

**THE ANNUAL WILLIAM O. LIPINSKI  
SYMPOSIUM ON  
TRANSPORTATION POLICY**

**HIGH SPEED RAIL:  
PERSPECTIVES AND PROSPECTS**

November 14, 2011



This portrait of the Honorable William O. Lipinski hangs at the Infrastructure Technology Institute, which is affiliated with the McCormick School of Engineering at Northwestern University. Lipinski was instrumental in designating Northwestern as a federally funded University Transportation Center.

### To Symposium Participants:

As the honorary host, I am happy to welcome you to the Annual William O. Lipinski Symposium on Transportation Policy. Our subject this year will be *High Speed Rail - Perspectives and Prospects*. This is a topic of much interest and plenty of controversy. Advocates talk about the mobility, energy, environmental, and economic development benefits of high speed rail. Skeptics express concerns about high costs, low ridership, uncertain financial sustainability, and the need to focus resources on maintaining our existing transportation system.

The symposium brings together all of these perspectives. We will hear from advocates and opponents, learn about the challenges of predicting the market response to high speed rail, and explore some of the critical financial issues in high speed rail for America. Once again we have assembled an impressive group of national and regional policy leaders and technical experts to explore, discuss, and learn together.

With Northwestern as our host, we will shed some light on an important topic of today that will set some directions for tomorrow. This should be an exciting and important day for us, and I look forward to sharing it with you.

Sincerely,

A handwritten signature in black ink that reads "William O. Lipinski". The signature is written in a cursive style.

William O. Lipinski  
Member, 1983 - 2005  
U.S. House of Representatives

# PROGRAM

8:15 A.M. – 8:30 A.M.

## Introduction

### *Joseph L. Schofer*

Director, Infrastructure Technology Institute  
Professor and Associate Dean  
Robert R. McCormick School of Engineering and Applied Science

### *Morton Schapiro,*

President, Northwestern University

### *William O. Lipinski*

8:30 A.M. – 10:30 A.M.

## Policy Perspectives on High Speed Rail

### **Bruce Dold, Moderator**

### *Samuel K. Skinner*

Of Counsel, Greenberg Traurig, LLP

### *James Oberstar*

Former U.S. Representative

### *William Shuster (R-PA)*

U.S Representative

### *Ray LaHood*

Secretary, U.S. Department of Transportation

### *Howard Learner*

President and Executive Director, Environmental Law and Policy Center

### *Robert Poole*

Director of Transportation Policy, Searle Freedom Trust Transportation Fellow  
Reason Foundation

10:30 A.M. – 11:00 A.M.

## Break

11:00 A.M. – 12:30 P.M.

## Anticipating Market Demand for High Speed Rail: Ridership Forecasting

### *Frank Koppelman*

Professor Emeritus, Northwestern University  
Chair, Ridership and Revenue Peer Review Panel, California High Speed Rail Authority

### *Kimon Prousaloglou*

Principal, Cambridge Systematics

### *Steven Polzin*

Director of Mobility Policy Research  
Center for Urban Transportation Research, University of South Florida

12:30 P.M. – 2:00 P.M.

## Lunch

Presentation of the David F. Schulz Award to U.S. Senator Richard Durbin (D-IL)  
(Presented by William O. Lipinski)

Remarks from U.S. Representative John J. Duncan (R-TN)

2:00 P.M. – 3:30 P.M.

## High Speed Rail Costs, Finance, and Economic Development Potential

### *Raymond H. Ellis*

Managing Director, AECOM, Inc.

### *William Testa*

Vice President, Director of Regional Research  
Economic Research Department, Federal Reserve Bank of Chicago

### *Thomas E. Lanctot*

Principal and Group Head,  
Infrastructure Investment Banking, William Blair & Company

3:30 P.M. – 4:00 P.M.

## Break

4:00 P.M. – 5:30 P.M.

## Integration: What Does it all Mean?

Tradeoffs, Decision Issues, Areas of Uncertainties, and the Path Forward

5:30 P.M. – 6:30 P.M.

