

2006

**INTERNATIONAL CHINESE
TRANSPORTATION PROFESSIONALS
ASSOCIATION**

國際華人交通運輸協會美國東北區分會

**ICTPA
U.S. NORTHEASTERN CHAPTER**



Mission

- ❖ To keep Members informed about multimodal transportation developments in the Northeastern area of US as well as abroad at the National and International level
- ❖ To provide the opportunity to enhance professional relationships among our Members
- ❖ To become a technical resource to our local communities in addressing their transportation issues and needs

The Association

Since the 1980's the number of Chinese transportation professionals has grown considerably in the United States and Canada. In order to promote the professional development of fellow Chinese who have an interest in transportation related work in North America, many Chinese transportation professionals have felt strongly that we should organize as a group. After years of preparation and efforts, the North America Chinese Transportation Professionals Association (NAICTPA) was formally founded on January 10, 1988. To promote a greater participation, it was changed to International Chinese Transportation Professionals Association (ICTPA) in 1995.

The ICTPA/US Northeastern Chapter

In an effort to promote regional activities, ICTPA divides its memberships into four geographical regions. With over 600 members, ICTPA has Chapters in Washington DC, Southern California, Northeastern California and US Northeastern area. The Northeastern Chapter was formed in 1994 as a non-profit organization.

Our Purpose

The purpose of ICTPA/US Northeastern Chapter is to promote the professional development of its members by fostering fellowship and cooperation among its members.

Our Activities

International Activities

In the past nine years, ICTPA has co-sponsored a series of technical seminars on transportation with transportation agencies in Taiwan and China, sent delegations to attend Annual Meetings of the Chinese Institute of Transportation, recommended our

members to participate in the National Development Seminar in Taiwan, and trained transportation engineers and planners from several provinces in China. ICTPA/US Northeastern Chapter members have played a major role in these activities.

Annual Meeting

The most important event of ICTPA/US Northeastern Chapter activities is the annual convention, which provides an excellent opportunity for Chinese American academic and professional experts to discuss and exchange transportation knowledge and experiences.

Technical Seminars and Technical Tours

Technical seminars and technical tours are typically arranged annually for members of the ICTPA/US Northeastern Chapter. Discussion topics include emerging technologies, state-of-the-practice applications as well as professional development and career enhancement. Technical tours include multi-modal facilities such as ports, terminals and operation centers.

Membership

The membership of ICTPA/US Northeastern Chapter consists of "Members" and "Student Members". Any person engaged or interested in transportation is welcomed to become a member of ICTPA/US Northeastern Chapter. All student members of ICTPA/US Northeastern Chapter will be equally entitled to all privileges of the Chapter excluding the rights for becoming an officer and voting.

Who Could Join...

You do not have to be a transportation or traffic professional to become a member of ICTPA/US Northeastern Chapter. Any person engaged or interesting in transportation, or student enrolled in a graduated or undergraduate school of recognized standing, pursuing a course of study in transportation related field is welcomed

Please Join Us

We need your support and we believe we can help you too! ICTPA/US Northeastern Chapter programs and activities can make a difference in your professional development. Please join us now and begin to experience the benefits of being a member

President's Message



Time flies! It has been a truly memorable and prosperous year, with many thanks to the support of our members, the hard work of our committees, the team effort and guidance from our Board of Directors and past presidents.

Our focus this year was a membership drive and enhancing our membership activities. With the efforts of membership committee leading by Leo Tsang, I am so delighted that 16 new members were recruited, and new corporate members are now participating in the Northeast chapter. I am particularly happy that so many returning members played such important roles this past year.

The wide range of activities hosted by ICTPA-USNE includes our early spring gathering, an Income Tax Return seminar, whitewater rafting and our summer gathering, etc. Our members really appreciated Ms. Sarah Wu and Dr. Jack Chiang's enthusiasm and leadership of the membership activities committee. It not only created a welcoming environment but also facilitated socializing and communications amongst members.

ICTPA-USNE Yearbook and Transletter are media for us to communicate with members and society. All of us witness the Chief Editor-Leo Tsang's excellent work and distinguished service. I am grateful for his extremely hard work.

A successful technical seminar "Trans-Pacific Freight Movement and Its Implications in North East Area" and "Professional Career Development Roundtable" were held this past April. A wonderful technical tour of "APM Terminal in Port Newark, New Jersey" was organized in June. We are planning another technical seminar "Providing an Efficient, Secure and Integrated Transportation System," at the upcoming annual conference. Our gratitude to the generous sponsor, Evergreen Group, and thanks to Dr. Rachel Liu and ICTPA president Peter Lai; Dr. Cynthia Chen and Mr. Rory Liu; as well as Dr. Steven Chien and Dr. Feng-bao Lin. These events provide opportunities to enhance professional relationships among our members and offer technical resources to address transportation issues and needs. ICTPA-USNE has shown great hospitality for professionals from both sides of Taiwan Strait. Several members also went to China and Taiwan for international technical exchange.

Early fundraising was another key factor in ensuring the success of ICTPA-USNE. On behalf of the ICTPA-USNE, I would like to thank the following companies for their great support this year: American Union Securities, Chinese Consolidated Benevolent Association (CCBA), Dewberry-Goodkind Inc., Eng-Wong Taub & Associates, Evergreen Group, Garg Engineering Inc., Law Office of Zhiyu Hu, Lexcore Association, Lin Sing Association Inc., Pacific Delight Tours, Parsons Brinckerhoff Inc., Raymond Chan Architect, TY Lin International and Victoria Cruise. Many thanks also to Paul Eng-Wong, our fundraising committee chair, and especially to Jerry Cheng, one of our prestigious advisory counsel members.

Best wishes to all of you and your families!

Wenmin Pan, P.E.

President, ICTPA-USNE Chapter

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Editorial Board

Steven I-jy Chien , Wenmin Pan and Paul Eng-Wong

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Leo Tsang

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Rory Liu

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2005 Officers and Board Members

2005 Officers and Board Members

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Peter LAI (黎澄天)	Feng-bao LIN (林豐堡) The City College of New York	

Annual Meeting Program

THE 11th ANNUAL MEETING

October 1, 2005 (Sat)

Sheraton LaGuardia East Hotel

Annual Meeting Program

1:00-2:00 pm

Registration

2:00-4:00 pm

Technical Session

Theme: "Providing an Efficient, Secure, and Integrated Transportation System"



Speaker 1: Mr. Vern Bergelin

Senior Planning Manager, Parsons Brinckerhoff Quade & Douglas, Inc.

"Chinatown Transportation Study - Success from Consensus Building and Prioritizing"



Dr. Todd Goldman

Assistant Director, University Transportation Research Center The City College of New York

"Training and Professional Development for the New York Region"



Dr. Eric Ho

President, Gallop Corporation

"State of Practice of Regional Travel Demand Models in Major Investment Transportation Projects along the Northeast Corridor"



Ms. Willa Ng

Traffic Engineer, Urbitran Associates, Inc.

"The Canal Area Transportation Study, Track II"

4:00-5:00 pm

Membership Meeting

5:00-6:00 pm

Networking

6:00-10:00 pm

Banquet



Keynote Speaker: Mr. Joel Ettinger

Executive Director, NYMTC

"Challenges and Opportunities: The Evolution of the MPO Planning Process in the New York Metropolitan Region"



Outstanding Achievement Award

Captain Shiuan-yu Kuo

Vice Chairman, Evergreen Group

Speakers Profile

Keynote Speaker: Mr. Joel ETTINGER

Executive Director
NYMTC

Joel P. Ettinger is the executive director of the New York Metropolitan Transportation Council (NYMTC), the transportation planning organization for the New York metropolitan region.

Prior to joining NYMTC, he was the Regional Administrator of the Federal Transit Administration from 1981 to March 2005. His area of responsibility spanned the states of Illinois, Indiana, Minnesota, Michigan, Ohio and Wisconsin.

Between 1976 and 1981, he served as the Chief of the Analysis Division in the Headquarters Office of the Urban Mass Transportation Administration, where he was responsible for managing the alternatives analysis program for major urban mass transit investments.

Ettinger joined the Federal Government in 1968 as a highway engineer trainee in the Federal Highway Administration (FHWA). He completed an 18-month training program that included assignments at FHWA regional and division offices and at the Puget Sound Governmental Conference, the metropolitan planning organization in Seattle, Washington.

Ettinger is a native New Yorker. He received his Bachelor of Civil Engineering degree from the City College of New York and a Master of Science in Transportation Planning from Northwestern University.

Topic: *“Challenges and Opportunities: The Evolution of the MPO Planning Process in the New York Metropolitan Region”*

Speaker 1: Mr. Vern J. BERGELIN, AICP

Senior Planning Manager,
Senior Professional Associate, Urban and Regional Planning
Parsons Brinckerhoff Quade & Douglas, Inc.

Mr. Bergelin has nearly 30 years of experience in complex master planning, urban and regional planning, transportation, and environmental projects throughout the United States and the world. As a Senior Planning Manager in Parsons Brinckerhoff's (PB) New York City office, he has overseen for the last 10 years PB's involvement in transport planning, energy and air quality assessment for New York City's bid for the 2012 Summer Olympic Games. His professional experience is wide-ranging, multidisciplinary, and multi-modal. It has included the Urban Planning and Transportation Study for Lower Manhattan and the World Trade Center site following the events of 9/11; an award-winning plan for Beirut, Lebanon's new waterfront Central Business District; the 1998 Urban Plan Update for the new town of Jubail in Saudi Arabia; a municipal plan

for Istanbul, and urban and transport planning studies in locales as diverse as Athens, Greece; Cairo, Egypt; Shannon, Ireland; Honolulu, Hawaii; and San Francisco, Seattle, and Pittsburgh in the United States. A resident of Brooklyn, New York, he has also completed transportation planning studies in New York City, including the Downtown Brooklyn Transportation Blueprint, and studies for Chinatown in Lower Manhattan, Long Island City in Queens, and the Bay Street corridor on Staten Island.

