

PRESIDENT'S MESSAGE

My last two messages have focused on what the District is doing to try and attract more students to the field of transportation engineering. This topic was the subject of considerable discussion at the



Dalene J. Whitlock, President

Mid-year Board meeting (see also the Meeting Highlights.) Because the lack of an adequate number of students entering our field may be the single most important challenge we face, this continues to be one of our primary focuses in District 6. Consequently, we spent a substantial amount of time during the Board meeting dealing with Student Chapter and Initiatives issues.

During the meeting, it was my honor to ceremonially sign UCLA's Student Chapter Charter after approved by the Board. Their first Student Chapter President, Alicia Kinoshita, gave a presentation on the key activities her chapter has participated in this past year. She was joined by Student Advisor Eric Shen, who, along with District Administrator Jenny Grote and Endowment Fund Chair Pat Gibson, have been assisting the students with the paperwork necessary to make it all official.

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MID-YEAR BOARD MEETING HIGHLIGHTS

The District 6 Board and District 6 (Western District) members including International Past President Rich Romer, District committee members, WesternITE Technical Editor, Website Manager, ITE Section Leaders, UCLA's Student Chapter President and Student Advisor, and LAC chairs met on Friday, February 2, 2007 at the Marriott in downtown Oakland, California. President Dalene J. Whitlock called the meeting to order at 9:07 AM. Throughout the day, there were a total of 28 attendees (including the board), participating at this meeting.

President Dalene J. Whitlock recognized District 6 member Frank Yates of the California Border Section with a Presidential Proclamation. Pete Pascua and Casey Yanagihara of the Hawaii Section

also received Presidential Proclamations.

Technical Committee and Student Initiatives Chairs Karen Aspelin and Alyssa Reynolds, respectively, were reappointed for an additional three-year term. Walter Okitsu was reappointed for an additional three years, and the board renamed and broadened his duties to become the "Licensing and Certification Committee" to handle CA and District-wide registration issues. Steve Sasaki was thanked for his service as Membership Chair which



Monica M. Suter, Secretary-Treasurer

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SEATTLE'S MULTI-MODAL APPROACH TO DEVELOPMENT IMPACT MITIGATION

In the Growth Management Act (GMA) of 1990, the Washington State legislature authorized local jurisdictions to impose impact fees on new developments that would be used to mitigate traffic impacts to roads caused by the development. Since then, many jurisdictions have adopted impact fee ordinances to supplement the costs of road improvements. One notable exception in the Puget Sound area is the City of Seattle. Seattle had not been interested in imposing impact fees until recently. The main reason is that the GMA impact fee authorization is limited to funding facility needs arising from new development for only road improvements. The GMA authorization did not enable local jurisdictions use impact fees to improve facilities for other transportation modes such as pedestrian, bicycle and transit.

The City of Seattle concluded that, while the City had been growing with re-development, it needed to make multi-modal

facility improvements that accommodated all modes of travel. There was a sense that the road network within the city had been established and new opportunities to build new roads or widen the existing roads were extremely limited. Therefore, the City felt that the impact fee allowed by the GMA did not meet City's emerging transportation funding needs, as long as the GMA based impact fee was limited to road improvements only.

Seattle decided to take a unique approach. Instead of using the GMA authorization, the city chose to use the "voluntary agreement" provision in the State Environmental Policy Act (SEPA). The City could ask developers to fund planned multi-modal transportation facilities through development impact mitigation payments. Although Seattle could not legislate impact fee payments through an ordinance, it has developed an impact mitigation payment

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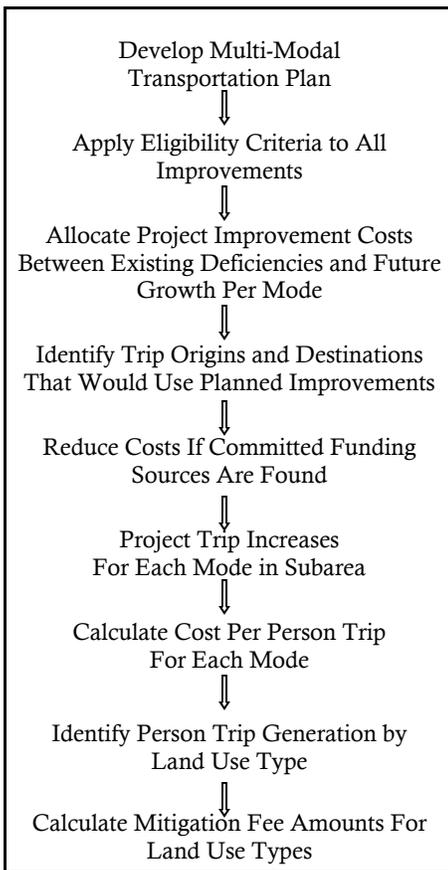
SEATTLE'S MULTI-MODAL APPROACH TO DEVELOPMENT IMPACT MITIGATION

