Security in Public Transit

By Laynie Weaver

On September 21st, only two and a half months after the July 7th suicide bombings in London's mass transit system, a room full of WTS members and guests gathered to hear what the area's leading transit security experts had to say about best transit practices, tactics and technologies. David Gaier, security consultant, journalist and moderator of the WTS-GNY program Security in Public Transit, posed the questions, "Can we actually make our systems and riders more secure, at any price? Can we do this while maintaining current levels of service, schedules and ridership numbers?" The responses of security experts Craig Stewart, Chris Kozub, Mohsen Jafari, and Frank O'Hare were extremely eye-opening.

Craig Stewart, chief officer of New York City Transit Department of Subways–Capital Programs, pointed out that while there are basic steps for tightening security, there are also obstacles to their implementation, namely budgets, or lack thereof. Ensuring that passengers are safe is of utmost importance, but if ridership is lost because service was compromised for security reasons, then an agency is defeating its purpose. According to Stewart, improving transit security is a costly process. Not only do funds need to be allocated for the initial purchase and installation of equipment, like closed-circuit television, funding must also be provided for staff to continually operate and maintain this new technology. For many agencies, budgeting for security is reaction... continued on page 2

FROM THE PRESIDENT'S DESK

I am happy to report a busy summer and fall for the Greater New York Chapter members and guests! In this newsletter, we have articles covering all of these wonderful activities – from the introduction of our new and very successful 'Network Connection' lunches in August; the planning for our Annual Awards Dinner in full swing during this last quarter; several well-attended workshops on professional development topics; an important panel discussion on transit security; our Mentor program summer cocktail party; the application and selection of our three scholarship recipients – not to mention regular Committee meetings and the pending election of your new Board for 2006-2008! I hope that you have had the opportunity to participate in some of these programs. If not, I would like to hear what might interest you as a member to ensure that we are building our services and programs around our members' professional development needs and interests.

As you will see from the wonderful pictures included in this newsletter, the 2005 Annual Dinner Awards program was a great success – to quote a guest, there was 'a great vibe' – and I want to take a moment to thank our very hard working Annual Awards Dinner Planning Committee, under the able leadership of Gail... continued on page 13
ary and based on recent events and attacks to other transit agencies. If transit security aims to be more effective, budgets dedicated strictly for security will have to be established.

Chris Kozub, associate director of Workplace Safety and Security at the National Transit Institute (NTI), suggested a potential, cost-efficient solution to Stewart’s budget woes. Kozub advocates tapping into a security system already in place...front-line transit employees. NTI training programs teach and encourage employees to be the eyes, ears and mouth of their transit agency. Kozub explained, “We are not making bomb experts out of employees. We are giving them basic skills to identify and recognize suspicious behaviors and objects, and the confidence to trust their own intuition. It’s about observation and reporting.” While all transit agencies in the U.S. may not be able to take advantage of the free training courses because of budgeting or scheduling constraints, NTI also produces materials including CD-ROMs, videos and pocket guides that may be used as guide-lines for prevention and response to terrorist attacks.

Mohsen Jafari, PhD, professor of Industrial and Systems Engineering at Rutgers University, brought up a very real concern outside the realm of transit. He discussed the present structure and preparedness of emergency healthcare providers and hospitals. “We are not proactive and we do not think abnormally. We have to be smarter than the terrorists and smarter than Mother Nature,” explained Mr. Jafari. Currently, health facilities are unable to handle a mass emergency situation, but are making progress to better preparedness, such as running hospital evacuation drills. In addition to supporting traditional emergency solutions, he encouraged the exploration of innovative engineering solutions to help detect, prevent, react and recover from emergency situations. Ideas such as “smart buildings,” or structures which supply building information to first responders, can help emergency teams better prepare for entry and rescue.

Frank O’Hare, retired deputy inspector of the New York City Police Department Transit Bureau and president of O’Hare Security Specialists, reiterated that being proactive is definitely a step in the right direction. He commented that for preventive measures to work best, it is critical to “develop more intelligent systems” and implement “an eyes and ears program.” He also recognized that no matter how advanced our prevention techniques are, it must be understood that emergencies will still exist, and a coordinated emergency system is vital for a successful response. The National Incident Management System is a system that “everybody should be trained in,” said Mr. O’Hare, who travels around the country training police and fire departments, as well as transit agencies, in the use of this system. “It’s a system that relies on all departments and agencies communicating and working together. It’s a system that works.”

One sentiment was shared by all the panelists concerning terrorist attacks on U.S. transit systems, “it’s not if, it’s when.” It is inevitable that an accident or attack will slip through the cracks of a transit security system. The attendees departing the Security in Public Transit program that evening took with them an element of insecurity about transit. But that is what security is, it’s thinking abnormally, heightening awareness, responding appropriately and communicating clearly. Can we make our transit systems more secure as we maintain their service? Absolutely! Is it easy to do? Absolutely not!
Honoring Today’s and Tomorrow’s Leaders

By Daniella Bernet

On a drizzly October night, WTS Greater New York Chapter members and industry leaders gathered at Bridgewaters in Lower Manhattan to pay tribute to Janette Sadik-Khan, the 2005 Woman of the Year, and this year’s three scholarship winners.

In his role of Master of Ceremonies, Bill Millar, president of APTA, set a lighthearted tone for the evening as he commenced the festivities with the announcement of this year’s scholarship recipients: Tra Vu, Dorothy Morallos and Neha Mittal.

“We are here tonight to recognize these women as the future of the transportation workplace,” he said.

Tra Vu is a Polytechnic University student simultaneously pursuing a B.S. in Civil Engineering and a M.S. in Financial Engineering. She is an active member of professional engineering societies and plans to work in the private sector as a transportation finance consultant.

Dorothy Morallos is completing a dual degree program at Rutgers University in Civil Engineering and Urban Studies. Her interest in transportation led her to internships at the Georgia Department of Transportation and the Transportation Section of the Monmouth County Planning Board. Eventually, she would like to put her transportation knowledge to use in the public sector or academia.

Neha Mittal, a doctoral student in Transportation Engineering at Rutgers, holds a bachelor’s degree in Civil Engineering from Gujarat University, India, and a master’s degree in Transportation Engineering from Rutgers. Over the past three years, Neha has been involved in several prestigious projects sponsored by the New Jersey Department of Transportation and Federal Highway Administration. She has co-authored many articles and was the driving force behind the establishment of an Institute of Transportation Engineers’ student chapter at Rutgers. She was elected the first vice president of the chapter. In addition to the WTS scholarship, Neha will receive a $1,000 scholarship from the Urban Transportation Research Center.

From transportation’s future, Millar turned to the present and this year’s Woman of the Year, Janette Sadik-Khan. “Janette is the consummate professional – smart, tough, a great negotiator and a true New Yorker. She is an excellent role model for any young woman, any young man, anyone really,” he said.

Currently, Janette is senior vice president at Parsons Brinckerhoff. She serves as PB’s U.S. transit industry director and on the company’s Management Committee. She was the founding president of Company 39, a communications consulting company that provides advanced computer graphics and communications tools for over 500 projects worldwide.