## Reception

## SPEAKER BIOGRAPHIES

### **John J. Duncan, Jr.** **U.S Representative (R-TN)**

United States Congressman John J. Duncan, Jr., was born July 21, 1947, in Lebanon, Tennessee. He earned a Bachelor of Journalism degree from the University of Tennessee in 1969, then attended the George Washington University National Law Center in Washington, D.C., where he earned his law degree. Additionally, he served in the United States Army National Guard from 1970 to 1987, and rose to the rank of Captain before completing his service.

Duncan currently serves on the House Committee on Transportation and Infrastructure's Highways and Transit Subcommittee. He also holds seats on the House Committee on Natural Resources, which retains jurisdiction over national parks and natural resources, and the Caucus on Congressional Immigration Reform.

Duncan's efforts to cut government waste, reduce taxes, and limit bureaucratic red tape have been recognized by various organizations and national news media such as ABC News, CBS News, *The Wall Street Journal*, CNN, and U.S. News and World Report. He has been named among the five most fiscally conservative Members of Congress by the National Taxpayers Union and is one of the few Members of Congress to receive the Citizens Against Government Waste Super Hero Award.

Duncan lives in Knoxville and is an Elder at Eastminster Presbyterian Church. He is married to the former Lynn Hawkins of Sewanee, Tennessee. They have four children (Tara, Whitney, John, and Zane) as well as four grandchildren.

### **Richard Durbin** **United States Senator (D-IL)**

Senator Dick Durbin, a Democrat from Springfield, is the 47th U.S. Senator from the State of Illinois, the state's senior senator, and the convener of Illinois' bipartisan congressional delegation. Durbin also serves as the Assistant Majority Leader, the second highest ranking position in the Senate. Also known as the Majority Whip, Senator Durbin has been elected to this leadership post by his Democratic colleagues every two years since 2006, and in 2004, was elected as Minority Whip. Durbin is only the fifth Illinois Senator in history to serve as a Senate leader.

Elected to the U.S. Senate on November 5, 1996, and re-elected in 2002 and 2008, Durbin fills the seat left vacant by the retirement of his long-time friend and mentor, U.S. Senator Paul Simon.

### **Reception Sponsored by:**

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Durbin sits on the Senate Judiciary, Appropriations, Foreign Relations and Rules Committees. He is the Chairman of the Judiciary Committee's Subcommittee on the Constitution, Civil Rights and Human Rights and the Appropriations Committee's Financial Services and General Government subcommittee.

Senator Durbin makes approximately 50 round trips a year between Washington and Illinois. He is married to Loretta Schaefer Durbin. Their family consists of three children--Christine (deceased), Paul and Jennifer--as well as one grandchild, Alex. They reside in Springfield.

**Raymond H. Ellis**  
**Managing Director**  
**AECOM, Inc.**

Dr. Raymond Ellis specializes in providing public private partnership (P3) 'sell side' advisory and procurement support services to AECOM public sector clients—including alternative project delivery planning and implementation, funding and financing plans, federal policy and regulatory compliance, and sell side procurement support. He is familiar with the innovative financing and procurement solutions and contract forms currently being used in the United States and worldwide—including design-build-operate-maintain-finance (DBOMF or concession franchise models), design-build-operate-maintain (DBOM), and design build (DB).

Previously, Dr. Ellis served as President of AECOM Consult, Inc. from 2000 to 2005 after the KPMG LLP Transportation Consulting Practice (KPMG LLP TCP) was acquired by AECOM, as Partner-in-Charge of the KPMG LLP TCP from 1980 to 2000, and as a Principal with the same for an additional 4 years. Dr. Ellis received his Ph.D. and M.S. degrees in Civil (Transportation) Engineering from Northwestern University and his B.S. degree in Civil Engineering from Swarthmore College.

**Frank Koppelman**  
**Professor Emeritus, Northwestern University**  
**Chair, Ridership and Revenue Peer Review Panel**  
**California High Speed Rail Authority**

Dr. Frank S. Koppelman is a Professor Emeritus of Civil and Environmental Engineering at Northwestern University. He has almost forty years of experience in the development and application of models of traveler behavior and traveler satisfaction with existing or proposed transportation services. He has worked for the Tri-State Transportation Commission (New York Metropolitan Area) heading the transportation systems evaluation program for that agency. During his tenure at Northwestern University, he taught all aspects of travel

behavior analysis and transportation modeling and led to the development of a wide range of travel modeling programs used to evaluate local, regional and inter-regional transportation services and to design services to meet travel needs and desires.