Topic: *"Chinatown Transportation Study - Success from Consensus Building and Prioritizing"*

Abstract

The events of 9/11 greatly compounded transportation and access issues in the Chinatown area of Lower Manhattan. Streets were closed for security reasons and long-standing crowding and congestion problems were exacerbated. A study for the Lower Manhattan Development Corporation involving the active participation of the Chinatown community set the stage for approval and funding of the community's priority projects.

Study highlights included:

- The development of strategies for dealing with the closure of Park Row and other streets near the New York City Police Headquarters as a major study focus
- Consideration of all modes and mobility issues – impacts of the street closings on traffic, pedestrian circulation and sidewalk activities including storefront operations, freight deliveries and vehicles and garbage disposal, tour and intercity buses, commuter van operations, NYCT bus and subway services, on- and off-street parking
- Work with the community to identify the most important recommendations, including options for reopening Park Row, circulation and safety improvements at Chatham Square, consolidation of intercity bus operations on Forsyth Street, consolidation of commuter van stops in the study area, possible new cross-town bus service, streetscape enhancements, and parking facilities
- Preparation of interim reports and presentations exploring transportation issues, conditions, and improvement options with the community
- A final community workshop that narrowed down the candidate improvements, prioritized them, and provided political support for the final study recommendations

In a subsequent joint news conference in Chinatown, the Governor and the Mayor announced agreement on a partial opening of Park Row for NYCT buses, and funding to implement other top priority projects in the plan.

Speakers Profile

Speaker 2: Dr. Todd GOLDMAN

Assistant Director
University Transportation Research Center

Todd Goldman is Assistant Director for New Initiatives at the University Transportation Research Center, where he works to develop closer collaborative ties between academic researchers and transportation policy and engineering professionals. He has fourteen years of experience working as a consultant and policy analyst on transportation planning and finance, energy and environmental policy, and economic development issues. His research experience bridges academia and professional practice, and has included research and consulting work for foundations, government agencies, business associations, and citizens groups. Dr. Goldman has a Ph.D. in City and Regional Planning, a Masters of City Planning, and an M.S. in Transportation Engineering from the University of California, Berkeley; and an A.B. in Physics from Princeton University.

Topic: *"Training and Professional Development for the New York Region"*

Abstract

Historically, our transportation agencies followed a traditional public administration management model: they hired technical staff with expertise in certain specific types of projects, and managers who focused on completing those projects efficiently. But increasingly, transportation agencies are being confronted with new challenges, ones their workforces are not necessarily equipped to carry out. They must be able to interact with, accommodate, and persuade a wide array of external actors; they must be able to organize their efforts around an evolving set of strategic goals; and they must have the flexibility to implement creative system management strategies as alternatives to new capital investment. UTRC is involved in a number of projects in the region to offer these agencies with the workforce training they need to adopt more strategic- and planning-based management styles. It would also like to reach out to private sector transportation firms on similar initiatives to ensure that they have the workforce they need to meet emerging transportation challenges.

Speaker 3: Dr. Eric Pengkuan HO, P.E.

President
Gallop Corporation

Dr. Ho is a co-founder of Gallop Corporation. He has more than 20 years of professional experience in travel demand model development and, traffic and ridership forecasting, GIS and transportation information systems, quantitative and statistical analyses. He has actively been involved in the development and update of travel demand models in many metropolitan areas, using various transportation planning software systems.

Eric Ho has also conducted traffic forecasts and transit patronage forecasts in many multi-modal transportation studies in the metropolitan areas of Washington, Baltimore, Philadelphia, Pittsburgh, Trenton, Cleveland, and New York. Sample studies in the Northeast Corridor area include:

- Tappan Zee Bridge/I-287 AA/MIS Study for the New York State Thruway Authority and the Metropolitan Transportation Authority
- Southern New Jersey Light Rail Transit System Study for New Jersey Transit Corporation
- Hudson-Bergen LRT System Project for New Jersey Transit Corporation
- Dulles Corridor Rapid Transit Study for the Virginia Department of Rail and Public Transportation
- PATCO Rapid Transit Extensive Assessment Study for the Delaware River Port Authority
- I270/US15 Multi-Modal Corridor Study for the Maryland State Highway Administration
- Capital Beltway Corridor Transportation Study for the Maryland Transit Administration
- Elwyn to Wawa Rail Restoration Feasibility Study for the Southeastern Pennsylvania Transportation Authority
- Glen Burnie Light Rail Extension Study for Maryland Transit Administration (MTA)
- Baltimore Rail Feasibility Study for Maryland Transit Administration (MTA)

Dr. Ho also performed consulting work in the Greater China Region (China, Taiwan, Hong Kong and Macau), and other Asia countries. In the last ten years, Dr. Ho has participated in a number of World Bank funded urban transportation technical assistance projects in several cities in China, including Shanghai, Tianjin, Wuhan and Urumqi. In these projects, he studied urban travel demand characteristics in China, developed and refined the urban transportation planning models, and provided technical training of urban transportation planning and analysis techniques for the various planning agencies in China.

Topic: *"State of Practice of Regional Travel Demand Models in Major Investment Transportation Projects along the Northeast Corridor"*

Abstract

Travel demand models have widely been applied in various transportation planning applications, including development of regional long-range transportation plans, air quality and environmental impact analysis, evaluation and design of transportation projects at corridor level, and others. In the last decade, significant development of travel demand models has taken place to fulfill new requirements of various applications, or to make use of new technologies like GIS. Many planning agencies had upgraded their travel demand models in the last several years. This presentation gives an overview of the state of practice of the travel demand models in various metropolitan areas along the Northeast Corridor, covering models in Washington, Baltimore, Philadelphia, Northern New Jersey, and New York. The presentation also examines how these models are applied to various multi-modal or transit projects along the corridor.

This presentation first provides a brief overview of the general development trend of travel demand models, from the traditional four-step trip-based models to the advanced microscopic tour-based models. Then a review of the models in these metropolitan areas gives us a snapshot as at which stages of the model development trend these models are standing. The review indicates that except the model in the New York metropolitan area, all other models are trip-based models. The recent upgrades of these models focused on the enhancement of various model elements, like the mode choice model and network representation, within the trip-based modeling framework. In New York area, a more advanced microscopic tour-based modeling framework was adapted and the model was implemented under a GIS environment. The recently developed New York model has already been applied to several major transportation improvement projects.

Speakers Profile

The regional models are usually developed and maintained by metropolitan planning organizations (MPOs), which major functions are to develop regional plans and to perform regional environmental analyses, not to develop detailed traffic or ridership forecasts at corridor level. The regional models thus may not be able to provide adequately reliable travel demand forecasts at corridor level, or at the level of detail required by the transportation studies. The presentation summarizes various model refinement techniques commonly used in multi-modal transportation projects, based on experience from various projects in the NE corridor. This presentation also discusses various analytical techniques with the application of the regional models that assist to develop more robust and reliable travel demand forecasts, including the sensitivity analysis and market segmentation analysis. Finally, the presentation highlights some issues that travel demand modeling professionals face recently, such as the demand forecasting for bus rapid transit systems and high-occupancy highway toll facilities.

Speaker 4: Ms. Willa NG

Traffic Engineer
Urbitran Associates, Inc.

Willa Ng has participated in the many facets of transportation engineering, including corridor and master planning, transit planning, traffic engineering and transportation economics. As a researcher at the University of California at Berkeley, Ms. Ng worked on innovative methods of financing and promoting Express Bus for the Regional Express Bus project, sponsored by Caltrans. At Urbitran Associates, Inc., Ms. Ng has worked on a variety of projects in New York City, including traffic engineering projects and planning projects such as the Downtown Brooklyn Transportation Blueprint, a comprehensive transportation plan for Downtown Brooklyn, and the Canal Area Transportation Study, Track II. Both studies involve medium and long term transportation and land use planning in dense urban environments. Ms. Ng received her B.S. from the Massachusetts Institute of Technology and her M.S. from the University of California at Berkeley. She now lives in Queens, New York.

Topic: *"The Canal Area Transportation Study, Track II"*

Abstract

Canal Street in New York City is one of the most unique streets in the United States, serving many different, and often competing, users. It is a major east-west travel route in Lower Manhattan with direct access to both the Manhattan Bridge and the Holland Tunnel. It is also a community main street for three vibrant neighborhoods: Chinatown, TriBeCa and SoHo. Additionally, Canal Street is one of New York's biggest tourist attractions, supporting a dense retail and restaurant environment for visitors all over the world.

This mix of activity has led to extensive congestion for vehicles and pedestrians. In addition to crowded sidewalks and slow traffic, congestion on Canal Street has led to safety problems as vehicles and pedestrians share space. This situation led to the initiation of the Canal Area Transportation Study. The Canal Area Transportation Study, Track II (CATS II), is part of a continuing effort by the New York Metropolitan Transportation Council (NYMTC), its member agencies and the community to develop solutions for transportation problems in the Canal Street area.

This presentation provides a brief overview of existing conditions in the Canal Street area, as identified by an extensive data collection and public outreach effort.

Speakers Profile

2005 Outstanding Achievement Award

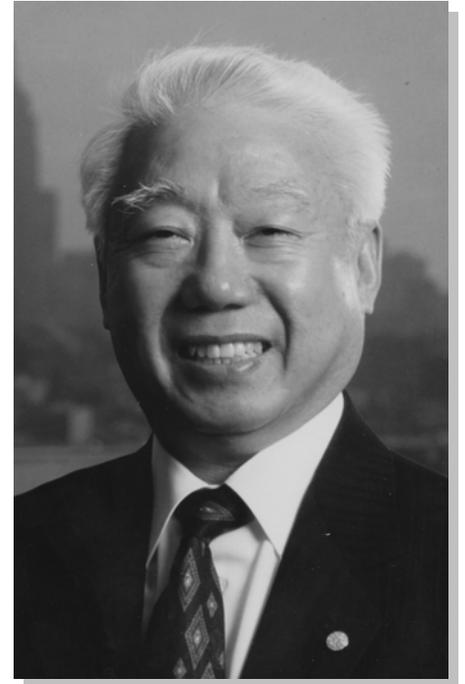
Captain Shiuan-Yu Kuo.

Captain Shiuan-Yu (S. Y.) Kuo has returned to the United States as Vice Group Chairman of Evergreen Group, responsible for overseeing Evergreen Group business in North America. Captain Kuo, who was instrumental in commencing Evergreen's container services in U. S. trades nearly 30 years ago, is headquartered in the company's Jersey City, NJ U. S. office.