Prior to joining PB, Janette was the deputy administrator at the U.S. Department of Transportation. As the agency’s chief financial officer she oversaw the DOT’s $4 billion annual capital construction budget and developed an innovative finance program. She also served as director of the Office of Policy, where she initiated the agency’s Arts in Transit program. At the Federal Transit Administration, she oversaw continued on page 4
Janette was also director of the Mayor’s Office of Transportation for New York City under David Dinkins and has held the posts of Special Counsel to the Commissioner and Legislative Director at the New York City Department of Transportation.

Janette holds a B.A. in Political Science from Occidental College and a law degree from Columbia University. She is a member of the New York Bar.

To give a greater insight into Janette and her accomplishments, Millar read tributes by Tom O’Neill, PB’s chairman and CEO and the one who hired Janette, and Chris Boylan, the Metropolitan Transportation Authority’s deputy executive director of corporate and community affairs.

“Janette loves her family and loves transportation,” Millar quoted from O’Neill’s comments. “After eight and a half years at PB, I’ve seen her struggle to balance her professional obligations with her family obligations. You don’t get to be Woman of the year without a dedication to your job and the industry.”

“I worked with Janette when I was at the NYCDOT and she was Dinkins’ transportation policy director,” Millar cited Boylan. “She negotiates the best deals.” He went on to describe how Janette was instrumental in negotiating the transfer of control of the City’s paratransit program to the MTA. “She doubled the MTA’s commitment to the program.”

“Janette is an example of how far women have come in transportation,” Boylan commented. “You can’t be a success in life or in business, if you don’t pay attention to the other person. Janette pays attention.”

Before allowing the honoree to step into the spotlight, Millar concluded, “It’s been a pleasure to share the evening with Janette and the tremendous things she’s accomplished. We all need mentors. We all need people we can look up to.”

“I feel indebted to the women who preceded me,” Janette said as she took center stage. “Thirty years ago, there were no visible women leaders in transportation. It was an old boys’ network. But, people underestimated the determination of our early pioneers.”

“WTS acts as a support system and gives you a sense of community. When I moved from New York to Washington, DC, I had an instant network. That’s why WTS is so unique and so special.”

Janette described how she entered the transportation field. She did not get in the traditional way. “I’m not an engineer. I’m a lawyer, but I was lucky when I started at the NYCDOT because I worked with smart, talented people like Lou Riccio. He was a great teacher. He was always doing new things and had the power to get things done.”

When she moved on to the FTA, she felt a great sense of achievement because she was able to change things at the federal level that had bothered her at the local level. “Mort Downey was an icon as a boss. It was an incredible learning experience.”

And now, at PB, she is proud to see that the company is a strong supporter of women in the industry and WTS. “Tom [O’Neill] gave me the opportunity to work on the biggest, most exciting projects and the opportunity to be the first woman president of an operating company at PB.”

“One of our most important challenges is to develop the next generation of women in leadership positions,” Janette explained. “With the support of my co-leader, Maxine Finkelstein, we raised the most money for the WTS Leadership Program. The majority of the WTS National Board are graduates of the Greater New York Chapter’s Leadership Program.”

Although the program has had 70 graduates, she said that “we need more.”

“We’re all responsible for reaching down and bringing up the next generation. We all have to look for opportunities to make a difference, to improve people’s lives every day.”

Diversity Divas: on left, Cheryl George, MTA Assistant Director, WTS-GNY Diversity Chair, and Sylvia Isabel, NYCT Corporate Communications, WTS International Diversity Co-Chair; WTS-GNY Director.

Friends of WTS/GNY

Our sincere thanks to the following companies who provided in-kind services for the 2005 awards dinner:

- Amman & Whitney
- B. Thayer Associates
- Donna Walcavage Landscape Architecture & Urban Design
- General Contractors Association of New York, Inc.
- Studio L’Image, Graphic Design

- Dédi Gonga, Barbara Spencer, Janette Sadik-Khan, Martha Walther, Pippa Woods.
1. WTS is primarily a professional development organization, providing opportunities for its members to learn, grow and achieve success in their respective organizations. However, WTS is also a place to make lifetime friends, learn new skills, get advice and network. Because WTS is a multi-modal professional organization (very unique among associations), it lends itself to soliciting all points of view when analyzing a situation and developing recommendations. The skills that WTS members gain and the relationships that are developed are then brought back to DMJM Harris and put to work on behalf of our company.

2. We’re proud that DMJM Harris provides one of the best examples in the industry of “walking the walk” – the recent naming of WTS member Jane Chmielinski as the president and COO of DMJM Harris. Jane has been an active WTS member over the years and participated in several chapters, currently Greater NY and Los Angeles. She exemplifies someone who has not only worked her way through the ranks of our industry and proven herself capable of leadership, but has actually been given the opportunity to put her talents to work in the top role of this major transportation company. Jane is one of the first women ever named to head a transportation, A/E firm of this size and will bring her inclusive management style to furthering the professional development and diversity of DMJM Harris specifically, and the industry as a whole.

3. DMJM Harris and its parent company, AECOM Technology Corporation, are involved in all of the above named activities.

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4. DMJM Harris provides a full range of professional services through its business lines: Transit/Rail, Highway/Bridge, Marine, Airport, Energy, Planning and Design-Construct.

5. Since 1927, Frederic R. Harris, Inc. was a leader in mass transit, highways and bridges, ports and harbors, airports, water resources and energy management. Some high-profile Harris projects included Puerto Rico’s first and only Urban Transit System called Tren Urbano, Boston’s Central Artery Tunnel, and the Interstate 95 Roadway access at the Philadelphia International Airport.

   In 1946, Daniel, Mann, Johnson, and Mendenhall (DMJM) became the first integrated engineering/architectural firm in the western United States. The same firm that designed the launch pads for John Glenn’s first orbital flight also did the Baltimore Metro System, South Korea’s Dangsan Bridge, Turkey’s Atatürk International Airport Terminal, and the Pentagon.

   Frederic R. Harris, Inc., DMJM Infrastructure and Holmes & Narver came together in 2001 to form DMJM Harris, which now consists of a multidiscipline staff of 2,200 engineers, construction specialists, and other professionals in more than 50 offices. A part of the AECOM family of companies, DMJM Harris remains atop Engineering News-Record’s list of leading Transportation and Infrastructure firms.

6. We see a shift toward a reenergized transportation industry, especially with the passage of the long-awaited SAFETEA-LU federal reauthorization bill and various other state and local transportation bond issues. We are gearing up to meet this expected demand by providing a full service experience for our clients and by developing unique public-private partnerships for financing and implementing transportation infrastructure improvements.

7. Our number one exciting personnel news at DMJM Harris was the October 1, 2005 appointment of Jane Chmielinski to the position of president and chief operating officer. We’re anticipating that Jane will gather a strong management team to support her vision, and include diverse representation at all levels. One immediate appointment Jane has made is that of Laurie Gutshaw as Chief of Staff/Office of the President. Laurie is the current Chair of the WTS International Advisory Board and brings to her new position at DMJM Harris strong experience in the management and administration of a large organization having served as Chief of Staff to New Jersey DOT Commissioner James Weinstein.
   From a project point of view in the Greater New York region, we have:
   **Second Avenue Subway**
   **Client:** New York City Transit Authority (NYCTA) – Metropolitan Transportation Authority (MTA)
   The joint venture DMJM Harris-Arup is responsible for the preliminary engineering of the brand new 8-1/2 mile, 16 station Second Avenue Subway rail system traveling along Manhattan’s east side from 125th Street to Hanover Square. It includes connections to existing subway systems, a transfer to the Metro-North Railroad, and has connections to the existing bus system at nearly every stop. The major aspect of the project will be the creation of a tunnel for the length of the underground system.
   **World Trade Center PATH Station**
   **Client:** Port Authority of NY and NJ (PANY&NJ)
   The Downtown Design Partnership, a joint venture between DMJM Harris and STV, in association with world-renowned architect Santiago Calatrava, is designing the Permanent World Trade Center PATH Terminal. The station will be located on the hallowed ground of the World Trade Center Complex. This post-9/11 revitalization project will include a terminal that can serve over 250,000 daily passengers, and millions of expected annual visitors. Impressive details include state-of-the-art safety and security enhancements, seamless weather-protected underground walkways, and connectors to the future location of 10-million-square-feet of commercial development, as well as 400,000 square-feet of retail development.