Koppelman's work has been widely applied to the planning, analysis and evaluation activities of many state and regional transportation planning agencies, and he has designed, applied, and interpreted data collected from existing surveys, likely future traveler behavior, and performance ratings and satisfaction with existing and proposed transport services.

Koppelman has participated in three statewide HSR studies and has served on seven HSR peer review panels in the last twenty years. He has also served on numerous urban and metropolitan peer review panels. He is currently serving as Chair of the Ridership and Revenue Peer Review Panel for the California High Speed Rail Authority.

Koppelman was awarded the first Lifetime Achievement Award of the International Association for Traveler Behavior Research in recognition of his research and training of graduate students who have gone on to be leaders in both academia and planning practice.

**Ray LaHood**  
**Secretary**  
**U.S. Department of Transportation**

Ray H. LaHood became the 16th Secretary of Transportation on January 23, 2009. In nominating him, President-elect Obama said, "Few understand our infrastructure challenge better than the outstanding public servant that I'm asking to lead the Department of Transportation." LaHood said he would bring President-elect Obama's priorities to the Department and see them effectively implemented with a commitment to fairness across regional lines, across party lines and between people who come to the issues with different perspectives.

As Secretary of Transportation, LaHood leads an agency with more than 55,000 employees and a \$70 billion budget that oversees air, maritime and surface transportation missions. LaHood's primary goals in implementing President Obama's priorities for transportation include safety across all modes, restoring economic health and creating jobs, sustainability – shaping the economy of the coming decades by building new transportation infrastructure, and assuring that transportation policies focus on people who use the transportation system and their communities.

Before becoming Secretary of Transportation, LaHood served for 14 years in the U.S. House of Representatives from the 18th District of Illinois (from 1995-2009). During that time he served on the House

Transportation and Infrastructure Committee, and, after that, on the House Appropriations Committee. Prior to his election to the House, he served as Chief of Staff to U.S. Congressman Robert Michel, whom he succeeded in representing the 18th District, and as District Administrative Assistant to Congressman Thomas Rainsback. He also served in the Illinois State Legislature.

Before his career in government, LaHood was a high school teacher, having received his degree from Bradley University in Peoria, Illinois. He was also director of the Rock Island County Youth Services Bureau and Chief planner for the Bi-States Metropolitan Planning Commission in Illinois.

LaHood and his wife, Kathy, have four children (Darin, Amy, Sam, and Sara) and nine grandchildren.

**Thomas E. Lanctot**  
**Principal and Group Head**  
**Infrastructure Investment Banking**  
**William Blair & Company**

Thomas E. Lanctot is a principal of William Blair & Company, a Chicago-based investment banking and asset management firm, where he leads the Infrastructure Investment Banking Group that advises public, non-profit and private sector clients on P3 infrastructure transactions. He led the William Blair & Company teams that advised the City of Chicago for the \$1.2 billion long-term concession for the Chicago Metered Parking System and the City of Chicago and the Chicago Park District for the \$563 million long-term concession and lease of the Grant and Millennium Park underground garages.

During his professional career, Mr. Lanctot has played an active role in innovative infrastructure transactions for public and private sector clients. Mr. Lanctot was named by Infrastructure Investor Magazine as one of the Top Ten Infrastructure investment bankers in the world and one of only two that focuses on representing public sector clients in the United States. Before joining William Blair & Company, Mr. Lanctot practiced law for 23 years, advising clients on a wide variety of transactional and governance matters. He received a JD degree from The University of Chicago Law School and a BA degree from Northwestern University.