Prior to his return, Captain Kuo served three years as Chairman of Evergreen Marine Corporation (Taiwan) Ltd. Captain S.Y. Kuo was named Group Vice Chairman of Evergreen Marine Corporation (Taiwan) Ltd. in 2002. A qualified master mariner, Captain Kuo joined Evergreen in September 1970, just two years after the company was established. He served aboard several of the company's vessels before coming ashore in 1974.

In late 1974, he was transferred to the company's New York office and apart from a short spell in London in 1978-1980 overseeing the launch of the company's North European service, he stayed on the US East Coast until 1998. His last two and a half years in the US was as Chairman of Evergreen America Corp., where he also served as President and Executive Vice president.

Captain Kuo returned to Taipei as Chairman of Evergreen Sky Catering Corporation before serving as Chairman of Evergreen Marine Corporation.



Members Profile

Dr. Ken-Sen Heh, P.E.

China's Freeway Innovator---
An American-Chinese with a Chinese Heart

By Jack Chiang

Dr. Ken-Sen Heh was born in China and grew up in Taiwan. Dr. Heh came to the United States for advanced studies and earned his Engineer degree from Columbia University and Ph.D. degree from Polytechnic University. After twenty-eight years of dedicated service, he retired from the New York City Transit Authority in early July, 2005.

He also was an adjunct professor at Polytechnic University. Dr. Heh and his teammate, Philip Liu, ICTPA-USNE member, were considered by peers as China's Freeway Innovator while on their first visit to Liaoning Province, China in 1984. They convinced the Provincial Governor and introduced the first freeway and first toll road system to China. Since then, their team has made more than 20 trips in 18 provinces which covered most part of China. Today, China's freeway system is ranked number two in the world in length except to the United States.



Dr. Ken-Sen Heh, P.E.

huge freeway network which has a significant impact on China's economic development, mobility, environmental conditions, safety, and security.

As one of the ICTPA/USNE founding board directors in 1988, Dr. Heh actively participated in many major program events. We wish Dr. Heh enjoys his retirement life and continue to contribute his knowledge and experience to his profession and motherland.



Dr Heh visited Liaoning, China in 1984: governor (middle of the front row), Dr. Heh (left) and Mr. Philip Liu (right)

How Dr. Heh and their team applied "Taiwan Experience as well as US Experience" to convince the Chinese decision-makers to agree to build a new freeway instead of simply upgrading the existing highway and agree to collect tolls to assist in freeway finance that changed transportation mode from previous focused railway to freeway for a more balanced transportation system during that time was a quite challenging task, but they did it. Today China's comprehensive interstate freeway system is still under development and is expanding. No one will really know that planning a "freeway" seed can grow to a

Members Profile

Ms. Jing Du, P.E.

Manager of intelligent Transportation System (ITS), MTA Bridges and Tunnels

By Sarah Wu

Jing grew up in Chongqing, mainland China and graduated from Chongqing University in 1982 majoring in Bridges and Tunnels. She participated in the construction work to build the China's first longest continuous span pre-stressed concrete bridge in Hubei province after graduated from college. She went back and settled down in her home town in 1985.



Family Picture: husband-Richard Graf (left), son-David Yang (middle) and Jing Du (right)

Jing came to United States in 1991 with a burning desire to provide a better future for her son, David. She overcame many obstacles, received a Master's Degree in Transportation from City College of New York in 1993, and got her Professional Engineering License in 1995.

As a new immigrant Jing's credentials and talents landed her a full time job at TransCore in 1992 while thousand others lost their jobs. She steadily progressed from Traffic Engineer, Senior Transportation Engineer to Principal System Engineer in eight years. Jing played a key role in various transportation system developments in New York/New Jersey/Connecticut Metropolitan area. The highlights included Manhattan Traffic Signal (2600 signals) Center Control system, New York State ITS Early Deployment, Advance Traffic Management System.

While working as an engineering professional, Jing never thought that she would need to get into software development for career advancement. In mid 1990s, most of the transportation system development requires real time reporting and broadcasting capabilities for multi-agency information sharing and timely response to the incidents. Jing started self-study for Visual Basic; then she completed the training courses for Web development, Oracle database, etc. The critical software skills she acquired further advanced her in the career track. In 2002 Jing was hired as Manager of ITS at MTA Bridges and Tunnels. She is now responsible for several ITS capital projects which involve real-time roadway weather reporting system, real time traffic delay and travel time reporting at TBTA facilities, Variable Message Sign central control and display for all TBTA facilities, and E-ZPass reporting system.

Fourteen years after she came to the new world, Jing's dream is about to come true. David is now 6'1 feet tall, a high school junior majoring in Tele-Communication at Bergen County Academy. At age of sixteen, David purchased his first laptop by working as a summer intern in a Transportation Agency developing a truck driver dispatch software application. He humbly promised that he will try to have his mother soon enjoy her retirement. David also amazingly loves his step-father, Richard Graf, with whom Jing has been married for two years. They are one of the happiest families among us.

2004-2005 Lists of Activities

By Joe Tse

Dec 6, 2004:	1 st BOD meeting at WOP Restaurant
Dec 7, 2004:	Dinner for Beijing Olympics Delegation; co-sponsored with CAST
Dec 12, 2004	Farewell party for Chinese Science & Technology Counsel Dong Jing-shen; co-sponsored with more than 20 other associations
Jan 6 2005:	Dinner with Prof. Lu, Hua-pu from Tsing-hua university at “Lai Lai Ju”
Jan 7-8, 2005	TRB and ICTPA/NACODA conference; Peter Lai, Wenmin Pan, Jack Chiang, Philip Liu, George Tang, James Chiao, Rachel Liu, & several students attended.
Jan 15, 2005:	Pot luck party held at Wenmin Pan’s home for Prof. Chen Hong from Chan-an University, China and Vice president Chung Anne of THI Consultants, Taiwan.
Jan 25, 2005:	2 nd BOD meeting held at 199 Water street
Feb 17, 2005:	Income Tax Return Seminar by Accountant Shu Ning
Mar 19, 2005:	Earlier Spring Gathering party at Philip Liu’s home, Princeton
Apr 26, 2005:	Technical Seminar of “Trans-Pacific Freight Movement and Its Implications in North East Area” organized by Dr. Rachel Liu Career Development of “Professional Career Development Roundtable” organized by ICTPA president Peter Lai
Jun 3, 2005:	3 rd BOD meeting at WOP Restaurant, Mott Street
Jun 4, 2005:	Technical tour of “APM Terminal in Port Newark, New Jersey” organized by Dr. Cynthia Chen and Mr. Rory Liu
Jun 25-26, 2005:	NACODA conference at Chang-an University, Xian, China; ICTPA attendees included Dr. Rachel Liu, Dr. Jack Chiang and Kuoan-Chiao.
Aug 6, 2005	Whitewater Rafting at Leigh River organized by Sarah Wu and Dr Jack Chiang; 57 participants
Aug 20,2005:	4 th BOD and a summer gathering held at Dr. Steven Chien’s home, New Jersey
Oct 1, 2005:	ICTPA-USNE Chapter Annual Conference will be held at Sheraton Hotel, Flushing, New York

Lists of Activities

2005 Technical Tour

2005 Technical Tour

APM Facility

By Paul Eng-Wong



There were 11 members who visited the APM terminal

It was a hazy June afternoon when a determined group of ICTPA members and guests were treated to a seminar and personal tour of the APM Terminal in Port Newark, New Jersey. The tour was organized by the Technical Tour Committee including Professor Cynthia Chen and Rory Liu. Our gracious hostess was Nancy Bartulewicz, who's a consultant to APM and has a distinguished history with the port facility.

APM currently operates 23 shipping lines on 266 acres for stevedoring (loading and unloading ship cargo) which will be expanded to 350 acres in

the near future. The expansion is necessary to accommodate the expected projection of increased activity for the next 25 to 30 years. APM has 1,000 employees serving 20 lanes (7 import lanes and 13 export lanes) with 12 to 14 vessels per lane.

The facility moves three to four thousand containers per day with a 64 minute turnaround time which is among the fastest in the port however APM is looking to improve this even further. Access and egress are critical issues facing all of the terminals in Port Newark. Some of the improvements include a grade-separated rail freight service at Corbin Street where the three tracks are increased to 18 tracks. On the water side APM has invested in Super Post Panamax Cranes to load and unload larger vessels more efficiently.

After the seminar we boarded a bus that gave us an up close look at the various operations of the facility including the check-in process, the maintenance and repair area, the container storage area and the tremendous machinery that moves thousands of containers a day. This was both an informative and enjoyable technical tour for all those who attended.