Gilbert Tweed Associates, Inc.

1. WTS is a highly effective networking, educational and business-oriented organization that fosters the careers and professional aspirations of the women who are its members. Additionally, it is a key asset for employers and their boards of directors in the recruitment, training and development of highly successful female engineering and technical people. As president of a woman-owned executive search firm specializing in transportation, we are heavily engaged in the support of WTS, in return for the support it provides all of us. As the chair of the Greater New York Chapter Advisory Committee, I am heavily involved with the WTS mentoring programs, and I know that I get as much back as I give on behalf of all of the programs.

2. Gilbert Tweed Associates, Inc. is a strong supporter of the role of women and minorities in the transportation and engineering sectors. As a senior advisor to the mentoring program, I have found that the time I spend with the women in the program benefits me as much or more than it does them. Not only are they bright, capable and interesting, they have also, on occasion, become candidates for some of my searches. We are proud to say that approximately 40 percent of the individuals hired through us in all searches are female or minority leaders and managers. Additionally, as a Director of the WTS...
Mineta Institute and of the TCRP TOPS committee, I have actively encouraged the study of the roles of women and minorities in our industry. Presently, there is a Benchmarking Survey on the roles of women and minorities in the transportation industry. Janette Sadik-Khan and I are panel members of the committee and instigators of the study.

3. My company is heavily engaged in consulting in the industry for both public authorities and suppliers. We have conducted many CEO searches at transit authorities; engineering and project management searches for both authorities and A/E firms. We are also highly active in the supplier community as search consultants. APTA has opened a strong channel of influence as well. A member for many years, I have served on the APTA Executive Committee and on many APTA committees. Named Outstanding APTA Business Member of 2001, I am a past Chair of the Business Member Board of Governors and continue to be active in that body. As a member of the Boards of the Mineta Institute, the NTI Board and a member of the faculty of the Eno Leadership Council, I continue to take an active role in policy formation and in education of our industry members.

4. We are involved in all modes of ground transport, some highway and aviation as well.

5. Gilbert Tweed Associates, Inc. is a retained executive search firm founded in 1972 and owned by three women. We employ 29 people in the United States and 30 people in India. Our offices are located in NYC (headquarters); Massachusetts; Stamford, Connecticut; and in India in New Delhi, Mumbai and Bangalore. Over the years, we have conducted successful searches for the CEO’s of MARTA, MUNI, Golden Gate Bridge, Highway and Transit District and other prominent properties. We are presently working on a new search for MUNI, as the previous CEO has moved on to another property. For the U.S. Department of the Interior, we have also conducted successful searches for all the senior management of the Presidio in San Francisco including the Executive Director, the Chief Operating Officer and the Chief Financial Officer. We are now engaged in the search for the Director of Planning for the City of San Francisco, and I hope that some of our WTS colleagues may become candidates for that position. In the private sector we have conducted many searches and projects for such companies as Digital Recorders, Inc.; General Electric; Siemens; Sumitomo and other sponsor companies of WTS.

6. As the new SAFETEA-LU begins to come on line (finally), we believe that the industry will change in the following ways: Much heavier involvement in technology; much more focus on safety and security; much more competition for an ever shrinking work force, and finally, more need to recruit less traditional work force. All of this implies that the educational, compensation, recruitment and training programs will also change profoundly. The net effect is that all of us need to become much more aware that recruiting is only the beginning. What really matters is the retention of a highly sophisticated and well-educated workforce whose motivational and professional interests are far different from those of their predecessors. They will have and will need global experience as well as domestic exposure. They will be highly competed for, and we must be ready for them.

WTS is one channel for accessing, motivating and attracting such people. We must look to our programs to see that we are as effective as we can be.

7. Gilbert Tweed Associates is now in the process of expanding. With new Managing Directors in the offices mentioned above, we are now looking at the possibility of offices in Atlanta, San Francisco and elsewhere. We are already an international search firm with offices owned by us in India and partner offices throughout Europe, Asia and Australia engaged in search in transportation, infrastructure management, power and utilities, financial services, academic and not for profit and government search and consulting.

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Michael Baker Corporation

Richard T. Hallahan, P.E., President of Baker Engineering NY, Inc.

Michael Brescia, P.E., Vice President and Regional Office Manager

1. The answer is simple. WTS is a professional, personal network unparalleled in the Greater NY region, and serves as the most successful and influential instrument of professional and personal support in terms of education, professional development and peer networking opportunities. No other organization in the Greater NY region compares.

2. Baker actively seeks to hire planning and engineering professionals of diverse genders, races and ethnic backgrounds. Approximately thirty percent (30%) of Princeton employees are women, many of whom hold managerial and supervisory positions in the organization. As Baker Vice President Mike Brescia, P.E., recently noted at a company-sponsored “Ladies Lunch,” the company’s female employees are often high achievers. Baker’s New York office is a virtual smorgasbord of cultural, ethnic, racial and gender representation. Baker makes a conscious effort to utilize women-owned and minority-owned firms to complement our team on projects, whether or not mandated by the client.

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3. In addition to supporting the WTS, Baker is active in many organizations serving as officers and active members. Some organizations include:
   - NY ASCE
   - Society of American Military Engineers
   - Municipal Engineers of the City of New York
   - GISMO
   - NYS GIS Association
   - NYS Consulting Engineers Council
   - NYS Parking Association
   - American Society of Highway Engineers
   - NYS Society of Professional Engineers

Baker is also a solid member of the community actively supporting civic-oriented organizations including the Joint Urban Manpower Program (JUMP), Westchester County Chapter of the American Heart Association, American Cancer Society and others.

4. We are involved in all modes of transportation from busways and aviation to highways and bridges.

5. Founded in 1940 as an Engineering and Surveying Firm and publicly traded on the American Stock Exchange (AMEX:BKR), Michael Baker Corporation is a 4,200-person company with more than 40 offices across the globe and was ranked number 30 in ENR’s Top 500 Design Firms. Baker provides engineering and operations and maintenance expertise for public and private sector clients worldwide, focused on:
   - Transportation,
   - Environmental,
   - Facilities,
   - Water/Wastewater,
   - GIT/GIS,
   - Aviation,
   - Linear Utilities, and
   - Oil & Gas

Baker has been a major engineering presence in the greater New York area for over 20 years, with offices in Princeton, NJ, and Elmsford, NY. The firm’s most significant contribution to local transportation infrastructure is the design of the recently-constructed Route 21 Viaduct in Newark, NJ. Coined “The Gateway to Newark,” the viaduct provides a vital highway link between the City of Newark, the Newark Liberty International Airport and other parts of northeastern New Jersey via Interstate Route I-78 and Routes US 1 & 9, and US 22. It spans 18,740 feet and accommodates six lanes of traffic, soaring 70 feet above Amtrak’s North East Corridor Railroad lines and touching down in the midst of downtown Newark. The viaduct carries a heavy traffic volume originally estimated at 85,000 vehicles per day and projected to exceed 109,000 vehicles per day by the Design Year of 2015. Final design and construction of the project exceeded $250M.

