gazillo@wgint.com](mailto:steve.gazillo@wgint.com).*

**New Personal Rapid Transit (PRT) Stirrings**

TPD members are invited to attend the next working meeting of the Advanced Transit Association. It will explore plans for Personal Rapid Transit applications, standards, and trends. PRT is a form of high-end automated people movers that function more like automated taxis than limited linear conventional guideway transit. The meeting will take place Sunday, January 22nd at Booz Allen Hamilton offices in McLean, Virginia. This is right before the TRB Annual Meeting. TPD members qualify for the same discount as ATRA members — \$25 (instead of \$40 for non-members). To register, visit [www.advancedtransit.org](http://www.advancedtransit.org) or send a check for \$25 to ATRA, PO Box 220249, Boston, MA 02122-0013.



**Figure 5 – New Orleans streetcar with decorative lamps on poles**

"Remember the Alamo!"

...but don't forget to mark your calendars for APA's National Planning Conference in San Antonio, April 22-26, 2006



# CALL FOR PAPERS

44<sup>th</sup> International Making Cities Livable Conference on  
“True Urbanism & Healthy Communities”  
Santa Fe, NM, May 18-22, 2006

Co-organized with the **University of Notre Dame School of Architecture**

Please send a 200-250 word abstract to:

Suzanne H. Crowhurst Lennard Ph.D.(Arch.)

Program Committee Chair

IMCL Conferences

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**Deadline for submission: December 20<sup>th</sup>, 2005**

For more information, see [www.LivableCities.org](http://www.LivableCities.org)

### Topics include:

Principles of true urbanism \* The built environment & health \* Regional planning for the healthy city \* Community participation & democratic planning \* Urban fabric, social life & healthy communities \* Traditional town planning & civic values \* The challenge of multi-cultural cities \* Transit-based planning \* From commuter suburb to mixed use neighborhood \* Transforming suburban malls into neighborhood centers \* Reviving America's town squares \* Making places for civic engagement \* Defining ecological & social sustainability of the city \* Child & family friendly communities \* Village style development \* Infill v. greenfield development \* Containing suburban sprawl \* Teaching urban planning for healthy communities

# TRB:

**Mark your calendars:**

**JANUARY 22 - 26  
2006**

**Please join us for our  
upcoming TPD business  
meeting and reception at  
TRB!**

**Date, Time and Place  
to be announced in the  
January newsletter and  
on the TPD Website  
([www.apa-tpd.org](http://www.apa-tpd.org))**