Our hostess Nancy Bartulewicz

News Clips

News Clips



國際華人交通運輸協會美國東北區分會十周年年會，新舊理事歡聚一堂。前坐左三為副會長潘文敏、其後立者為會長黎澄天。兩位前任會長鄭向元（立者左一）、焦國安（立者左三）亦出席。（張淑文攝）

華人運輸協會頒傑出成就獎

【明報紐約訊】國際華人交通運輸協會美國東北區分會昨（25）日假法拉盛喜來登酒店舉行十周年年會。頒發傑出成就獎給曾被新澤西州長任命為新州交通公司董事、現為Palisades顧問集團公司的林意華；以及頒發傑出服務獎給Eng-Wong, Taub & associates顧問公司總裁伍國基。

年會並進行以「區域性交通運輸系統之效能與安全」為主題的研討會。邀請紐約市經濟發展公司副總裁陳雅麗、新州交通廳執行長阿爾夫史耐德、紐約州交通廳11區副執行長伍華偉、林意華主講。伍王陶交通工程公司副總裁維格各達在晚宴時介紹了法拉盛下城交通研究近況。

當天選改選三分之一的理事，新加

入理事會的成員包括林意華、劉蓉芳、陳秋子。三年任期屆滿的杜靖和董光超獲得連任，他們與仍在任期內的十位理事錢一之、潘文敏、胥小培、陳均康（前標準上訴局局長）、林豐傑、劉以仲、曾昭俊、謝家榮、伍國基、徐慧麗，將於近期選出新的會長及職員。

該會現任會長黎澄天致辭時表示，華裔從事美國交通運輸行業並有傑出表現者愈來愈多，該會可以維持這個龐大的支援網絡，不僅推動華人社區在交通方面之所需，也為全美提供良好的生活品質。

中國駐紐約總領事館科技參贊董勁生、台北經文處副處長李鈞聲、中華公所主席陳玉駒等嘉賓亦出席晚會。

華人交通運輸協會年會 舉辦多場專業講座 林意華伍國基 獲頒傑出獎

【本報記者王靜菲紐約報導】國際華人交通運輸協會(International Chinese Transportation Professionals Association)美國東北區分會，25日下午在法拉盛喜來登大飯店舉行2004年會，邀請多位專家發表演講，並表揚林意華與伍國基兩人對社區的貢獻。

伍王陶交通工程公司副總裁維格各達(Babu K. Veeragowda)在晚宴上以法拉盛交通為主題演講，他指出，該公司從今年5月起，接受紐約市經濟發展公司的委託進行法拉盛市區交通調查並提出改善建議。該公司在法拉盛主要幹道如緬街、北方大道、凱辛納大道、羅斯福大道等15處設點，每個

點由四到六個人負責，測量交通流量，再針對測量結果分析，提出建議。

這項計畫報告最後可能會送交紐約市交通局作為解決法拉盛交通問題的參考，該公司會提出一些建議，如將緬街改為單行道、設立公車專用道等，以改善法拉盛的交通，但是法拉盛嚴重的停車問題不在這次研究的範圍內。

年會上頒發「傑出成就獎」給林意華，及「傑出服務獎」給伍王陶交通工程公司總裁伍國基。林意華在交通運輸規劃、營運、研究上有長達27年的經驗，曾被新州州長任命為新州捷運局董事，並曾協助中國大陸推動世界銀行的交通發

展項目。

該協會下午並舉辦多場研討會，以「區域性交通運輸系統之效能與安全」為主題，邀請數名專家解說，包括紐約市經濟發展公司副總裁鄭雅麗主講「紐約市鐵路貨運之挑戰」，新澤西州交通廳執行長阿夫史耐德(Kurt Aufschneider)主講「交通事故之偵測、控管及智慧型高速公路系統」、巴利沙迪斯顧問公司總裁林意華主講「提升捷運安全」，以及紐約州交通廳副執行長伍華偉主講「紐約州交通廳在五大區的角色」。

年會並依照慣例改選五位新理事，分別為杜靖、董光超、陳秋子、林意華、劉蓉芳。



國際華人交通運輸協會美國東北區分會25日下午召開2004年會，並改選五位新理事。圖為新舊理事合影，後排左六為現任會長黎澄天。（本報記者王靜菲攝）



圖與文

國際華人交通運輸協會美國東北區分會二〇〇四年年會上週六在法拉盛喜來登酒店舉行，該會會長黎澄添（右）頒發傑出成就獎給 PAISADES CONSULTING GROUP, INC. 顧問公司總裁林意華（左）。

B2 星島日報 2004年9月26日 星期日



交通研究報告年底完成

法拉盛緬街改南北單行道

本報記者梁海卉紐約報導

國際華人交通運輸協會美國東北區分會於昨(25)日在法拉盛喜來登酒店舉行年會晚宴。該會邀得伍王陶交通工程公司的副總裁巴布·維洛各答(Babu Veeregowda)當榮譽講者，介紹政府委托他們就法拉盛交通問題的研究。

雖然研究報告還未完成，但維洛各答指他們對法拉盛的交通問題有一定了解，已經有一些初步建議。

因為現時法拉盛主道緬街的交通頻繁，乘坐公車的市民常常會遇上擠塞阻延。所以他們建議將現時雙行線的緬街改為單行線，只准車輛由南往北的方向行駛；但南行的巴士專線將會保留，以利公共運輸。

緬街禁止轉彎

除了限制普通南行車輛使用緬街外，他們亦建議禁止緬街行駛車輛於羅斯福大道、39街及凱辛娜大道的路口轉彎。因為這幾個交界口的交通都很繁忙，行人亦眾，所以建議不准車輛轉

彎，為了道路使用者的安全及減少意外。

但維洛各答指出緬街與北方大道的交界將不在此禁之列，因為連接北方大道的是高速公路。

他亦指會研究將緬街上的巴士站位置重設，甚至可能將其搬離緬街最繁忙路段。至於一直為人詬病的泊車問題，維洛各答表示研究集中處理交通流量方面，所以並沒有研究泊車議題。

維洛各答說：「現時法拉盛的交通常有擠塞問題出現，所以我們的研究方法是在50個主要地點量度交通流量。」量度地點包括緬街、北方大道、羅斯福大道及凱辛娜大道等，都是華人



國際華人交通運輸協會美國東北區分會董事會在年會晚宴上合照。

聚居及活動中心。

現時他們有4-6位職員負責該研究計劃的工作。研究在去年4月開

始，預計於今年年底完成報告，然後他們會向政府提交改善法拉盛交通的建議。

法拉盛交通研究年底出報告 計劃改緬街為單行道

【明報紐約訊】法拉盛下城交通研究報告預計於今年底完成，據負責研究工作的Eng-Wong Taub & Associates副總裁維洛各達表示，計劃提出將緬街改為北向單行道，但設立雙向巴士專用道的建議。

在昨日國際華人交通運輸協會美國東北區分會年會中，維洛各達接受記者採訪時稱，這項自今年五月以來進行的交通研究調查，是為了法拉盛濱河區水前地開發計劃而做，該公司在法拉盛下城地區包括緬街、羅斯福大道、凱辛納大道、北方大道等50個地點進行汽車及行人流量的調查，共有4至6名員工負責調查工作。調查工作預計在年底完成。

目前該公司就調查情況所提出的主要建議，除了將緬街改為北向單行道之外，還建議在與緬街交界的一些主要街道口，如羅斯福大道、39大道、凱辛納大道等，都禁止車輛轉彎。維

洛各達指，尤其是緬街圖書館的路口，經常有車輛右轉到凱辛納大道或41大道，造成交通阻塞。因此計劃建議在上述街口禁止巴士以外的車輛左轉或右轉。

另外雖建議緬街改為北向單行道，但為了公車運行方便，在緬街南北向均會設立巴士專用道，在南向巴士道上將禁止一般車輛行走。

維洛各達稱上述建議將可保持緬街暢通，將車流量疏散到友聯街和大學點大道。

法拉盛濱河區水前地開發計劃，是準備將濱臨法拉盛河的水前地開發成河濱公園，而將法拉盛下城地區通往濱河區的部分街道改為行人徒步區，為法拉盛居民提供更良好的生活品質。濱河區開發計劃又是法拉盛下城主要開發計劃的一部分，整個法拉盛開發計劃還包括商業區、下水道系統等的改善。

「柏路封閉」報告 華人交協指有缺陷

認未詳細討論封街降低華埠生活品質 並限制經濟

【本報記者謝宏媛紐約報導】國際華人交通運輸協會美東分會會長、前會長等8位成員31日接受「華埠柏路居民聯盟」的邀請，前往美東聯公所檢視紐約市府與市警局提出的「柏路封閉」初步環境影響報告。協會成員認為，該份報告沒有就部份影響重大的項目提出具體而詳細的討論，未來有補強的空間。

該協會大部份成員在政府單位服務，或在與市府有合約關係的顧問公司任職。昨日首次正式就此議題對社區表達支持。

包括現任會長黎澄天(Peter Lai)及前任會長鄭向元在內的八位國際華人交通運輸協會美東分會成員昨天早上利用假日，到聯公所和居民聯盟代表李澤光等社區人士討論環評報告細節。

黎澄天說，居民聯盟大約兩個月前和運輸協會聯絡，希望該協會提供交通上的專業意見。他和董事會成員討論以後得到共識，協會成員大多在華埠長大，對社區感情很深，希望提出意見能有助於解決柏路封閉的問題。

該協會經過長時間的報告閱讀和討論之後，對外發出聲明稿。稿中指出，報告已就柏路封閉所造成不同層面

的影響提出討論，但對華埠而言最重要的兩個議題：交通堵塞造成的生活品質下降和重要道路封閉限制經濟發展，缺乏細節討論。

黎澄天表示，柏路封閉帶來不便，居民長期從事抗爭和法律訴訟，比較難從不同的角度分析、解決問題。他希望該協會成員可持續從專業上提出建言，共同思考各種解決問題的可能。

Annual Pictures

Annual Pictures

Dinner for Beijing Olympics Delegation



Beijing delegation's visit

Farewell party for Chinese Science and Technology Counsel Dong Jing-shen



Consul General Liu, Bi-wei (4th from right), Counselor Dong, Jing-sheng and his wife (5th and 6th from right), and Counselor Li, Wu-qiang (3rd from right)

Pot luck party held at Wenmin Pan's home for Prof. Chen Hong from Chan-an University, China and Vice president Chung Anne of THI Consultants, Taiwan



Potluck party at Wenmin's home

1st BOD meeting in New York



2nd BOD meeting held at New York City



Annual Pictures

Earlier Spring Gathering party at Philip Liu's home, Princeton

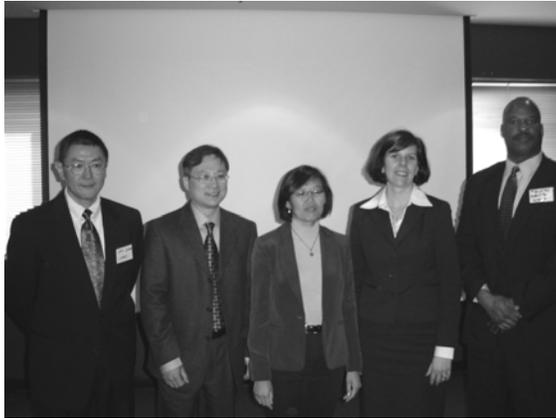
Annual Pictures



Annual Pictures



Technical Seminar of “Trans-Pacific Freight Movement and Its Implication in North East Area”



Speakers of technical seminar (from left): Mr. J. Juang, Mr. C. Guan, Dr. Rachel Liu (moderator of the seminar), Ms K. Leone and Mr. T Davis