In New York, Baker was on the resident engineering team for the reconstruction of I-87/I-287, approximately 2.5 miles of the NYS Thruway (I-87) and the Cross Westchester Expressway (I-287). This interchange is a critical link to the flow of peak hour traffic to/from the heavily traveled Tappan Zee Bridge, which serves over 135,000 vehicles per day between Westchester and Rockland Counties with an occasional peak at 170,000 vehicles per day. The highly visible $180 million project included extensive rock excavation; extensive maintenance and protection of traffic; roadway realignment/widening and reconstruction; reconstruction of 11 bridges; improvements to the toll plaza; and extensive community liaison activities.

Baker provides multi-disciplinary services to other metropolitan area clients including:
   - New York City Department of Transportation: High Bridge, New York City – In-depth inspection of NYC’s Oldest Standing Major Bridge
   - The Port Authority of NY and NJ: Call In Engineering Services on various facilities from 1989-2005
   - Westchester County Department of Public Works: Westchester County Airport Security Enhancements
   - New York City Department of

Environmental Protection: GIS Sewer Mapping for New York City
- New York State Department of Transportation: Resident Engineering of Three Bridges in the Bronx
- Baker has become a leading provider of Geographic Information Technology and Water Resources services to Federal and State clients. The company is currently working on a $750M contract to update the Federal Emergency Management Association’s floodplain mapping for the entire United States.

6. With the re-authorization of federal transportation funds, we will begin to see a rise in design projects and subsequently then see the same for construction over time.

7. Baker has just opened a full-service office in Newark, New Jersey to better serve our metropolitan clients.

Parsons Brinckerhoff

1. The Greater New York Chapter of the Women’s Transportation Seminar has been critical to generating support for essential transportation infrastructure projects, as well as promoting the meaningful participation of women in those projects. As a firm dedicated to the development of transportation infrastructure in New York, we appreciate the leading role of WTS-GNY.

2. Parsons Brinckerhoff (PB) believes in the value of diversity and is committed to achieving a workforce that is diverse in every respect. We have established several employee groups that advise senior management on issues of concern to women continued on page 9
and minorities. The Women’s Outreach Network, Black Professionals Network and Hispanic Resource Network undertake activities designed to promote the recruitment, retention and advancement of women and minorities. Our professional development programs — including the William Barclay Parsons Fellowship, the Henry L. Michel Fellowship, the Research & Innovation program, Technical Exchange Program, Practice Area Networks, Professional Publication of the Year, and Professional Growth Network (comprised of employees with fewer than 10 years of professional experience) — create an environment that encourages employees to excel and provides the support necessary to undertake cutting-edge research.

3. Parsons Brinckerhoff provides comprehensive infrastructure services, including program management, planning, engineering, architecture, construction management, and operations and maintenance. We also have industry-leading skills and business units dedicated to specialized areas such as management consulting, intelligent transportation systems and visualization.

4. Parsons Brinckerhoff is involved in all modes of transportation. Highways comprise our largest single market, but we are well known in the transit field through our decades-long and ongoing work for heavy rail systems like MARTA (Metropolitan Atlanta Rapid Transit Authority), BART (Bay Area Rapid Transit) and the Los Angeles Metro, as well as our contributions to most of the light-rail systems in the United States. We continue to provide traditional planning, design and construction management services for transit projects. But we are increasingly known for providing comprehensive program management and management consulting services, as well as advising clients on transit-oriented development and “place making.” We see the current interest in bus rapid transit as an exciting development and are prepared to support clients who want to develop that mode of transportation.

5. Parsons Brinckerhoff was founded in New York in 1885 by William Barclay Parsons, who designed the original New York City subway system and the Cape Cod Canal, among other projects. Known primarily as a transportation engineering firm for much of its history, PB worked on many of the nation’s greatest public works projects, including the Detroit-Windsor Tunnel, the Fort McHenry Tunnel, the Newport/Pell Bridge, the Hampton Roads Bridge-Tunnel, the Fremont Bridge in Portland, Oregon, New Jersey’s Garden State Parkway, the George P. Coleman Memorial Bridge in Virginia, and Hawaii’s H-3 highway. Today, PB has nearly 9,000 employees in 150 offices on six continents. Among our current projects are the Taiwan High Speed Rail, the Shenzhen and Shanghai Metros in China; Australia’s Lane Cove Tunnel and Parramatta Rail Link, the Jeddah/Damman Railway in Saudi Arabia, and the Merseytram light rail in Liverpool, United Kingdom. Closer to home, we are active on New York City’s East Side Access project and the extension of the No. 7 subway to the far west side of Manhattan.

6. Clients are increasingly looking for total solutions and using alternate forms of project delivery — companies that offer high-level skills and the flexibility to play a variety of roles in virtually any kind of project delivery system. We believe the transportation infrastructure market will continue to be robust, but consultants must be able to go beyond traditional contracted services and provide clients with integrated, comprehensive solutions for the planning, financing, design, construction and operation of infrastructure.

7. Several respected transportation industry leaders have recently joined PB, including Emil Frankel, former Assistant Secretary for Transportation Policy at the U.S. Department of Transportation, and Paul Skoutelas, former Chief Executive Officer of the Port Authority of Allegheny County, Pennsylvania. These recent hires add further depth to a top-flight corps of senior managers that is able to provide strategic advice and counsel to our clients. We are also enormously proud that PB was chosen Employer of the Year at the WTS annual convention in Scottsdale, AZ, and that Janette Sadik-Khan and Terry Gruver were named Woman of the Year by the New York chapter and Metropolitan Phoenix, AZ, chapter.

Siemens Transportation

1. The Women’s Transportation Seminar is an organization devoted to excellence and the advancement of women in the transportation industry. In pursuit of this dual goal WTS has become a nexus for programs focusing on cutting-edge technology, as well as information on local transportation projects and industry leaders. When a woman is an active member of WTS, she is known to be serious about her career. Each meeting has become a place for men and women in the field to network with all levels of employees. Women can also test their leadership skills by becoming active in the organization as committee chairs, Board members or officers. The development of the skills needed in such positions easily translates to the workplace, where employers benefit from these improved skill sets. For all these reasons, Siemens is a dedicated supporter of WTS.

2. Siemens is proud to be represented in the rail transportation industry by its vice president of Business Development, Lori Hess; Siemens One vice president and strategic account manager for Homeland Security.
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Sandy Bushue; manager, marketing communications, Xanthis Pinkerton; and manager of contracts for the New York Subway Project, Sandra Lautenberg. The transportation industry is historically one that has not had sufficient diversity in management, and STS is committed to improving that record through hiring, promotion and full compliance with contracting regulations. In addition, Siemens actively participates in the Minority Business Programs for the Port Authority of NY and NJ; the Metropolitan Transportation Authority and both New York City and New York State Departments of Transportation.