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program to fund multi-modal facility needs under the SEPA “voluntary agreements” provision.

To develop a multi-modal development mitigation payment program, Seattle had to address several difficult technical problems. The following sections briefly summarize the technical issues that were addressed in the Seattle program. Figure 1 shows the nine critical steps needed to develop Seattle’s multi-modal development mitigation payment program.

Figure 1
Steps Applied to Develop Seattle’s Multi-Modal Mitigation Payment Program Comprehensive Multi-Modal Transportation Plans



The first step in developing the multi-modal mitigation payment program was to develop a list of the facility improvements for pedestrian, bicycle, transit and auto modes needed to accommodate the projected growth. This was the most expensive and complex task among the nine steps. Seattle targeted several high growth areas to establish multi-modal plans, including the South Lake Union,

Northgate, Downtown Seattle and University of Washington areas. Multi-modal transportation plans were developed to support the projected growth in each area, including cost estimates for each facility improvement. Each transportation plan was required to show the City’s ability to fund the identified improvements because development mitigation payments were expected to fund only a portion of the total cost. Therefore, all transportation plans were developed as financially constrained plans.

Eligibility Criteria

The second step screened the improvement projects in the comprehensive multi-modal transportation plan. The Seattle program established three project eligibility criteria. In order for an improvement project to be funded with the mitigation payment program, it needed to answer yes to at least one of the following criteria:

- Would the improvement add capacity to the transportation system?
- Would the improvement provide for better mobility?
- Would it reduce congestion directly or indirectly?

Non-capital improvement projects such as parking management programs, travel demand management actions, and transit service enhancement projects were excluded.

Development Mitigation Payment Calculation Formula

The basic formula used to determine the amount of development mitigation payment was the following:

- $\text{Cost per person trip} \times \text{number of person trips generated by the new development} = \text{mitigation payment}$
- For a typical impact fee under the GMA, local jurisdictions calculate cost per **vehicle trip** for each land use category based on this formula. However, for the multi-modal mitigation payment program, **person trips** are the basis. This person trip based approach introduces more challenges than the calculation of the typical impact fee calculation for roadways only.

Existing Deficiencies

Washington state laws prohibit jurisdictions from requiring development mitigation payments to fix or eliminate existing deficiencies. For this reason, it became critical to define performance measures and benchmarks that would identify the existing deficiencies for each

transportation mode in the multi-modal plans.

Bicycle Facility Performance Measure and Deficiency

The measure for bicycle performance measure was defined using a bicycle level of service (BLOS) for each bike route. The BLOS concept was adopted based upon the work of Bruce Landis, which was published in *Transportation Research Board Record 1578*. Although factors such as sight distance, “bike-ability” of negotiating intersections, or delay associated with the frequency of and the timing of signals are not incorporated, Seattle felt that this method could be applied to long-range planning. Using the BLOS calculation table, the existing bike facility deficiency was defined at BLOS C or worse on the subarea arterials.

Pedestrian Facility Performance Measure and Deficiency

The adequacy of the existing pedestrian facilities was evaluated with system-wide performance measures. For example, the benchmark measuring the adequacy of the sidewalks along arterials that link a neighborhood to an urban center was defined to have 90 percent of the sidewalks meeting City’s sidewalk standards.

Transit Facility Performance Measures and Deficiencies

Planned transit facilities were grouped into three categories: 1) bus shelter improvements, 2) transit signal priority, and 3) streetcar improvements. Separate performance criteria and benchmarks were developed for each.

Bus shelters - Existing bus passenger boardings at each bus stop were evaluated with the presence of a bus shelter meeting King County Metro’s bus shelter standard. Bus stops having more than 50 passenger boardings per day without a shelter were deemed deficient. Seattle’s transportation plans include the installation of bus shelters at bus stops having between 40 and 49 passenger boardings per day.