People who were attending the seminar and career development roundtable at NJIT

Career Development of “Professional Career Development Roundtable



VIP Panelists (from right): Mr. Wen Jin Lee, Mr. Jerry Cheng, Mr. Peter Lai (also the moderator of this Professional Career Development Roundtable), Mr. Paul Eng-Wong and Dr. Steven Chien

Whitewater Rafting at Leigh River



4th BOD and summer gathering at Dr. Steve Chien's home



Annual Pictures

Technical Corner

TWO YEARS AFTER 9/11, THE IMPACT ON INTER-CITY TRAVEL BEHAVIOR

By Wei Li¹ and Cynthia Chen²

It is expected that 9/11 has had a profound impact on people's inter-city travel behavior in the New York Metropolitan Region. One impact can be, as we hypothesized, that people might reduce their inter-city trip frequencies due to security concerns. To assess the hypothesized impacts, we conducted a survey from Oct. 2003 to May 2004, followed by an in-depth analysis of the data collected. The sample comprises responses from 124 subjects, randomly drawn from the staff and students in the City College of New York. About 27 of these 124 subjects also participated in a previous survey, which was conducted about six months after 9/11. Six different corridors were included in the survey, including New York City (NYC)-DC, NYC-Boston, NYC-Montreal, NYC-Buffalo, NYC-Chicago and Boston-DC. Subjects were asked to report their past travel behavior, rate different travel modes (air, car, Amtrak and other), and indicate the change of their inter-city trip frequency before and after 9/11. To control the possible differences in travel behavior that may come from individuals with different personalities and preferences, subjects were also asked to provide their socio-demographic and personality related information.

In terms of the socio-demographics, 63% of the subjects were male and 85% of the subjects were less than 36 years old with at least college education. More than half of the subjects had one or more children in their households. About 63% of them earned less than \$50,000/year and 13% of the subjects earned more than \$100,000/year.

In order to obtain the personality-related information, subjects were evaluated on their stress level. We applied four stress-probing questions, the Perceived Stress Scale-4 Item (PSS4) questions. These four questions result in a calculated PSS4 score, which is a measure of one's stress level³. The PSS4 score ranges from 0 (never feel stressed) to 4 (frequently feel stressed); the higher the score is, the more stressful the person is perceived. We found that the average PSS4 score of the subjects in the sample was 1.61, suggesting that they were between almost never and sometimes stressed.

Subjects also reported that prior to 9/11 they were most likely to choose transportation mode based on two attributes: "convenience" and "cost". After 9/11, although "convenience" was still the most important attribute, the subjects also concerned other attributes such as "security". The importance on the "cost" dropped significantly. In addition, although car was still most preferred, the shares of the other three modes have significantly increased.

¹ Ph.D. student, Civil Engineering Department, City College of New York.

² Assistant Professor, University Transportation Research Center, Civil Engineering Department, City College of New York.

³ Cohen, S., Kamarck, T., Mermelstein, R. (1983). A global measure of perceived stress. *Journal of Health and Social Behavior*, 24, 385.

Together with those responses collected from the most recent survey effort, we also analyzed responses from earlier surveys (conducted six months after 9/11). Based on their responses, we split the data into three waves: those who traveled prior to 9/11, those who traveled within six months after 9/11 and those who traveled between one and half and two and half years after 9/11. The results show that in general, all the four modes (air, car, Amtrak and other) enjoyed better than fair ratings during all three waves. Although the ratings for car mostly surpassed the other three modes in all three waves, it experienced a drop in ratings for cleanliness, service, security, comfort and safety over time. Amtrak enjoyed the most dramatic improvement in ratings over time for all features except cleanliness. As expected, the ratings for air experienced an initial decrease from prior to 9/11 to within six months after 9/11, followed by an increase from within six months after 9/11 to about two years after 9/11.

In terms of trip frequency, 58% of the subjects indicated that after 9/11 their trip frequency via air had not changed at all, 31% indicated 9/11 had reduced their trip frequency and 11% indicated they had increased their trip frequency. We applied an ordered probit model to quantitatively assess the effects of various variables on the change in trip frequency. Preliminary results have shown that in general, the older the subject were, the more likely he/she would be affected by 9/11; the more people there were in the household, the less likely the subject would be affected by 9/11; the lower education the subject had, the more likely he/she would be affected by 9/11. People with lower household incomes ($\leq \$50,000/\text{year}$) were more likely to be affected by 9/11 (i.e., a higher percentage of people with lower incomes were found to reduce trips after 9/11, compared to others). The more stressful the subject was perceived, the more likely he/she would be affected by 9/11.

In sum, the preliminary results confirmed our original hypothesis that 9/11 has had a profound impact on people's lives in terms of their travel behavior. They also suggest that 9/11 had varying levels of impacts on people with different characters and personalities.

Acknowledgement:

The authors wish to thank a number of people who have provided tremendous support during the course of this ongoing project. They include: Professor Paaswell, director of the University Transportation Research Center and distinguished professor of the civil engineering department, City College of New York, Professor Jose Holguin-Veras, associate professor of civil engineering department, Rensselaer Polytechnic Institute, and Professor Chandra Bhat, associate professor of civil and environmental engineering, University of Texas at Austin.

SEISMIC ANALYSIS OF UNREINFORCED MASONRY BRIDGE

STRUCTURES IN NEW YORK CITY

By Feng-Bao Lin

INTRODUCTION

New York City Department of Transportation (NYCDOT) owns about 750 bridges among a total of more than 2,100 bridges in New York City. Most of these bridges were built before the seismic requirements for the city were implemented. Soon after the 1989 Loma Prieta earthquake in San Francisco, many states in the central and eastern United States including New York State adopted provisions for seismic design of highway bridges. To fulfill these seismic requirements, the existing bridges in New York City must be evaluated and it is predictable that most of these bridges need to be retrofitted for seismic resistance enhancement. Among the major long-span bridges in the city, Williamsburg Bridge was evaluated and the seismic retrofit is in progress, Manhattan Bridge is currently under evaluation, Brooklyn Bridge will soon be evaluated, and Queensboro Bridge was evaluated but needs to be re-evaluated [Khinda 2001].

Unreinforced masonry structures are used in many bridges in New York City, ranging from the towers of long-span Brooklyn Bridge to the piers of short-span 145th Street Bridge. These unreinforced masonry components are particularly vulnerable to an earthquake because the integrity of unreinforced masonry structures mainly relies on the joining material between masonry blocks such as mortar which is very apt to crack when subjected to tension. One key aspect in the seismic evaluation process is to create a sound structural model and perform numerical seismic analyses. The numerical modeling and analysis of unreinforced masonry structures represents a very complex problem because of the constitutive nature of masonry. Being composed of two very different materials, the masonry units and a joining material, masonry structures exhibit a heterogeneous and discontinuous behavior. A realistic modeling should capture the block deformation, contacts and interactions between blocks as well as crack opening, crack propagation, and joint sliding through the joining material.

The main objective of this research study is to develop an adequate methodology to simulate the behavior of unreinforced masonry structures under seismic excitations. A special finite element approach and the discrete element method will be applied to model and analyze typical masonry bridge components including the bridge towers of the Brooklyn Bridge. The analysis results will be compared, and the result accuracy, the numerical efficiency, and the effects of different numerical algorithms will be examined to determine the most suitable approach for the seismic evaluation of masonry structures.

FINITE ELEMENT ANALYSIS WITH SLANTED ELLIPSE MODEL

The finite element method is the most powerful, versatile, and well-established numerical approach. The key aspect in the numerical analysis of masonry structures is how to simulate crack propagation in the mortar between masonry blocks. The cracking can be modeled in a finite element analysis by adjustments of material stiffness. This approach, called smeared cracking, requires a realistic constitutive model that can simulate strain-softening behavior. Strain softening is a phenomenon reflecting microcracking on the macroscopic level in which the stress declines gradually at increasing strain due to the growing of microcracks and finally reduces to zero as the microcracks develop into a major visible crack. The slanted ellipse model [Lin et al. 1987, Jirasek and Bazant 2002], which was developed by the principal investigator, will be modified and integrated with the general-purpose finite element program, ABAQUS, to simulate crack propagation for the proposed study.

The slanted ellipse model is a plasticity-based constitutive model developed particularly for concrete materials. The yield or loading surface of this model is smooth without corners. It has the shape of a rounded triangle in the deviatoric sections and the shape of a slanted ellipse in the meridian planes (Figure 1). The model is able to describe hardening or softening response caused by either pore collapse or microcracking in a material. When the volumetric plastic strain is negative, i.e., when the pores in the material are closing due to high hydrostatic compression, the material hardens. When the volumetric plastic strain is positive which indicates inelastic volume expansion due to microcracking, the material softens. The inelastic hydrostatic response can also be simulated by this model because of its closed-type yielding surface. In addition, the identification of the material parameters can be carried out sequentially, rather than by simultaneous nonlinear optimization of the fits of all data. It has been shown that the model agrees well with the available test data of concrete under various loading conditions [Lin et al. 1987].

The loading surface of the slanted ellipse model can be expressed in the form:

$$F(\boldsymbol{\sigma}) = \sqrt{3}\tau_0 - r(\theta, \sigma_0/f'_c, \tau) = 0 \quad (1)$$

where $\boldsymbol{\sigma}$ is the stress tensor whose Cartesian components are σ_{ij} , $\sigma_0 = I_1/3$, $I_1 = \sigma_{kk}$ = first invariant of stress tensor, $\tau_0 = \sqrt{2J_2/3}$, $J_2 = s_{ij}s_{ij}/2$ = second invariant of the stress

deviator $s_{ij} = \sigma_{ij} - \frac{1}{3}\delta_{ij}\sigma_{kk}$, δ_{ij} = Kronecker delta, $\theta = \frac{1}{3}\cos^{-1}\left(\frac{3\sqrt{3}}{2}J_3J_2^{-3/2}\right)$ = similarity angle

which represents the polar angle in the deviatoric section, $J_3 = \frac{1}{3}s_{ij}s_{jk}s_{ki}$ = third invariant of s_{ij} ,

f'_c is the tensile strength, τ is a hardening-softening parameter which determines the size of the loading surface, and function $r(\theta, \sigma_0/f'_c, \tau)$ represents the deviatoric section of the loading surface which can be expressed by the Willam-Warnke's formula as (see Fig. 1):

$$r\left(\theta, \frac{\sigma_0}{f'_c}, \tau\right) = r_c \frac{R + (2r_t - r_c)(2R \cos \theta + 5r_t^2 - 4r_t r_c)^{1/2}}{2R \cos \theta + (2r_t - r_c)^2}, \quad R = 2(r_c^2 - r_t^2) \cos \theta \quad (2)$$

where r_t and r_c represent the tensile and compression meridians, respectively, which have a slanted-ellipse shape (Figure 1).