**Howard A. Learner**  
**President and Executive Director**  
**Environmental Law and Policy Center**

Howard A. Learner is an experienced public interest attorney serving as the President and Executive Director of the Environmental Law and Policy Center (ELPC) – the Midwest’s leading public interest environmental

legal advocacy and economic development innovation organization. Mr. Learner is a founder of ELPC, and is responsible for the overall strategic policy direction, development and leadership of the organization. Before founding ELPC, he was the General Counsel of Business and Professional People for the Public Interest, a public interest law center, specializing in complex civil litigation and policy development on civil rights, environmental and energy issues.

Much of Mr. Learner’s work has concentrated on developing and advocating new directions on energy, transportation and environmental policy issues, including: designing “smart growth” transportation and land use strategies and leading national and regional efforts to develop a high-speed rail network that can produce complementary environmental quality, economic development and employment benefits; developing clean renewable energy and energy efficiency resources to avoid global warming and other pollution from conventional power plants; and protecting the Midwest’s wild and natural places -- forests, waterways and biodiversity.

Mr. Learner is an Adjunct Professor at the University of Michigan Law School and Northwestern University Law School, teaching advanced seminars on energy law and climate change policy, and on environmental law and sustainable development. Learner received his J.D. from Harvard Law School in 1980, and his B.A. in Political Science from the University of Michigan in 1976.

**William O. Lipinski**

Former Rep. Lipinski served in the U.S. Congress from 1983-2005. From 1995 until his retirement, he served as ranking member of three different subcommittees of the House Transportation and Infrastructure Committee: Railroads, Aviation, and Highways & Transit. During his time in Congress, Lipinski was instrumental in securing federal funds for construction of the Chicago Transit Authority’s Orange line, which spans from downtown Chicago to Midway Airport, and he played a pivotal role in passage of multiple aviation and surface reauthorization measures.

Lipinski was born in Chicago and educated at Loras College in Dubuque, Iowa. He served in the United States Army Reserve and was a public administrator with the Chicago Park District. In 1975 Mayor Richard J. Daley named him the Democratic committeeman for Chicago’s 23rd Ward, in the southwestern portion of the city. He was elected alderman of the 23rd Ward the same year, serving until his election to Congress.

**James L. Oberstar**  
**Former U.S. Representative**

James L. Oberstar was first elected to Congress in 1974, and in the 36 years he served in Congress, Jim became the body's leading expert on transportation policy.

From 1989 through 1995, he chaired the Subcommittee on Aviation, passing important legislation that led to better maintenance, safer aircraft, and increased investment in airports and the air traffic control system. Later, as the Ranking Democrat of the full Transportation Committee, he worked in a bipartisan manner to take the Highway Trust Fund off budget to ensure that gas taxes are used to fix roads and bridges and not to make the budget deficit look smaller.

In January 2007, Jim was elected chairman of the Committee on Transportation and Infrastructure. Under Jim, the Committee conducted more than 300 hearings, lasting a total of more than 1,000 hours, and interviewed more than 2,200 witnesses. Nearly 300 bills and resolutions under the Committee's jurisdiction were passed by the full House of Representatives, and nearly 200 were approved by both the House and Senate. Those bills included a number of important pieces of legislation that had not been considered by previous Congresses, even though they enjoyed broad bipartisan support.

Jim played a vital role in passing H.R. 1, The American Recovery and Reinvestment Act, which created or sustained hundreds of thousands of jobs maintaining and improving our nation's transportation infrastructure.

On August 1, 2007, the I-35W bridge collapsed in Minneapolis. Within hours Jim had authored a bill to rebuild the bridge. Forty-eight hours later, the \$255 million legislation had cleared both the House and Senate and was signed into law.

Even though his time in Congress has ended, Jim is still looking to the future. He has vowed to continue his involvement in transportation, and will share his expertise with new generations as a visiting scholar at the University of Minnesota's Humphrey School of Public Affairs, and the Center for Excellence in Rural Safety.

**Steven Polzin**  
**Director of Mobility Policy Research**  
**Center for Urban Transportation Research**  
**University of South Florida**

Dr. Steven Polzin is the Director of Mobility Policy Research at the Center for Urban Transportation Research at the University of South Florida. His research concentrates on travel behavior, public transportation, travel data analysis, and transportation decision-making. He is on the Editorial Boards of the journal *Transportation*

and the *Journal of Public Transportation* and serves on several Transportation Research Board and American Public Transportation Association Committees, including the Transportation Research Board National Travel Data Committee, of which he is chairman. He also serves on the Board of Directors of the Hillsborough Area Regional Transit Authority (Tampa, Florida) and the Hillsborough County Metropolitan Planning Organization. Additionally, he teaches graduate courses on Transportation and Land Use and Public Transportation.