Transit signal priority facility improvements - For bus routes that would receive benefit by installing transit signal priority system, the bus travel time performance was evaluated. The transit on-time travel performance was evaluated against King County Metro’s definition of “on-time”, “early” and “late” arrivals at the bus stops. For example, Metro data

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SEATTLE'S MULTI-MODAL APPROACH TO DEVELOPMENT IMPACT MITIGATION

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showed that 31 percent of PM peak hour buses in the Fairview Avenue corridor were labeled as “late”. Therefore, the study determined that 31 percent of the cost to install a transit signal priority system in that corridor should be paid by the City as the existing deficiency.

Fixed guideway transit (streetcar and trolley bus) – In the South Lake Union area, Seattle had proposed to add a street car facility and extend the existing trolley bus lines. The question begged, whether those transit facilities were trying to address the existing transit service deficiencies. The study evaluated the transit load factors on existing transit routes serving the same corridor. The premise was that if the existing routes were over capacity, it constituted an existing deficiency that should be attributed to fixed guideway or trolley transit because they were likely to serve the same passenger population.

Roadway Deficiencies

To determine the existing roadway deficiencies, the study used two sets of roadway performance measures: 1) intersection level of service, which was measured with average delay, and 2) arterial corridor level of service, which was measured by average speed on a minimum one-mile segment during the PM peak period. In the Urban Centers, the target corridor levels of service were set at LOS D for the streets that serve transit and LOS E for other arterials and it accepted the intersection levels of service to be at LOS E.

Accounting for Other Funding Sources

The City of Seattle needed to clarify its ability to fund the deficiency portions of the cost of the capital improvement projects and the portion of costs attributable to growth outside an area to calculate the net growth cost.

Paying for Deficiency Costs

For example, the total existing deficiency cost in the Northgate area was about 20 percent of the eligible transportation improvement projects. As the GMA prohibits, the City could not ask developments to pay the cost of the existing deficiencies. Seattle had to identify other sources of revenue to pay for the existing deficiencies. The City decided to fund the deficiency from the Capital Improvement Program, grants and other appropriations from other governments.

Paying for Through Trips

Seattle needed to identify through trips, those trips that do not have trip ends within the mitigation payment area, and identify funds to pay for their impacts. Seattle has a travel demand model and select-link assignment runs with the model were applied to determine the extent of through trips that would use the planned improvements. For example, in the Northgate area, about 43 percent of the trips that would use the proposed improvements were found to be through trips. The study allocated 43 percent the improvement costs as the “public share”, to be paid by other sources, such as taxes, fees, and grants, not from the development mitigation payments.

Growth of Trips for Each Mode

It was necessary to calculate the travel demand trip growth based on the projected land use growth. This projection was done by using Seattle’s travel demand model, a refined version of a three county-wide regional model. The Seattle model contained trip tables for single-occupant driving, carpooling, bicycling, walking and transit modes. The travel growth for each mode was obtained from the model.

Calculation of the Cost per Person Trip

Once these steps described above were completed, the City found it simple to calculate the cost per person trip. At this stage, cost per person trip was calculated for each mode.

Quantification of Trip Generation Rates by Different Types of Development

The last step was to develop a table showing fees for each land use type, such as office, shopping center, grocery store and restaurant. To develop the fee schedule table, it was necessary to identify the trip generation rates of all modes for each land use type. While one could use ITE’s trip generation rates for the vehicle mode, there were no readily available trip generation rates for pedestrian, bicycle and transit modes for land use categories. To overcome this problem, the study developed a process where total daily person trips per land use category were estimated with factors derived from the regional household activity survey conducted by the Puget Sound Regional Council (PSRC) in 1999.

Among the activity categories in the regional travel survey was the ratio of person trips to vehicle trips. For example, the “work” activity ratio was 1.19 and the “shopping” ratio was 1.59. These factors enabled the calculation of total person trips

generated by the activities. By applying the factors to the land use categories, the total person trips were calculated. Then, model split factors from the same activity survey were applied to the total person trips to obtain the person trip generation for each mode for each land use type. For example, a shopping center having the 35 vehicle trips per 1,000 square feet was determined to generate 56.16 person trips with a factor of 1.59. Then, a mode split factor of 1.8 percent was applied to the total person trips to estimate transit trips that would be generating by a shopping center. After completing this process for all land use categories, a development mitigation payment fee table was completed.