Tensile meridian ($\theta = 0$): $r_t = \sqrt{3} \tau \left[\alpha_0 + \alpha_1 \frac{\sigma_0}{\tau} + \alpha_2 \left(\frac{\sigma_0}{\tau} \right)^2 + \alpha_3 \left(\frac{\sigma_0}{\tau} \right)^3 \right]^{\frac{1}{2}}$ (3)

Compression meridian ($\theta = 60^\circ$): $r_c = \sqrt{3} \tau \left[\beta_0 + \beta_1 \frac{\sigma_0}{\tau} + \beta_2 \left(\frac{\sigma_0}{\tau} \right)^2 + \beta_3 \left(\frac{\sigma_0}{\tau} \right)^3 \right]^{\frac{1}{2}}$ (4)

These equations involve eight parameters $\alpha_0, \dots, \alpha_3, \beta_0, \dots, \beta_3$ in which only six are independent because the two apices of each slanted ellipse must coincide. The hardening rule is governed by

$$\tau = \tau_1 \exp(-\lambda_1 \varepsilon_0^p) \quad \text{for } \varepsilon_0^p = \frac{1}{3} \varepsilon_{kk}^p \leq 0 \quad (5)$$

and the softening is governed by

$$\tau = \tau_1 \exp(-\lambda_2^2 \varepsilon_0^{p2}) \quad \text{for } \varepsilon_0^p > 0 \quad (6)$$

where τ_1 represents the initial size of the loading surface and ε_{ij}^p is the inelastic strain.

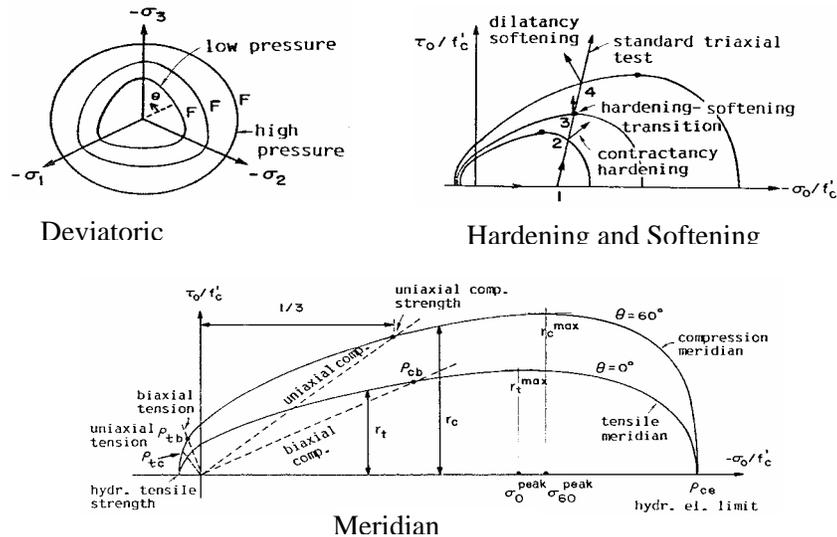


Figure 1. Slanted Ellipse Model

The slanted ellipse model will be modified particularly for the seismic analysis of the mortar materials. Different hardening-softening rules such as kinematic and mixed hardening-softening rules will be incorporated into the model to simulate the cyclic behavior. The parameters $\alpha_0, \dots, \alpha_3, \beta_0, \dots, \beta_3$ will be calibrated based on the test data from the uniaxial compression test, uniaxial tensile test, biaxial compression test, and hydrostatic test on the mortar materials.

After several small-scale typical examples are analyzed to verify the modified model, the study will then proceed to the analysis of unreinforced masonry piers of the 145th Street Bridge and unreinforced masonry towers of the Brooklyn Bridge in New York City. The 145th Street Bridge is a swing span movable bridge crossing the Harlem River and provides access between Manhattan and the Bronx. The total length of the bridge is about 1,580 ft, consisting of a 310 ft steel through-trusses swing span, steel girder and truss approach spans, and earth-filled approach ramps. The swing span is supported by a circular concrete pivot pier with a granite block façade (Figure 2). The two river rest piers were built by unreinforced stone masonry blocks founded on concrete in-filled timber caissons.

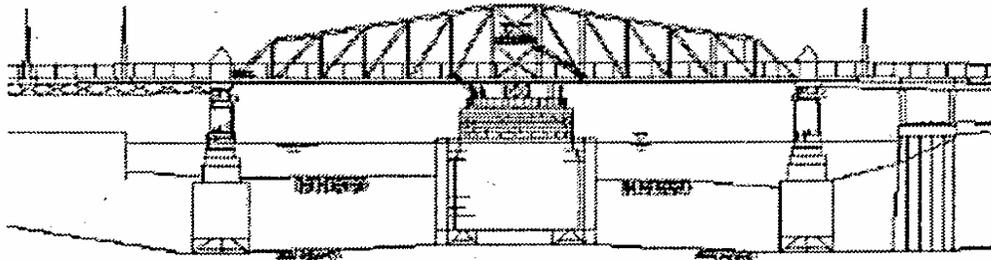


Figure 2. 145th Street Bridge with Swing Span Supported by Masonry Piers

The Brooklyn Bridge is a historic landmark which is the oldest of all the East River crossings in New York City. The bridge is also a vital transportation link from Manhattan to Brooklyn that must continue to function after a seismic event. This suspension bridge has diagonal stays radiating from the top of the towers. The bridge is about 6,000 ft long including the main span, two side spans, and two masonry approaches. The two towers of the bridge (Figure 3) are massive masonry structures supported on sunken caissons and they reach 270 ft above the water surface of the river.

The masonry bridge piers of the 145th Street Bridge and the bridge towers of the Brooklyn Bridge are expected to play a significant role during a seismic event. They exhibit a highly nonlinear behavior due to the development of cracking. Since the masonry structures are brittle, they may behave in an unsatisfactory manner leading to serious damage or even a sudden collapse if the seismic loads exceed a certain limit. A finite element model of the piers and towers will be generated with the slanted ellipse constitutive relationship applied to the mortar between the masonry blocks. Step-by-step nonlinear time history analyses will be conducted using the ABAQUS program integrated with the slanted ellipse model. The results of crack formation, crack propagation, displacements, forces, and stresses due to selected earthquake excitations will be used to evaluate the vulnerability of the piers and towers. The force capacity-to-demand ratios and the ductility ratios will be acquired from the analyses for the seismic performance evaluation. To obtain the seismic vulnerability functions, the structural response will be examined for increasing peak ground acceleration values.

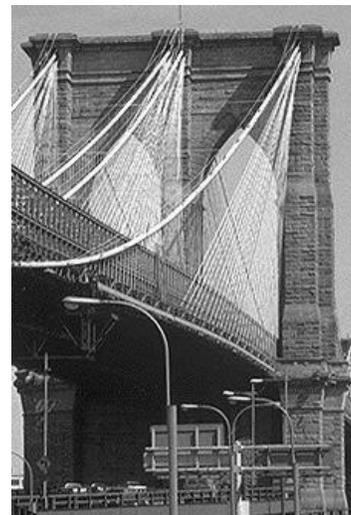


Figure 3. Masonry Tower of Brooklyn Bridge

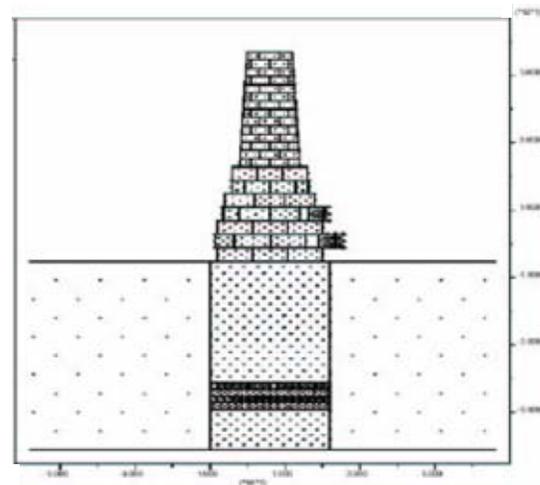
examined for increasing peak

SEISMIC EVALUATION USING DISCRETE ELEMENT METHOD

The discrete element method [Sinclair and Lemos 1998, Sinclair and Lemos 1999, Azevedo et al. 2000] was developed in recent years for the analysis of structures composed of particles or blocks, such as jointed and fractured rocks or masonry structures. The method is especially suitable for the problems in which a significant part of the deformation is caused by the relative motion between the blocks. The approach allows for large displacements, rotations, and sliding between the blocks, the opening of cracks and even the complete detachment of the blocks. The method is well suited for collapse analysis, and may thus be an effective tool for the safety assessment of the bridge masonry structures. However, this method is not as well established and demonstrated as the finite element method. Its applicability to the current proposed research needs to be studied and verified.

In the discrete element method, the blocks may be assumed rigid or deformable. The representation of the interface between blocks relies on sets of point contacts which can be modeled using a soft contact approach or a hard contact approach. In a soft contact approach, a finite normal stiffness is taken to represent the measurable stiffness that exists at a contact or joint. A small overlap of blocks is possible in the case of compression. A hard contact approach will not allow any interpenetration of the two blocks that form a contact. A joint constitutive relation has to be provided for the normal and shear directions. In the normal direction, the stress-displacement relation is usually assumed linear. In the shear direction, a Coulomb slip model is employed in which the response is controlled by a constant shear stiffness and the shear stress is limited by a combination of cohesion and friction between the two blocks.