Polzin has worked for transit agencies in Chicago (RTA), Cleveland (GCRTA), and Dallas (DART) before joining the University of South Florida in 1988. Dr. Polzin is a Civil Engineer with a BSCE from the University of Wisconsin-Madison, and Master's and Ph.D. degrees from Northwestern University.

**Robert Poole**  
**Director of Transportation Policy**  
**Searle Freedom Trust Transportation Fellow**  
**Reason Foundation**

Robert Poole is the Director of Transportation Policy and the Searle Freedom Trust Transportation Fellow at the Reason Foundation. He has been an advisor to the U.S. DOT and many other state DOTs on transportation policy. Over the past 20 years, he has helped introduce a number of policy ideas into U.S. transportation, including long-term toll concessions, HOT lanes, and truck-only toll lanes. In 1988, one of Poole's Reason policy papers directly inspired the first state PPP law, enacted in California in 1989. That law led directly to the 91 Express Lanes—the first all-electronic toll road and the first U.S. long-term toll concession project.

In 2008 he was a member of the Texas Study Committee on Private Participation in Toll Projects. Recently, he was a member of WSDOT's Expert Review Panel on the I-405 corridor, and also a member of the transportation transition team for Florida Governor Rick Scott.

Poole is a member of the Transportation Research Board's Congestion Pricing Committee and its Managed Lanes Committee, and has been a member of their special committee on the Study of Long-Term Viability of Fuel Taxes for highway funding. In 2007 he was named "Private Sector Entrepreneur of the Year" by the Public-Private Partnerships division of ARTBA.

Poole produces Reason's monthly e-newsletter, Surface Transportation Innovations, and writes a monthly column on transportation policy for Public Works Financing.

He received his B.S. and M.S. in Mechanical Engineering from MIT and performed graduate work in operations research at New York University.

**Kimon Proussaloglou**  
**Principal**  
**Cambridge Systematics**

Kimon Proussaloglou is a Principal of Cambridge Systematics specializing in travel demand modeling and forecasting for urban and intercity travel. He has developed and applied travel demand models to support policy decision making and provide performance measures to evaluate highway, transit, intercity rail, and aviation projects.

He has led and participated in studies for intercity rail authorities, air carriers, state Departments of Transportation, and the Federal Transit Administration. For intercity high speed rail authorities in Texas, Italy, California and the Northeast corridor he reviewed past studies; designed and analyzed traveler surveys; estimated models of mode choice, destination choice and travel frequency; and developed integrated models to produce ridership forecasts.

Proussaloglou estimated models of air travelers' choice of carrier, fare class and departure time for United Airlines and participated in the development of a strategic plan for general aviation for a Fortune 100 company. He led the development of a policy-sensitive passenger and freight statewide model for Wisconsin, designed and analyzed a statewide survey of Indiana residents' travel needs, and oversaw the development of forecasts for the Illiana Expressway study. He led the development of a best-practice tour-based model for the Tel-Aviv metropolitan region and estimated models of destination choice for tollroad forecasts for the Argentina and Uruguay Bi-national Committee.

Dr. Proussaloglou received a Doctorate and Master's degree in Civil Engineering from Northwestern University and a Bachelor's degree from the Aristotelian University in Greece.

**Joseph L. Schofer**  
**Director, Infrastructure Technology Institute**  
**Professor and Associate Dean**  
**Robert R. McCormick School of Engineering and Applied Sciences, Northwestern University**

Joseph Schofer is Professor of Civil and Environmental Engineering, Associate Dean of the Robert R. McCormick School of Engineering and Applied Science, and Director of the Infrastructure Technology Institute at Northwestern University. He has served as chairman of his department and as Interim Dean of the McCormick School.