Summary

Seattle is the first jurisdiction to implement a multi-modal development impact mitigation payment program in Washington State. Several technical problems were overcome to develop the program. The Washington State legislature did not authorize jurisdictions to impose impact fees on modes other than roadways in the Growth Management Act. Seattle had to rely on the “volunteer agreement” provision of the State Environmental Policy Act. This provision is not as effective at raising funds uniformly as the GMA traditional impact fees. Despite this problem, Seattle applied a multi-modal development impact mitigation payment program to developments in the urban center areas within the City. The program was developed based on the recognition that developments would have an impact on modes other than vehicles. Seattle’s program focuses on the pedestrian, bicycle and transit facility needs. Some of the technical problems encountered in developing the multi-modal impact payment program could have been reduced, if the ITE collected trip generation data was based on person trips rather than vehicle trips. As options to build new roadways in urban areas rapidly diminish, it will be necessary to change the current vehicle-focused development impact mitigation to multi-modal mitigation approach.

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PRESIDENT'S MESSAGE

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Technical Committee Chair Karen Aspelin reported on the Data Collection projects being performed by Student Chapters during the 2006/2007 school year. Student Chapters from Brigham Young University, Portland State University, University of Nevada – Reno, and the University of Washington and are completing projects to collect trip and parking generation data for various land uses including small offices, multiplex theaters, drive-through coffee stores, and transit-oriented development. The University of Hawaii – Manoa Student Chapter is preparing a calibration of capacity parameters for signalized intersections. The students receive a stipend for their work, but more importantly, they benefit from first-hand experience collecting and evaluating the data, and learn how important such work is. The data from past projects can be found on our website at http://www.westernite.org/datacollectionfund/data_collection.htm.

Growing the Endowment Fund was also a topic of lively conversation. The initial goal for the fund is \$300,000, though an ultimate balance of \$500,000 is desired so that we can double the amount of funding allocated for Student Initiatives, which is currently set at about \$20,000 per year. The

balance of around \$12,800 took an immediate jump when the Board voted to transfer \$20,000 from the District's general funds into the Endowment Account. This money represents the proceeds from the Honolulu meeting in excess of expenses, and is attributable to the tremendous turn-out for this great meeting. Endowment Fund Chair Pat Gibson was tasked with developing a program for raising the funds. Some of the ways that could be accomplished are through multi-year commitments for donations, contests, Section and Chapter contributions, corporate sponsors, and even a booth at the Annual Meeting. Over the next few months you'll likely hear more about this program through the WesternITE as well as your Section and Chapter newsletters. We'll be posting information on the website to show how we're doing against that goal of \$500,000, and contributors will be recognized during the Portland meeting. It would be great if we could hit the \$100,000 mark in 2007, and I challenge each member to make even a small contribution to help us achieve that goal.

Students will be pleased to learn that their voices are heard. A suggestions was offered by our 2006 Student Paper Award winner, Ivana Vladislavljevic (who also won

the award at the International level) to have a student lounge at our Annual Meetings, something she saw at a conference of another organization. Her message was forwarded to the Portland LAC, and they're making this a reality. The "student lounge" will provide a relaxed area where students can hang out not only with other students, but also with prospective employers.

Though exhausted at the end of an 8-hour meeting, I was also exhilarated by the progress we'd made in terms of actions completed and plans laid for the next five months. The tremendous amount of dedicated volunteer time and energy that went into this meeting was truly impressive. The package of written agenda reports and supporting documents contained a total of 215 pages! If you want to learn what's going on in ITE, come to a Board meeting – it's a quick way to catch up on all kinds of topics in short order! When we meet again in Portland, I hope to cross some more tasks off our collective list, while simultaneously adding new issues to be addressed during the following year. If you have ideas or problems that this Board can address, I hope you'll let me know because we are here to serve.

MID-YEAR BOARD MEETING HIGHLIGHTS

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will end in June of 2007. Another dedicated member is needed for this important chair, please contact Dalene if interested.

Vice President Jennifer Rosales provided the final District 6 budget/expenses/income sheet for the 2006/2007. Due to revenue generated by the "Positions Available" ads, the District has the potential each year to end up with "excess revenue". WesternITE/website advertising has expanded due to the web, on-line advertising and the industry's transportation needs. Nate Larson is chairing a task force committee to address the operating needs of the WesternITE Newsletter/Website team and a meeting was held to address this on February 1, 2007 with a proposal to address any recommended changes anticipated for the July Annual Meeting in Portland, Oregon.