The discrete element program UDEC [Itasca 1996] will be used to perform the seismic analysis using a time integration method. Similar procedures as stated in the previous section will be carried out and the analysis results will be compared with those obtained from the finite element method. The applicability and effectiveness of the discrete element method for seismic evaluation of masonry structures will be examined and evaluated. Figure 4 shows an initial result of the masonry pier of the 145th Street



Bridge obtained from a discrete element analysis. The figure indicates that some masonry blocks at the low-right corner fall out of the pier during the seismic excitation. In this analysis, the pier is subject to a seismic event developed by NYCDOT for the 2500-year earthquake. The earthquake time history was synthetically generated using an actually recorded earthquake acceleration time history as a seed and then modified to match the target design response spectra specified in the 1998 NYC Seismic Hazard Study Report [NYCDOT 1998].

CONCLUSION

Taking the lessons from the 1989 Loma Prieta earthquake in San Francisco and the 1994 Northridge earthquake in Los Angeles, the general public and government officials in the United States have a heightened awareness of the structural and economical impact of potential seismic hazards in a highly populated urban environment. A regional economy can be dramatically affected by the closing of an important transportation route. Recognizing these consequences and the importance of seismic safety, many states have adopted seismic safety provisions for highway bridges to assure that all transportation structures are seismically safe and important transportation structures maintain their function after an earthquake. Since then, significant emphasis has been placed on seismic evaluation and retrofit of existing bridges to fulfill the safety requirements. Evaluation of masonry bridge components, which are particular vulnerable to an earthquake, poses an important and challenging issue and requires more research effort to solve the complex problem.

This research study consists of theoretical formulations, numerical simulations, and engineering applications to address an important and critical need for seismic modeling and analysis of unreinforced masonry structures. Currently, there are no effective approaches capable of modeling the block deformation, contacts and interactions between blocks as well as crack opening, crack propagation, and joint sliding through the joining material. The success of this study would definitely advance the current state of knowledge in the areas of seismic evaluation and retrofit of masonry structures.

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THE MOBILITY INFORMATION NEEDS OF LIMITED ENGLISH PROFICIENTCY (LEP) TRAVELERS

By Dr. Rongfang (Rachel) Liu and Dr. Hindy Sshachter (New Jersey Institute of Technology)

As one of the most diversified states in terms of culture, language, and ethnicity, New Jersey is home to a large number of populations who speak a language other than English at home. The year 2000 Census Data indicates that one out of every four New Jersey residents speaks a language different from English at home. Of those people, nearly half of them (45%) admit speaking English less than “very well,” which is the basic definition for a LEP person. There is no doubt that any of our ICTPA members may know someone who is in this category.

The Problem ???

Language barriers prohibit people who are LEP from obtaining services and information relating to transportation services and programs. Because LEP people are not able to read instructions or correspondence written in English, and may not understand verbal information, they often are not aware of regulatory requirements and legal implications of the services they seek. Therefore, they may not be able to take advantage of the transit systems, which could affect their economic and social opportunities.

Dampened access to the mobility information by the LEP population simply creates a fertile soil for growing complaints, which is exactly what New Jersey Transit (NJ TRANSIT) and New Jersey Department of Transportation (NJDOT) strive to reduce or eliminate.

The Response !!!

As part of the overall effort to improve transit services and comply with Title VI non-discrimination mandates, NJDOT and NJ TRANSIT sponsored a research on best practices to satisfy mobility information needs of LEP people in New Jersey. Dr. Liu, Rongfang (Rachel), a faculty of NJIT and board member of ICTPA, is the PI for the project. As outlined in the United States Department of Transportation Guidance, Title VI regulations require recipients of Federal funding to take reasonable steps to ensure that LEP persons receive the language assistance necessary to offer them meaningful access to appropriate programs and activities. This research aimed to accomplish the following objectives:

Provide residents and travelers in New Jersey who have limited English proficiency with the ability to gain essential access to New Jersey’s transportation opportunities, such as bus, rail, road, water and air.

Unique in the United States, New Jersey has only one transit agency, NJ TRANSIT, for all modes of Public Transportation in the state. This unique organizational structure will help to afford comprehensive and consistent solutions for public transportation infrastructure systems, as well as better management and customer services for the traveling public. This research should assist NJ TRANSIT in maintaining and improving the quality of transit services.

Further New Jersey transportation agencies’ compliance with Title VI regulations as they pertain to the avoidance of discrimination against people of different national origins or language proficiency.

Provide NJ TRANSIT and NJDOT with a manual to be used in recommending ways of improving their service to the LEP travelers in New Jersey.

The research team led by Dr. Liu has conducted three parallel surveys across diversified organizational structures and geographical areas. The result of this research offers much needed guidelines for NJ TRANSIT to provide mobility information for LEP people.

Main Findings

This research examined the demographics and strategies of the New Jersey's Limited English Proficient (LEP) population. After an extensive literature review, the project identified the geographical location and linguistic backgrounds for approximate 400,000 LEP New Jersey residents. We found a concentration in the state's six urban northeast counties. A high correlation between transit use and LEP population distribution was discovered.

The first step was to obtain the LEP community input on mobility-information issues. We distributed a questionnaire on transit communications to over 500 students in various English-as-a-Second Language (ESL) courses. We also conducted focus group discussions with small clusters of LEP residents. The surveys showed that a majority of respondents understand most transit communications although large minorities had problems getting some information such as that conveyed in announcements. The focus groups corroborated this information, but some members also indicated perceptions of discriminatory treatment by individual transit employees and a lack of appropriate transit routes.

The second step was to survey the best practices of peer transit agencies in American metropolitan areas with bi- or multilingual populations. Through this survey, we found several agencies, WMATA in Washington DC, Tri-MET in Portland, Oregon, Sounder Transit in Seattle, Washington, and New York City MTA, with innovative practices such as multilingual websites.

The third step was to survey selected transportation providers outside the United States along with various airports, tourism centers, and other locales catering to multilingual clientele. We found practices included multilingual web pages, publications and announcements, telephone lines, pictograms, visual aids and personal assistance.

The Recommendation:

At the strategic level, agencies should prepare a long-range Transit Plan. The plan would take into account community demographics in long-range transit planning, including a voice for LEP community members in planning routes. Agencies should maximize human contact and personal assistance to the degree that this is economically feasible. This recommendation includes introduction of cultural and linguistic sensitivity training for all employees with traveler contacts. To leverage resources, agencies should explore cooperation with other organizations, e.g., social services organizations committed to work with various immigrant communities.

At the operational level, we recommend such techniques as increased use of pictograms to present simple information and creation of a multilingual website. We also recommend improvement in public announcement techniques.

As part of the research implementation plan, both Drs. Liu and Schachter met with NJ TRANSIT staff to outline training plans and implementation path to execute some suggestions made by the research team. As a pioneer in the field of LEP research, this study has drawn attend from a number of government agencies, such as Federal Transit Administration (FTA), Government Accounting Office (GAO), transit operators, and other scholars. As part of the research result, one journal manuscript, three TRB papers, and a number of conference presentations are produced.

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INTELLIGENT TRANSPORTATION SYSTEMS ASSET MANAGEMENT

By Dr. Jack Chiang

Asset Management is a systematic and strategic approach to managing, maintaining, and operating transportation infrastructure in a more cost-effective manner. It combines engineering principles with sound business practices and economic theory. Asset Management could provide a solid foundation for monitoring the operation and maintenance of transportation systems and optimizing the preservation, upgrading, and timely replacement of infrastructure. It promotes more effective resource allocation and utilization based upon quality information to address facility preservation, operation, and improvement.

Transportation infrastructure such as highways, bridges, and tunnels provide critical lifelines for commuting, commerce and pleasure travel, support of economic development, and national defense, and in case of emergency, the disaster response needs. The costs to build, operate, preserve, and improve these infrastructure are critical to meeting national goals of economic growth, social welfare, safety and security, environmental protection, and emergency preparedness. Intelligent Transportation Systems, or ITS, encompasses a broad range of wireless and wireline communications-based information, control and electronics technologies. When integrated into the transportation system infrastructure, and in vehicles themselves, these technologies help monitor and manage traffic flow, reduce congestion, provide alternate routes to travelers, enhance productivity, and saves time and money. Examples of Intelligent Transportation Systems include: Advanced Traffic Management Systems (ATMS), Advanced Traveler Information Systems (ATIS), and Incident Management Systems (IMS), etc.

The challenge of making the prudent use of limited resources to manage a wide range of ITS assets in a way to meet the demands for more effective and efficient transportation systems and to satisfy the transportation goals and needs of transportation users and customers is by applying the principles and practices of what is referred to as asset management, a strategy for the 21st Century. With ITS asset management, it will enhance our ability to better manage our ITS assets more smartly, effectively, and tactically with limited resource allocation and utilization.

Bylaws

INTERNATIONAL CHINESE TRANSPORTATION PROFESSIONALS ASSOCIATION (ICTPA) U.S Northeastern Chapter

Bylaws

Article I – Name, Address and Purpose

- 1.01 The name of this non-profit organization shall be the International Chinese Transportation Professionals Association (ICTPA), U.S. Northeastern Chapter, designated hereinafter as the “Chapter”.
- 1.02 The address of the Chapter shall be that of its current President.
- 1.03 In the event there is any conflict between provision of these Bylaws and the provisions at the Constitution of ICTPA, the provisions of these Bylaws shall govern.

Article II – Membership

- 2.01 The membership of the Chapter shall consist of Members, Corporate Members and Student Members.
- 2.02 Members, Corporate Members and Student Members shall be entitled to all privileges of the Chapter excepting that only Members shall be eligible to hold offices and to vote on Chapter matters.
- 2.03 A Member shall be a person who is presently engaged or has been engaged in transportation related work and paid the membership dues of the Chapter as the Board of Directors may, from time to time, specify.
 - **Active Member (AM)**: Members who are actively participating in association and have no outstanding membership. In addition to general benefits, Active Members will be invited to the local chapter’s annual meeting/technical session free of charge (exclusion of annual dinner). AM will be listed in both the local and international membership directories.
 - **Standing Member (SM)**: Registered members with our local chapter. Standing Members will receive our newsletters, access to the association website and be invited to participate in all association functions and activities. Standing Members will be listed in the local membership directory; however, inclusion in the international directory will be subjected to the decision of the International Board of Directors.