His expertise is in transportation policy and planning, including travel behavior market research and system and service evaluation. His recent research and professional work include civil infrastructure planning

and management, data as an asset for transportation system decision making, and sustainability of cities and their transportation systems. His work in transportation decision making and policy setting focuses on linking understanding of user behavior to system performance, outcomes, and decisions. He has published over 130 articles and book chapters and more than 50 technical reports.

Schofer serves on the Transportation Research Board (TRB) Committee on National Data Needs, TRB's Section on Data and Information Systems, TRB's Advisory Committee on Capacity for the Strategic Highway Research Program (II), The Board of Advisors of the University of California, Davis Institute for Transportation Studies, The Transportation Committee for the Chicago Metropolitan Agency for Planning, The (Chicago) Mayor's Pedestrian Advisory Committee, and the Citizen's Advisory Board of Pace, Chicago's suburban bus transit operator. He is a life Member of the American Society of Civil Engineers, and a member of the Institute of Transportation Engineers.

Schofer earned his B.E. degree in Civil Engineering from Yale University, and his M.S. and Ph.D. in transportation engineering from Northwestern University.

**William Shuster**  
**U.S. Representative (R-PA)**

Congressman Shuster is committed to bringing greater opportunity and a better standard of living to the people of the 9th district through his focus on economic development and transportation infrastructure. As a member of the House Transportation and Infrastructure Committee, he was able to secure important funding for infrastructure improvements in the 9th district, as well as throughout Western Pennsylvania.

As a Deputy Republican Whip, Shuster assists the Republican leadership in crafting its legislative agenda on the House floor. He is the Ranking Republican Member on the Transportation and Infrastructure's Subcommittee on Railroads, Pipelines and Hazardous Material, making him the highest ranking Republican on that subcommittee. He also serves on the Subcommittee on National Parks, Forests and Public Lands under the House Committee on Natural Resources.

Before joining the House of Representatives, Shuster owned and operated an automobile dealership, in East Freedom, PA. He also worked on his family's farm in Bedford County, PA, and was District Manager of Bandag, Incorporated.

Shuster was born in McKeesport, PA on January 10, 1961. After graduating from Everett High School he attended Dickinson College where he received a Bachelor of Arts in Political Science and History. Shortly

thereafter he went on to earn his MBA degree from American University. He resides in Hollidaysburg, PA with his wife and two children.

**Samuel K. Skinner  
Of Counsel  
Greenberg Traurig**

Samuel K. Skinner has had a distinguished career in both the governmental and private sectors. He consults with clients in a variety of areas, including strategizing on complex litigation matters, state and federal regulatory matters, governmental matters, transportation issues, and corporate governance. Skinner is the retired chairman, president and CEO of USF Corporation, one of the nation's leading transportation and logistics companies. Before joining USF, he was president of the Commonwealth Edison Company and its holding company, Unicom Corporation, one of the nation's largest electric utilities.

Prior to that, Skinner served as Chief of Staff to President George H.W. Bush after working for three years in the President's cabinet as Secretary of Transportation, where he was credited with numerous successes, including the development and passage of landmark legislation in aviation and surface transportation. He also developed our country's "Open Skies" policy, which liberalized U.S. international aviation policy and significantly increased the number of international flights to and from the U.S. In addition, Mr. Skinner acted as the President's point person in numerous crisis situations, including the 1988 terrorist bombing of Pan Am Flight 103 over Lockerbie, Scotland, the Eastern Airlines strike, the Exxon Valdez oil spill, the northern California earthquake, Hurricane Hugo, and the 1991 national rail strike. *Washingtonian* magazine twice gave Skinner its highest ranking for his performance as Secretary of Transportation, and he has also received numerous awards from the transportation industry.

While practicing law, Mr. Skinner also served as Chairman of the Regional Transportation Authority of northeastern Illinois, the nation's second largest mass transportation district. In this capacity, he developed the RTA's first strategic plan that was used as a blueprint for a multi-billion dollar service expansion and capital development program.