Secretary/Treasurer Monica Suter summarized the significant activities that have occurred since June of 2006 and after inheriting the books beginning in October of 2006. The District had \$31,294 in income and \$26,494 of expenses during the first quarter of the year. WesternITE Professional Services Directory, Position Available job

The International Elected Leadership Directory is available on ITE's website which can be accessed with your ITE username and password. Ongoing section and chapter leadership updates are key to keeping this directory current.

ads, and Web-based ads led to a total income of \$20,685.

Senior International Director Rory Grindley shared highlights from the two International Board of Direction (IBOD) meetings that occurred in August and October of 2006.

Constitutional Amendments to change membership grades were adopted and ITE Headquarters is implementing these changes. There were a record number of ballots (over 4,000) with almost 35% of eligible voting members participating which may indicate that on-line voting may be increasing participation. The Associate Membership category has been eliminated; these members have been transferred up to the grade of

Member.

The two candidates running for ITE International Vice President are: Rod Kelly from Texas and Ken Voigt from Wisconsin.

The next two IBOD meetings will be held starting two days prior to the Spring Technical Conference in San Diego, California March 25-28, 2007 and prior to the Annual Meeting in Pittsburgh, Pennsylvania August 5-8, 2007. The theme for ITE's 2007 Spring Technical Conference in San Diego is "Managing Congestion—Can we do better?"

The first exams for the "Traffic Operations Practitioner Specialist" (TOPS) and "Traffic Signal Operations Specialist" (TSOS) certification programs were held in Milwaukee, Wisconsin (see www.ite.org/certification/examschedule.asp for upcoming exam information). A grant was approved by the IBOD to have a Professional Transportation Planner (PTP) certification and the first exam is planned for 2007.

Although the IBOD approved an inflationary increase in the upcoming international meeting registration fees, all

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CITY OF PHOENIX TECHNICIAN TRAINING PROGRAM

INTRODUCTION

It is no surprise to many of you who live in the Western states that Phoenix is now the fifth largest City in the country, based on our population of more than 1.5 million residents. Our City is by far the largest in Arizona covering nearly 515 square miles and, consequently, has many miles of roadway to serve the public. The City of Phoenix operates and maintains more than 700 miles of major streets, 570 miles of collector streets and 3,200 miles of local streets. Because of its size and rapid growth, the City of Phoenix places a high priority on providing responsive service to the public, local businesses and schools to help resolve all traffic operations and safety issues. In an attempt to provide superior responsiveness, the Traffic Operations Division of the Street Transportation Department has identified the training of its traffic technicians as an important element of staff development. Training opportunities that are responsive to the needs of the traffic technicians will ensure that the Department continues to provide high quality service to the public because these technicians deal directly with citizen traffic concerns one-on-one, on a daily basis.

The Traffic Operations Division employs more than 150 technicians, including the group of technicians in the Traffic Signals Section who design and maintain the 970 traffic signals in Phoenix. The other main group is in the Traffic Investigative Services Section, consisting of field technicians who work directly with residents, businesses, schools, and all other road users in resolving traffic operational and safety issues. Traffic Investigators (classified as Senior Engineering Technicians) work under the supervision of more experienced Chief Engineering Technicians and a Principal Engineering Technician, who reports to the Traffic Engineering Supervisor under the Deputy Street Transportation Director in charge of the Traffic Operations Division.

The City of Phoenix strongly encourages ongoing technical training for all of its employees in technical fields. Training in basic traffic operations and traffic safety concepts for nonprofessionals was unavailable until the Governor's Office of Highway Safety (GOHS) funded the initial grant to develop a comprehensive training program in 2003 (Phase I) and expanded it in 2004 with Phase II, again in 2005 with Phase III, and now in 2006 with Phase IV. The first three grants, totaling \$25,000, formed the core program, and another

\$20,000 has recently been added. The following pages describe how the program was developed and the specific courses and speakers that contributed to the training program.