- 2.04 Student Member shall be a personal who is enrolled as a student in a graduate or undergraduate school of recognized standing, pursuing a course of study in a transportation related field and has expressed in writing to the Chapter that he or she is interested in becoming a Student Member. A Student Member can transfer status to a Member upon application and acceptance to a position in transportation related work within a year of completion of the pursued course of study.
- 2.05 A Corporate Member shall be a Corporation with endorses and supports the purposes of the ICPTA. A Corporate Membership is entitled to assign up to three regular Members with full membership privileges.

Article III – Membership Dues

- 3.01 Membership dues for the Chapter shall be recommended by the Board of Directors, and approved by majority vote of Members present at the Annual Membership Meeting of the Chapter.

Article IV – Meeting and Quorums

4.01 Meeting of the Membership

- (a) The Chapter shall hold at least one Meeting of the Membership annually.
- (b) The September meeting shall be designated as the Annual Membership Meeting of the Chapter for the purposes of carrying out the election of Directors, approve amendments to these Bylaws and to carry out such other business as may properly and appropriately be brought before the Annual Membership Meeting.
- (c) Members may nominate candidates for Directors of the Chapter at least fourteen (14) days before the Annual Membership Meeting,
- (d) No business shall be conducted at any meeting of the membership unless a quorum of the membership is present at such a meeting. A quorum shall consist of at least one-third (1/3) of the total membership.

4.02 Meeting of the Board of Directors

- (a) The Board of Directors shall meet at least two (2) times annually. In addition, the Board may especially meet at such other times as the Board may, in its discretion, require.
- (b) A majority of the membership of the Board of Directors shall constitute a quorum for any meeting of the Board of Directors.

Article V – The Board of Directors

- 5.01 The Chairperson of the Board of Directors shall be the duly elected President of the Chapter.
- 5.02 The Board of Directors shall consist of not fewer than nine (9) members who shall be selected from the membership at large at the Annual Membership Meeting. In addition to the Directors elected from time to time, the immediate Past President of the Chapter shall be a Director, serving ex officio.
- 5.03 All Members, in person or by proxy, may vote for the Directors of the Chapter.
- 5.04 The officers of the Chapter shall be elected from the membership of the Board of Directors.
- 5.05 The duties of the Board of Directors shall include the setting of Chapter policy, consistent with these bylaws, the approval of any appointment of committee coordinators made by the membership dues as well as any other means of fund raising, and the transaction of the general business of the Chapter.
- 5.06 In the event any vacancy on the Board occurs, that seat shall remain vacant until the next Annual Membership Meeting of the Chapter at which time a new Director shall be selected to fill the unexpired term of the vacant seat.
- 5.07 The Honorary President, to be chosen by the Board of Directors, will be one who is held in high esteem by the Board for his/her outstanding achievements and contributions. The term for this position will be held in concurrence with the existing offices.

Articles VI – Officers and Duties

- 6.01 The Officers of the Chapter shall consist of the President, the Vice-President, and the Secretary/Treasurer.
- 6.02 The Officers shall be elected by the Board of Directors from the Board's membership at the Board's meeting following the Annual Membership Meeting.
- 6.03 The terms of office for the Officers shall be one (1) year, and no person shall occupy the same office for more than two (2) consecutive years.

- 6.04 The President shall also act as the Chairperson of the Board of Directors and shall exercise all authority and responsibility incumbent therewith. The President shall represent the Chapter as appropriate, handle the day-to-day business of the Chapter, shall preside over the meetings of the Chapter and the Board of Directors, and shall appoint coordinators for special committees.
- 6.05 The Vice President shall assist President in the President's duties and shall act as the President when the President is absent or unavailable.
- 6.06 The Secretary/Treasurer shall receive, have custody of, control and disburse, as appropriate and authorized by the Board of Directors and/or membership, the fund of the Chapter. The Secretary/Treasure shall prepare written financial report to the Board of Directors on a quarterly basis or upon request and make the same available to the membership.
- 6.07 The Vice President shall become President in the event that office becomes vacant before the expiration of its term. In the event any other office becomes vacant, the Board of Directors shall appoint a Director to fill the unexpired term.

Article VII – Amendments tot the Bylaws

- 7.01 Any proposal to amend these Bylaws shall be made by the Board of Directors or by a petition signed b at least twenty (20) members of the Chapter and shall be submitted at the Annual Membership Meeting.
- 7.02 An affirmative vote of at least one half (1/2) of he Membership or by proxy shall be necessary fir the adoption of any enhance to these Bylaws.
- 7.03 Any amendments to these Bylaws adopted as provided shill shall take effect immediately after adoption unless otherwise provided.

Article VIII – Dissolution

- 8.01 In the event the Chapter is dissolved, any assets remaining after the payment or the provision for payment of any and all debts and liabilities of the Chapters, shall be distributed to a non-profit fund, foundation or corporation which is to organize and operate exclusively for charitable purposes and which ahs established its tax exempt status under Section 501 © (3) of the Internal Revenue Code. No part of the income or assets of the Chapter shall ever be distributed to or be pledge for the benefit of any Director, Officers or Member of the Chapter.

Article IX – Past President Advisory Council

- 9.01 The main purpose for this Council is to create additional opportunities for new Board of Directors candidates, while maintaining the continuity and involvements from the past presidents.
- 9.02 Members of the Council are not voting members of the Board, and will provide guidance and advices to the Board on all business matters. It is required that all Council members are also Active Members of the Chapter.

Membership forms

Individual membership

Corporate membership



Membership Forms

Individual Membership

Name*	First	Middle	Last
Sex*	<input type="checkbox"/> M		<input type="checkbox"/> F
Email*	(Chinese)		
Home Address	<input type="checkbox"/> as mailing address ¹		
Phone	()		
Fax	()		
Company			
Position			
Office Address	<input type="checkbox"/> as mailing address ¹		
Phone	()		
Fax	()		
Education 1			
Education 2			
Expertise/Interest			
Membership² Status			
<input type="checkbox"/>	Full Member (\$25)		
<input type="checkbox"/>	Student Member (\$5)		
<input type="checkbox"/>	Paid Member to Update Information		

Date (mm/dd/yy):

* Required

¹ Check either one

² Membership is calendar year based

Please send completed application form with your check payable to **ICTPA-USNE** to:

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Corporate Membership

Membership¹

<input type="checkbox"/>	Platinum Corporate Membership (\$500) (including three free individual members and four issues of standard ads on quarterly TRANSLETTER)
<input type="checkbox"/>	Gold Corporate Membership (\$400) (including two free individual members and two issues of standard ads on quarterly TRANSLETTER)
<input type="checkbox"/>	Silver Corporate Membership (\$300) (including one free individual members and one issues of standard ads on quarterly TRANSLETTER)

Company			
Office Address			
Phone	()	Fax	()

Name*	First	Middle	Last	Chinese
Sex*	<input type="checkbox"/> M		<input type="checkbox"/> F	
Home Address				
Phone	()			
Email*				

Name*	First	Middle	Last	Chinese
Sex*	<input type="checkbox"/> M		<input type="checkbox"/> F	
Home Address				
Phone	()			
Email*				

Name*	First	Middle	Last	Chinese
Sex*	<input type="checkbox"/> M		<input type="checkbox"/> F	
Home Address				
Phone	()			
Email*				

Date (mm/dd/yy):

* Required

¹ Membership is calendar year based

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York K. Chan
 President of CCBA

York K. Chan, a highly respected businessman in New York City's Asian community, assumed presidency of CCBA on March 1, 2004, succeeding Mr. T.D. Ng. Mr. Chan is also president of New York Chinese School and Chinatown Daycare Center, a board director of the United Orient Bank, and honorary president of the Eastern Chapter of the Sun Yat-San University Alumni Association.

Mr. Chan vowed to continue and expand CCBA's efforts to serve and unify the diverse groups and residents of Chinatown, and to improve the economy in Chinatown through promoting tourism in the community.

CCBA, established in 1883, is one of the oldest community service organizations in Chinatown. CCBA is an umbrella organization of 60 family and fraternal associations representing several hundred thousand of Chinese Americans in the Metro New York Area. Immediately following 9/11, CCBA played a leading role in efforts to stimulate the economic recovery of Chinatown. It provided advice and counsel to thousands of local residents and merchants requiring financial aid and assistance. It provided space for FEMA as the temporary local office to process aid requests submitted to the government. CCBA also produced and coordinated the major Lunar New Year month-long celebrations in Chinatown in 2002 to 2005 that attracted more than one million shoppers and diners to the community.



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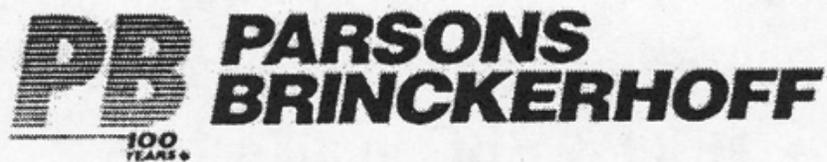


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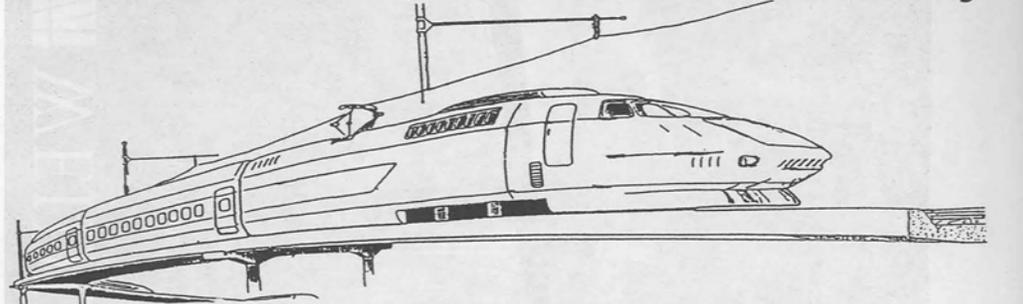
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