**William Testa  
Vice President, Director of Regional Research  
Economic Research Department  
Federal Reserve Bank of Chicago**

William Testa is a vice president and director of regional research in the economic research department

at the Federal Reserve Bank of Chicago. Testa has written widely in the areas of economic growth and development, the Midwest economy, and state-local public finance. He directed a comprehensive long-term study and forecast of the Midwest economy, *Assessing the Midwest Economy: Looking Back for the Future*, and has fashioned a series of conferences on school reform.

Testa currently serves as economics editor of the Chicago Fed Letter and on the editorial board of Economic Development Quarterly. His weekly "Midwest Economy" web column, which can be found on the Federal Reserve Bank's web site, has become a widely read and nationally quoted feature.

Testa also serves in an advisory or director's capacity to a variety of professional journals, nonprofit organizations, advisory boards and economic development initiatives in the Midwest. He chairs the Board of Trustees of the Illinois Council on Economic Education and serves on the boards of the Global Chicago Center of the Chicago Council on Global Affairs and the Economic Development Council of Chicago.

Prior to joining the Chicago Fed in 1982, Testa was a visiting faculty member in the economics department at Tulane University in New Orleans and a graduate research fellow at the Academy for Contemporary Problems in Columbus, Ohio. He currently lectures at DePaul University's College of Commerce. A native of Cleveland, Ohio, Testa received his undergraduate degree from Northwestern University in 1975 and a Ph.D. in economics from the Ohio State University in 1981.

## THE DAVID F. SCHULZ AWARD



The David F. Schulz Award for Outstanding Public Service in Transportation and Infrastructure is presented annually at the William O. Lipinski Symposium on Transportation Policy. This award commemorates the lifelong commitment of David F. Schulz (1949-2007) to transportation infrastructure. Founding Executive Director of Northwestern University's Infrastructure Technology Institute, David was an articulate spokesman and advocate for transportation throughout his career as a public servant, elected official, university leader and teacher.

The Schulz Award is intended to honor individuals for technical or legislative innovation in solving a problem in the fields of transportation or infrastructure, or for public-policy leadership in calling attention to problems in transportation or infrastructure. Eligible recipients include

elected and appointed officials at all levels of government; authors, writers or members of the news media; leaders from the transportation industry or engineering community; and researchers or members of the academic or nonprofit communities. Awardees are selected by a committee comprised of a representative designated by the Dean of Northwestern University's Robert R. McCormick School of Engineering and Applied Science (MEAS), a representative designated by the president of Northwestern University and a representative or representatives designated by the host or hosts of the Symposium.

Nominations may be made at any time by writing to The David F. Schulz Award, c/o Dean of MEAS, Northwestern University, 2145 Sheridan Road, Evanston, IL 60208-3101.

# THE INFRASTRUCTURE TECHNOLOGY INSTITUTE



The Infrastructure Technology Institute at Northwestern University was established in 1992 with a mission of research, technology transfer, management and policy studies, and education to improve the nation's transportation infrastructure. The Institute is an interdisciplinary center within Northwestern's Robert R. McCormick School of Engineering and Applied Science. It is located on the University's campus in Evanston, Illinois, and funded by a grant from the US Department of Transportation.

More info is available at:  
<http://www.iti.northwestern.edu>

## Research

The Institute's research activities are focused on development and deployment of advanced technologies for structural health monitoring, advanced infrastructure materials, analysis and testing techniques, and new tools for integrating infrastructure condition and performance information into system management, investment, and policy decision processes.

It is our objective to make ITI a national focal point for the development and exchange of ideas and methods for assessing and assuring the structural and functional health of the nation's transportation infrastructure.

## Technology Transfer

The Institute partners with public and private infrastructure agencies to deploy innovative technologies in real-world situations. Deployment partners include state departments of transportation, municipal governments, railroads, and private engineering firms.

## Education

The Institute is active in transportation and infrastructure education at all levels from elementary school to Ph.D. studies and professional development.

## Management & Policy

The Institute is actively engaged in transportation policy discussion at the local, regional, and national levels. The Institute Director and sponsored faculty are frequently consulted by public and private transportation and infrastructure agencies, including the Chicago Transit Authority and the Illinois State Toll Highway Authority. The Institute also sponsors several annual symposia on transportation issues.



**McCormick**

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