DESCRIPTION

Four grants were awarded to the City of Phoenix over a four-year period. Phase I included a grant from GOHS for \$15,000 and was awarded in the fall of 2003. This grant allowed funding for a professional services contract for hiring a consultant to conduct an overall training 'needs assessment.' From that effort, the comprehensive program was developed by prioritizing training needs. Phase I included in-house training and online courses. Phase II, awarded in 2004, was for \$5,000 and allowed additional in-house speakers, participation in web seminars, online courses, and allowed attendance at a local joint conference with the Arizona Section of the Institute of Transportation Engineers and the local International Municipal Signal Association. This is an annual conference in Phoenix that offers technical sessions for signal technicians and transportation professionals in addition to specialized technical training sessions. Phase III consisted of an additional \$5,000, used for in-house speakers, one web seminar and one online course. Phase IV is just beginning and includes an additional \$20,000 for another Professional Services contract. The process used to develop the comprehensive training program through the first three phases is described below in detail.

PROCESS

The first GOHS grant, awarded in 2003, wasn't named Phase I until the next year, since no additional funds were anticipated for subsequent years. This first grant money was categorized under "Professional Services," where a consultant could be hired to help develop a comprehensive program that offers both in-person and on-line course instruction. Two universities responded to the Request For Proposals, and the University of Maryland (UMD) was selected because they recognized the lack of available training that addressed the needs of the technicians from traditional sources, such as local junior colleges and universities. They also proposed to develop a training program that would specifically be oriented to the City's needs. The City entered into a Professional Services Consulting Agreement with the University of Maryland in April 2004.

While the proposal to GOHS emphasized the delivery of training oriented to only the technicians' needs, the process was expanded to consider the training needs of the entire Traffic Operations Division since the professional level staff within the Division could benefit from this program as well. It was determined that this more comprehensive approach could serve as the basis for a longer-term training program. UMD had recently developed an online technical education program called the Consortium for ITS Training and Education (CITE) and was selected to develop the customized training program for the Traffic Operations' staff. UMD's work included:

Task 1: Planning - This task included the evaluation of knowledge, skills and abilities of the Traffic Operations Division staff to determine their training needs.

Task 2: Delivery - This task consisted of the presentation of the initial set of training courses oriented to the needs of the traffic technicians identified in Task 1.

The activities of Task 1 began with a survey. The results were used as the basis to define and prioritize a training program. The CITE Director, Mr. Philip Tarnoff, was able to personally interview key members of the Traffic Operations Division staff during the period of June 7-9, 2004, and focused on an assessment of the knowledge, skills and abilities (KSAs) required for each of the individuals interviewed. Additional discussions were held with the Director of the Street Transportation Department and Deputy Director in charge of the Traffic Operations Division.

Interviews conducted with the City staff were extremely helpful in describing job responsibilities, needs for information and resources. A summary of the responses served as the basis for the development of the overall training program, considered:

- The first phase of training delivered under this existing contract must be compatible with the available funds from the GOHS.
- To the greatest extent possible, training is to reflect traffic and roadway conditions specific to the Phoenix area.
- The initial proposal for the GOHS funds emphasized the needs of the technicians, and for this reason, their training needs should receive the highest priority.

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CITY OF PHOENIX TECHNICIAN TRAINING PROGRAM

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- Training needs should be prioritized based on the number of personnel requiring training *and* the needs of the technicians.
- Where possible, funds should be conserved through the use of existing course material (subject to its relevance to the Phoenix area) and local instructors.
- When practical, multiple subjects should be combined in a single course. For example, signs and markings, collision data collection and analysis, traffic calming, and corridor management should be covered under the Basic Traffic Engineering course.
- Training delivered specifically for the traffic signal technicians is available from the International Municipal Signal Association (IMSA) as part of their signal technician certification program. Based on a list of the top training needs, the results of the survey and the available funds, it was concluded that emphasis should be placed on courses related to:

1. Basic traffic engineering
2. Dealing with the public
3. MUTCD – Millennium Edition

The interview questions also queried resource needs in addition to training needs. It was concluded that:

- Most staff members preferred classroom training to online learning. However, some felt that online learning would be appropriate for selected specialized subjects.
- The majority of employees were concerned about the impact on their operations if their entire staff attended a class of one day or more duration. They felt that multiple classes or train-the-trainer sessions would be useful.

PHASE I

Phase I delivered two of the top three prioritized training courses identified above with speakers who have known expertise in these areas. They gave in-house instruction that addressed basic urban traffic engineering concepts/principles/practices applicable to traffic conditions in Phoenix. City staff coordinated class attendance, provided all necessary reproduction of course materials, and provided classroom facilities, follow-up surveys, equipment, and food.