3. Siemens Transportation Systems, Inc. (STS) is a leading supplier of light-rail vehicles, diesel-multiple units, electrification, signaling, communications, turnkey systems and integrated services for mass transit and mainline applications. Automation and communication components of transportation systems are transforming the way America moves. Instead of running blind, STS is installing the infrastructure to provide train operators and passengers with the real-time information necessary to be proactive about making daily decisions on transportation needs. Rail automation provides seamless and expandable innovations for complex rail systems.

Another Siemens systems capability is implementation of complete electrification solutions from a single source: Electrification solutions today that will continue to pay off tomorrow. Energy management is becoming increasingly important for the cost-effective operation of railway systems. The conversion of braking energy into electric current that can be reused after a time delay is only one of the many new solutions STS has to offer.

A North American presence started with the Edmonton light-rail vehicle order in 1975. In 1980, San Diego became the first Siemens U.S. order. After early activities in Pittsburgh, PA, the local U.S. vehicle assembly facility moved to Sacramento, CA, to better serve a growing light-rail market on the West Coast. Between 1992 and 1995, two new vehicle assembly facilities were built at French Road with over 190,000 S.F. of engineering, subassembly, vehicle assembly and office space. Today, STS is a leading supplier of high-floor and low-floor light rail vehicles supplying one out of every three light-rail vehicles in the U.S. Our breadth of rolling stock capabilities extends beyond manufacturing and supplying light- and heavy-rail vehicles, to providing commuter trains and rolling stock refurbishment and overhaul maintenance services.

4. Public mass transit transportation (rail) and main line rail.

5. The cities of Edmonton, San Diego, Sacramento and Pittsburgh were the first Siemens North American cities to introduce the Siemens U2 light-rail vehicle to public transportation systems starting in 1978. In 1984, the Duewag Corporation Headquarters were established in Sacramento and six years later, all light rail activities of Siemens and Duewag were consolidated in Sacramento under Siemens Duewag Corporation. In 1992, the new French Road Assembly Facility opened. In 1995, Siemens Duewag Corporation was later integrated into Siemens Transportation Systems, Inc.

With more than 750 light-rail vehicles in operation in the United States and Canada, STS provides innovative, safe and reliable transportation solutions for the North American market. The company’s main facility located in Sacramento, CA, is the only permanent light rail manufacturing facility on U.S. soil. STS also maintains division headquarters in Lake Oswego, OR, and New York City.

- Siemens supplies OCS lines and traction substations in over a dozen American cities, and we installed the world’s largest static frequency converter package for Amtrak’s 25 Hz system.
- Siemens connects over 1/3 of New York City’s metro stations with a network infrastructure for systems that provide information and emergency response to commuters in real time.

In 2004, the Transportation Systems (TS) Group of Siemens AG reported over $5.2 billion in sales with major contracts worldwide in China, England, Norway and Switzerland. Siemens TS employs 17,930 employees globally. Since the 1970s, STS has partnered with many transit progressive cities in the United States such as Portland, Denver and Houston, making STS both globally competitive and an integral partner in America’s transportation infrastructure.

6. With the passage of SAFETEA LU, there are significant opportunities that will mature in the next 24 months. The U.S. market seems to be more focused on small projects and commuter rail, with only a few large metro projects under development. Constantly increasing fuel prices should drive greater appreciation for, and acceptance of, mass transit projects. However, the ever increasing complexity of the federal government’s requirements for funding and executing transit projects simply means that those cities with rail will continue to grow their systems, while New Starts will continue to struggle.

7. Siemens Transportation Systems, Inc. is an integral part of the Siemens family of operating companies in the United States as well as the Siemens Transportation Group headquartered in Germany, and is participating in a global effort to standardize and enhance human resource programs and policies in order to improve leadership and employee satisfaction to make STS and other Siemens organizations even more attractive to prospective employees. This global effort, which touches upon all areas of companies’ activities, cuts across boundaries and is intended to continue the leadership role Siemens has across the globe.
Getting Noticed
BY PATSY LEOPOLD, NYC TRANSIT, CORPORATE COMMUNICATIONS

Do you think that being smart, educated and hardworking is enough to get you noticed and promoted? “No Way,” said Gregory Bradley, Vice President, Human Resources & Diversity, Metro-North Railroad, who presented a workshop called “How to Get Noticed in an Organization.” The GNY Workshop, held at the MTA Board Room, attracted nearly 20 members from both the government and private sector. It was an eye opener for many, especially for Christine Vilardi of STV Incorporated, who said, “I’m really glad I went to this seminar. Sometimes all one needs is a little ‘jump start’ in order to progress. Mr. Bradley provided several tips which vastly improved the daily work routine.”

Through a Power Point presentation and handouts, Bradley explained, “Smart people do not always get promoted.” Here are some tips:

1. Career development is your own responsibility. It is a responsibility that is too important to delegate away. You need to decide what is it you want for yourself, define what success means to you and develop your personal career strategy.
2. Have a plan, whether it’s a one-year plan, two-year plan, and so on, depending on your situation and your vision for the future.
3. Know the organization for which you work and learn how to navigate within the organization. Figure out who the important people are that can lead you to your career goal.
4. Don’t complain. Develop ways to get noticed in a positive manner. Be a team player.
5. Market yourself. Many of us are guilty of not attending office parties and not going out to lunch with colleagues, as we consider these to be too expensive for our budget.

Participant Monique Levons of NYCT, CPM said, “Mr. Bradley gave an outstanding presentation. He discussed the strategies needed to establish positive relationships with every level of management. Most importantly, he discussed the importance of branding yourself in a positive way that will help you achieve your goals with and through the assistance of others. Greg said to be aware that ‘You are the Product’, so you must market yourself by having confidence, a good attitude, knowledge of your job and a reputation as the ‘go to person’. The attendees walked away feeling empowered and ready for the next level.”

Greg stressed the importance of increasing your “worth factor,” while reminding us that it is not the responsibility of the organization to educate us. You have to take things into your own hands. It is very important that you always have a positive attitude towards your job, portray confidence and professionalism. This can only be done by having a thorough knowledge of your job.

While your plan is to get to that next, higher-paying job, you must be careful not to end up in a dead-end position. As Soossan Salamassi of NYCT/TIS remarked, “One of the great points I learned was that you need to set goals for your career and always think ahead before accepting the next job/promotion. You need to make sure that by accepting the position you will not lock yourself out of future growth.”

Although most of the ideas presented were already known, it was reinforced that they need to be put into practice on a daily basis. Simple things like saying “hello” and “good morning” to everyone are important, especially to those you want to notice you. You have to make people who matter remember you.
B&T’s Michael C. Ascher Retires

Michael C. Ascher, President of MTA Bridges and Tunnels and a charter member of the WTS New York Chapter’s Advisory Board, retired in October after a farewell party attended by more than 400 people in government and transportation in the New York region. As head of the agency also known as the Triborough Bridge and Tunnel Authority, Ascher was the longest continuously serving MTA agency head.

MTA Bridges and Tunnels was WTS Employer of the Year in 2000, and a former WTS Woman of the Year, Martha A. Walther, was named Acting President of the agency by MTA Executive Director Katherine N. Lapp on Ascher’s retirement.

A former vice president and chief engineer of NYC Transit, Ascher became President of MTA B&T in 1990. He is credited with modernizing the agency founded in 1933 by Robert Moses through an aggressive capital program and advancements in management and in technology, notably the introduction of E-ZPass in New York City. He was one of the founders of the E-ZPass Interagency Group, which now includes 22 toll agencies in 11 states and a border crossing with Canada, all using the same technology.

In addition to his involvement in WTS, Ascher has also served as vice chairman of the I-95 Corridor Coalition from 1995 to 1996, on the Boards of Directors of the International Bridge, Tunnel and Turnpike Association (IBTTA) and the Intelligent Transportation Society of America (ITS). He has also served as chairman of TRANSCOM, a consortium of 16 transportation and law enforcement agencies coordinating intermodal transportation planning, reporting and incident management within the region.

Prior to entering public service, Ascher worked for over 18 years in the nuclear industry. A product of the New York City public school system, he graduated from City College and received a masters degree from Long Island University. He is a licensed professional engineer. He and his wife, Alexa, reside in New Jersey. They have two daughters and four granddaughters.

Martha Walther Appointed B&T Acting President

Martha Walther, who has 17 years of experience in transportation management and is a former lieutenant colonel in the U.S. Marines, was recently named Acting President of MTA Bridges and Tunnels, upon the retirement of Michael C. Ascher. The state agency operates toll facilities, seven bridges and two tunnels in New York City.

Walther began her career at MTA Bridges and Tunnels as Director of Facilities Management in 1988. She was involved in decentralizing management and helped to establish a professional management structure at each facility. After being called to active duty in Saudi Arabia during the Gulf War, Ms. Walther returned to the agency and was appointed Chief of Internal Security in 1991. In 2000, she became Vice President of Operations, overseeing a workforce of 1,200.

She is a graduate of John Carroll University in Ohio and holds three masters degrees: public administration from Harvard University; criminal justice from John Jay College in New York City; and business administration from Webster University. She has been a speaker at the WTS Mentoring program.

Walther served 20 years in the U.S. Marine Corps and was on active duty assignments in Lackland Air Force Base, Texas; Tustin, California and Iwakuni, Japan. She also served the Marine Corps Reserve and was a member of the 6th Communication Battalion, Bronx, NY, until her retirement in 2003.
Financial Education Workshop

On July 28, 2005, members of the Greater New York Chapter were treated to a presentation by AXA Advisors on “15 Financial Myths…Demystified.” The workshop was presented by Susan Cooper, executive vice president and branch manager for AXA Advisors, NY Metro Branch, and Angela Bledsoe, AXA Advisors Financial Professional, at their office at 1633 Broadway.

The event included a networking hour of refreshments, followed by the presentation. The workshop introduced some of the most common financial myths in arenas such as financial protection, insurance, college funding, retirement planning and estate planning and provided the opportunity to share experiences.

It was a pressure-less evening which served to provide a light but unified approach to aspects of personal finance most are concerned about. While many attendees had some familiarity with the items discussed, most heard something new. In addition, attendees and other members were invited to make appointments with the presenters for confidential one-on-one personal discussions.

We wish to thank Ms. Angela M. Bledsoe, angela.Bledsoe@axa-advisors.com, for hosting the workshop. AXA, along with many other financial planning organizations, offer after-work and lunchtime presentations on general and more targeted financial planning issues. If you are interested in any particular topics, please let members of the Professional Development committee know.


PRESIDENT’S MESSAGE
continued from page 1

Spears and Barbara Thayer. Along with Ana Rodríguez, Stacey Hodge, Sue LaBouvie, Donna Walcavage, Catherine Hess, Suzanne Houston, Lori Biscaglia, Betsi Nemeth, and Andrea Nunez, the evening was enjoyed by all!

Don’t forget you can always –

- Get involved, lend a hand
- New Diversity Conference for Women’s History Month ’06 in planning stages – (contact Cheryl George)
- Share your ideas, comments, speakers – add to our survey responses, we are always interested in our members’ opinions (contact Felice Farber)
- Log in to www.wtsinternational.org – (remember to change your password – we have moved from zip code to personal passwords) and check out the Job Bank and all of the information and advice along with jobs local or far!

A very warm welcome and thanks to our new corporate partners! Joining the NJ Turnpike Authority, Booz Allen-Hamilton, Gilbert Tweed Associates, Michael Baker Corporation, General Contractors’ Association, and Siemens Transportation are: AKRF Amman & Whitney DMJM Harris Parsons Brinckerhoff Sam Schwartz PLLC

I look forward to seeing you at an upcoming program in New York or New Jersey!

Pippa Woods, President GNY Chapter
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pwoods@rci.rutgers.edu
Latest Update on the New York Transportation Bond Act

On October 25, Acting Commissioner Tom Madison Jr. presented a detailed view of New York State’s transportation capital program needs and funding. Attendees networked, listened with rapt attention, and joined in a Q&A on the upcoming transportation funding proposition that will be on the ballot in New York. The placement of the proposition on the ballot will prove crucial to the Bond Act’s success or failure. Poor placement is one of the reasons that the Bond Act did not pass in 2000. This was attributed to “fall off,” i.e. while New York City residents voted for the mayoral candidates, over 70% did not vote on the proposition because they either did not see it or it was too wordy. Joanne D. Daniels, Development Director for the Nontraditional Employment for Women organization, attended the program with eight recent graduates, who work in the trades and construction industry. The topic and discussion about infrastructure funding is relevant to all of us who work in the transportation industry. As noted during the discussion, the ‘Rebuild and Renew New York’ Transportation Bond Act is a non-partisan issue and the opportunity for WTS-GNY to bring informative programs to educate our members and guests is always a plus.

Thomas J. Madison, Jr., Acting Commissioner of Transportation

Thomas J. Madison, Jr. was appointed Acting Commissioner of the New York State Department of Transportation (NYSDOT) by Governor George E. Pataki on June 17, 2005. Acting Commissioner Madison brings to the Department 15 years of experience in both the public and private sectors. Prior to joining NYSDOT, Acting Commissioner Madison served from 2003 through 2004 as Assistant Secretary to Governor Pataki for Transportation, and was later appointed Deputy Secretary to the Governor. In both roles, Madison oversaw the executive management of New York State transportation agencies and authorities, including NYSDOT, the State Thruway and Bridge Authorities, and all upstate regional transit, port and bridge authorities. Madison was the Governor’s principal advisor on transportation issues.

Acting Commissioner Madison has served the Pataki administration in various other roles since 1995. From September 1995 through June 1996, Madison served as Governor Pataki’s regional representative for Broome, Cortland, Delaware, Sullivan, Tioga and Tompkins Counties. Madison has also served in the Governor’s Appointments Office, the Governor’s State and Local Government Affairs office, and from 2000-2001, was the Executive Deputy Director of the New York State Consumer Protection Board.

From 1997 until 1999, Acting Commissioner Madison served as deputy county executive for Broome County, New York under County Executive Jeffrey P. Kraham. In that role, Madison provided executive management for a municipal government comprised of 40 departments, 2,500 employees, and an annual operating budget of more than $250 million.


Acting Commissioner Madison is a 1988 graduate of SUNY Geneseo, and holds a Bachelor of Arts degree in political science with a minor in international relations. He and his wife Tracy have two children, Morgan and Brooks, and reside in the Town of Halfmoon, Saratoga County.

SAVE THE DATE

Greater New York Chapter’s 3rd Annual Golf Outing

All proceeds benefit the WTS Greater New York Chapter Scholarship Fund

June 9, 2006

Van Cortlandt Park Golf Course
Bronx, NY

The Bond Act was approved by voters on November 8 by a 55% to 45% margin.
Read below to find local job opportunities with Sam Schwartz Engineering and MTA Metro-North Railroad, and check out the international job bank at www.wtsinternational.org for job opportunities worldwide!

Sam Schwartz Engineering PLLC

**Project Manager/Transportation Engineer**

Sam Schwartz Engineering PLLC is seeking a Transportation Engineer with project management experience in our Manhattan headquarters. Candidate should have 2-8 years experience conducting traffic and transportation engineering and planning studies and at least 2 years of project management experience. A Bachelor’s Degree in Civil Engineering or related field is required. Specific experience should include preparation of traffic chapters in both Environmental Impact Statements and Environmental Assessment Statements. Candidates should also have experience preparing signal warrant studies, schematic intersection design, corridor design and traffic simulation. Knowledge of traffic software (HCS, Synchro, Vissim, CORSIM) is necessary. The position requires strong writing, communication and presentation skills, client relation skills and proposal preparation experience.

Salary will be commensurate with experience. Submit resumes, cover letter and any previous work you wish to be reviewed in consideration of the position to:

Sam Schwartz Engineering, PLLC
611 Broadway, Suite 415
New York, NY 10012
Attn: Mr. Erich Arcement

**Entry Level Transportation Engineer**

with 0 to 2 years of experience for its New York City office. Responsibilities include: involvement with the preparation of traffic impact studies and various other transportation reports and analyses. The successful candidate will assist with the following tasks: supervision of data collection efforts, intersection and other transportation analyses, preparation of reports and presentation materials, and site plan review. Applicants should possess the following: Degree in Civil or Transportation Engineering, ability to monitor and coordinate simultaneous projects within deadlines, strong written and verbal skills, and ability to work independently, take initiative and work effectively with others.

Applicant must be familiar with HCS Software and AutoCAD, familiarity with modeling software (Synchro, CORSIM, Vissim), AutoTurn, and GIS software is desired but not required.

Salary commensurate with experience.

Sam Schwartz Engineering, PLLC
611 Broadway, Suite 415
New York, NY 10012
Attn: Mr. Erich Arcement

**Metro-North Railroad**

**Operations Manager**

MTA Metro-North Railroad, an organization with a vital role in the economy of New York State and Connecticut, is a subsidiary agency of the Metropolitan Transportation Authority (MTA), the largest such authority in the United States. Metro-North is a dynamic organization with a strong focus on customer service, safety, new technologies, and service expansion. With a staff of approximately 5,500 people, Metro-North serves more than one million customers per week over 384 miles of rail that link historic Grand Central Terminal (GCT) in New York City and 120 stations in New York State and Connecticut. Metro-North rewards employee resourcefulness, encourages innovation and offers excellent job opportunities in a challenging and diverse environment.

**Position Objective:**

Direct the safe, efficient and economical performance of the Operations Services Department in the assigned territories, ensuring that direct reports comply with all Operating, Metro-North and Safety Rules within a District or Line.

**Selection Criteria:**

The selection method is based on the applicant meeting the minimum requirements in the job posting, an interview, and an evaluation of an applicant’s ability to perform the responsibilities of the position. Not all qualified applicants are guaranteed an interview due to the competitive selection process. All selected candidates will be subject to a full background investigation.

For a detailed description of the responsibilities, qualifications and other requirements for this position, please go to:

or go to [www.mta.info](http://www.mta.info) and click on “Metro-North” and then Employment.
**Tren Urbano Tour**

One of the highlights of the WTS International Board meeting was the tour of San Juan Tren Urbano Light Rail, the Caribbean’s first ever mass transit system. WTS members received VIP treatment, meeting local architects, engineers and others who built and work at the historic system. Some members had the privilege to sit in the Train Operator’s cabin for a true ‘bird’s eye’ view and to see how it feels to ‘drive’ the train. Afterwards the group was presented a Certificate of Participation as an Honorary Operator by Jack Flaherty, Tren Urbano CEO, who led the tour. Everyone admired the gleaming new trains and the beautiful art installations and tile work. Most of all, everyone enjoyed the warm hospitality. The NY Chapter was represented in Puerto Rico by Director-at-Large Malinda Foye, International WTS Membership Co-Chair, and Director-at-Large Sylvia Isabel, International Diversity Co-Chair, who coordinated the Tren Urbano tour.

**Background on Tren Urbano** – Built to relieve vehicular congestion and stimulate the economy, the Tren Urbano Light Rail allows for swift and safe travel in the San Juan metropolitan area. The entire system is fully automated, but can be overridden. It operates 20 hours per day with trains running every four minutes during peak hours. The 17.2 km (10.7 miles) long connection includes 16 stations from Bayamon to Santurce, with six major stations at Bayamon, Deportivo, Jardines, Torrimar, Martinez and San Francisco, which has park & ride facilities. Other stations are served by connecting buses. It has a rolling stock of 74 vehicles built by Siemens and assembled in Sacramento, CA. On opening day in June, the fare was free and over 50,000 riders tried it out. Today the fare is $1.50, which includes a free bus transfer, and 25,000 passengers ride each day.

**WTS International Board Meeting**

**BY DÉDI GONGA, INTERNATIONAL DIRECTOR**

The WTS International Board meeting was held in Puerto Rico on August 26-27, 2005. The following summarizes the areas discussed during the meeting.

**Financial**

Mid-year review shows WTS to be in strong financial shape. Generally, expenses are in alignment with revenues. Several expense items were approved during the board meeting and the budget will be updated to reflect these. Earlier this year, $20,000 was transferred into the WTS reserve account. If these funds are needed to support the management transition described below, the Board approved that these funds be transferred back into the checking account.

**Membership**

As of June 30, 2005 we had 3,243 members. There are multiple ongoing efforts supporting membership. Chapters have done a good job of setting retention goals. A survey has been administered to learn why people have not renewed. Membership numbers continue to increase. The membership committee is preparing a “how to” guide for membership.

A task force has been convened to look into under-represented disciplines in WTS. Leslie Regos is heading this task force and reported that they are focusing on aviation, freight and construction. The task force will be working on the CMAA to attract new members in the construction industry. They are looking for chapters to work with in their effort.

The concept of international agency memberships is still being considered. Directors have been asked to discuss what the core problem is that Chapters want resolved and the pros and cons of this type of membership with chapter presidents.

Chapter presidents are encouraged to include membership and retention numbers in the quarterly reports.

**2006 Conferences**

The 2006 conference will be held on May 17-19 in Dallas, Texas. Conference plans are well underway and the preliminary program has been put together.

The conference cost reduction task force has compiled continued on page 17
the results of a survey and are further researching some of the possible approaches. Sheila Wray Given won the free conference registration (drawn from those completing the survey).

Management Transition
WTS International has decided to transition to its own staff and office space, headed by an Executive Director. A contract has been negotiated with APTA for a minimum of six months, with an option to extend to an additional six months during the transition period. Margaret Mullens (a past Washington DC chapter president and APTA and ENO employee) has been hired as a transition consultant to help WTS through this transition period. The board approved a $20,000 contract for the transition. In addition, the board approved spending up to $35,000 on the transition. It is anticipated that office space will be set up and staff hired by January 2006. This is an exciting next step in the growth of WTS.

Fundraising
The board approved next year’s Corporate Partnership program, prepared by the Metropolitan Group. The International fundraising target for this upcoming year is $300,000.

A new contract has been signed with the Metropolitan Group to support both International and chapter fundraising efforts. Activities will include:

- Coordinate prospect identification
- Update sponsorship proposal for 2006
- Support and coordinate fundraising efforts
- Support fundraising training at Chapter Management training in St. Louis

It is anticipated that the Metropolitan Group will be authorized to develop a fundraising tool kit for chapters in the Fall of 2006.

Nominations
The nominations committee has completed their work on revamping the nominations process and election of directors to better fit our growing organization. There will be eight directors elected for 2006-2008, representing eight regions. Nominations were due October 12, and the new term will begin in May at the end of the national conference. Criteria for running for the International Board are:

- Be a WTS member in good standing
- Have served 2 years as an international committee chair
- Have attended at least one chapter management training
- Have served two years as a local chapter leader (not concurrent with service as an international committee chair) or have a combination of two years on an international committee and two years at a national or international level with another organization, or comparable experience.

The application must also be certified by the nominee's local chapter.

Partnerships
WTS has signed a partnership agreement with Construction Management Association of America (CMAA). The President of the CMAA met with the Board in Phoenix.

Transcript
The Board will meet in November with a publishing company to discuss their proposal to WTS to write, edit and sell advertising for a WTS magazine.

WTS Role in Next Round of Transportation Funding
As a follow up to the suggestion made by Congressman Earl Blumenauer at the Phoenix conference, Deborah Wathen Finn (WTS Advisory Board) is heading up an effort to provide ideas about changing trends in the transportation industry that should affect funding choices. She is forming a committee and anticipates that the effort will kick off later this fall, with a target completion by the May conference in Dallas. The proposal envisions a series of events sponsored by chapters. Contact Deborah or Leslie if you are interested. Leslie will be the board liaison to the committee.

Job Bank
The job bank is up and running. Chapters are encouraged to conduct demos at events, and members are encouraged to go to the site, take a look and let the committee know what you think.

Diversity
The Diversity Committee is working on an Affirmations Book that will be on sale in the fall. It will be available through Amazon and other online vendors. Please continue to send in your affirmations.

What is Next?
The next board meeting will be held on November 10-11 in Los Angeles. The next Chapter Management training will be in St. Louis, February 15-18, 2006.
Joan Cornell Retires from Transpo After 36 Years

By Cyd Gorman

Arthur Dinitz, chairman and CEO of Transpo Industries, recognized Senior Vice President Joan Cornell’s thirty-six years of service with a cake cutting ceremony at the company’s New Rochelle headquarters on Thursday June 30, 2005.

Carl Brown, construction manager of the Distributor Division, spoke about Joan’s dedication to “dotting all of the i’s and crossing all of the t’s.” Carl discussed the lack of equipment and personnel in the early years, which did not deter Joan from delivering needed highway safety equipment.

Joan was appointed vice president in 1982 and has served in the highway safety field since 1969. She has also been: on the board of directors for the Institute of Transportation Engineers; a member of the Steering Committee for the International Bridge, Tunnel & Turnpike Association; and a member of the Transportation Research Board. A recognized authority in impact attenuation technology, Joan has given presentations to DOTs, consulting firms and engineering groups. She will continue to work with Transpo as a consultant over the next several years.

As Joan handed over the responsibilities of the Distributor Group Division to Richard Brown, she gave him an avocado-colored office stapler from 1969. Joan wanted Rich to know that the stapler stood for “frugality and durability”... traits that carried her far on many occasions at Transpo! WTS Greater New York would like to recognize Joan’s long-time commitment and participation in our Chapter activities. Congratulations and Good Luck!

IN MEMORIAM

Kathy Stanwick, 54, a Chapter member and a trainer in the WTS National Leadership Program, passed away in Santa Fe, NM, on July 26. She was active in New Jersey and New York academic, political and governmental circles for more than 20 years. She died of ovarian cancer.

Memorial gatherings were held in July in Santa Fe and on November 13, her birthday, at Eagleton Institute at Rutgers University.

A strong advocate for women’s involvement in elected and appointed office, as well as in non-traditional roles, Stanwick served as a mentor to many people throughout her career. Last year, she was honored by the Center for Civic Responsibility in New Jersey for her tireless involvement in the political arena, women’s advocacy and community service.

A former deputy commissioner of transportation in New Jersey, Stanwick also served in senior management positions at the Port Authority of New York and New Jersey, before forming her own consulting business, specializing in non-profit organizations. In 2002, she became chief operating officer of the Service Employees International Union (SEIU), the 35,000-member building and janitorial workers’ union benefit fund of New York City. She resigned due to her illness in 2004 and moved to Santa Fe.

A native of Utica, NY, Stanwick graduated from the State University of New York at Buffalo and Rutgers University, where she began her career at the Center for American Women in Politics at the Eagleton Institute of Politics. There she developed research, education, and training programs for women in politics, including organizing the first of many national conferences for female state legislators.

She is survived by her husband, Ruben Wexler, stepson, Neal Wexler, of Paterson, NJ, and stepdaughter, Gayle Wexler, of Garnerville, NY; her mother, Stella Stanwick, of Whitesboro, NY; a brother, Anthony Stanwick, Jr.; sister-in-law, Kathleen, and niece, Alyssa, all of Remsen, NY.

MENTORING PROGRAM APPRECIATION EVENT

The mentoring program participants worked hard all year long on professional development and growth issues. This August, past and present mentoring program participants, including committee members and advisors, got together for a social gathering on the beautiful rooftop patio at Barbara Thayer’s office. It was a wonderful opportunity over cocktails and dinner to get to know each other better and to relax and kick back in an informal atmosphere.

WTS MEMBER LEADS MENTOR GROUP FOR KIDS

Karen Armfield, the Regional Coordinator for the Future City Competition – a mentoring program for middle school students – needs engineers to mentor 7th and 8th grade students in the New York City Metropolitan area. There are schools in all five boroughs and Long Island and Westchester that are currently waiting to be matched up with an engineer mentor. Each team consists of three students, a teacher and an engineer mentor. Engineer Mentors would usually visit the school once every two to three weeks from October to January. If you are interested in participating in the program to help kids learn more about engineering please e-mail the contact below.

NYC REGIONAL FUTURE CITY COMPETITION

The Future City Competition is a non-profit national competition sponsored by the engineering community to promote technological literacy and engineering to middle school students. The competition runs from October to January each year. More information & Registration: Please visit www.futurecity.org.
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Job Bank
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Barbara Spencer
MTA NYCT
Laura Toole
Michael Baker Jr. Corp
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MTA Bridges and Tunnels
Janette Sadik-Khan
Parsons Brinckerhoff
Thomas Waldron
DMJM+Harris
Sam Schwartz
The Sam Schwartz Co.
Michael Della Rocca
STV Group, Inc.
Marilyn Jordan Taylor
Skidmore Owings & Merrill LLP
Saundra Lautenberg
Siemens Transportation Systems

Web site address: www.wtsinternational.org