The first priority was for basic traffic engineering training. Mr. Nazir Lalani, P.E., Deputy Director of the Ventura County (California) Transportation Department and

Past President of the Institute of Transportation Engineers, has taught a similar course for the University of California at Berkley. He was retained to come to Phoenix to conduct a course on the Basics of Traffic Engineering on August 26 and 27, 2004. His course included: traffic control devices, signs and markings, safety analysis, speed management, traffic calming, roundabouts, and liability. Copies of the text "Fundamentals of Traffic Engineering" were purchased through ITE for the students as a reference document.

The second priority was training in dealing with the public. Based on considerations of cost and availability, it was determined that this course should be deferred until additional training grants became available to be able to bring in a speaker in person because it involved audience participation and interaction.

The third priority was an update on the *Manual on Uniform Traffic Control Devices* (MUTCD). The new "2003 Edition" had just been released and training was needed as soon as possible. The Arizona Department of Transportation also publishes a Supplement to the MUTCD for local guidance that, subsequently, was also updated. Since Phoenix is privileged to have Mr. Paul Box, P.E. as a full-time resident, he was obtained to teach a one-day course on September 17, 2004. As part of that course, Mr. Jim Sparks, P.E. presented the ADOT Supplement update. Mr. Sparks is the Deputy Street Transportation Department Director and has served on the National Committee for the MUTCD for nineteen years.

Additional specialized courses were provided at minimal cost because the consultant was able to teach courses in his area of expertise and part of the contract with UMD. Mr. Tarnoff presented the following three courses on September 29, 2004:

- Traffic Signal Timing
- Traffic Signal Clearance intervals
- Introduction to ITS

In each of the courses, students/staff were asked to complete an evaluation sheet to make improvements to future courses based upon their feedback. Each instructor provided handouts that were placed in binders as a reference for each of the 160 students, and Certificates of Completion were developed and presented to all course attendees. Also with grant funds, the City purchased the text "Fundamentals of Traffic Engineering" as a companion text for the first course and an excellent reference document, especially for those without any formal traffic education.

PHASE II

A second grant for \$5,000 in 2005 allowed 27 technicians to attend a local Institute of Transportation Engineers' conference on March 9 and 10, 2005. The conference consisted of typical technical sessions on various transportation topics in addition to an afternoon of training sessions. Three of the five training topics coincided with the same topics/needs identified in the original consultant study by UMD. The consultant hired with the initial grant, Mr. Tarnoff, taught specialized training in traffic signals concurrently with a session on Roundabouts and a third concurrent session on Public Involvement. It was advantageous that these were the same areas of needed training; however, they were only three-hour sessions as part of the conference and much more in-depth training was needed.

Since only \$2,954 was used for the local conference, the balance of \$2,046 was available to support the original grant purpose of training staff through online courses. Web seminars (webinars) were surfacing from various technical organizations so with the remaining funds, we were able to complete 11 webinars from three different organizations and five online courses from UMD/CITE, as shown in Tables 1 and 2. The materials provided in the courses became additional technical references and were shared with other Traffic Operations' staff members.

TABLE 1 ONLINE TRAINING COURSES

- Advanced Signal Systems
- Pavement Markings
- ITS Awareness
- Introduction to the National ITS Architecture
- Careers in ITS

PHASE III

In July 2005, the Department was fortunate to receive another contract in the amount of \$5,000 to train traffic technicians through more in-house speakers and additional web-based courses. This grant alone provided training to 86 staff members through: one webinar, one online course, and one in-house speaker.

As part of the previous (Phase II) grant for online courses, we registered for a five-part course that had the first four parts that fell within the last grant period which ended September 30, 2005. The fifth class on Traffic Control Devices was given online on October 12, and was paid for with Phase III grant funds. This course was extremely worthwhile for the 50 traffic technicians who

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THE FED'S BIG STICK

The Federal Aid Road Act of 1916, which authorized \$75 million in federal-state matching funds over five years, was an important milestone in the evolution of federal funding of highway construction. It was the product of two decades of effort, spearheaded to a significant extent by the Good Roads Movement. Those two decades encompassed the presidency of Theodore Roosevelt, whose motto was "Speak softly and carry a big stick; you will go far." In that spirit, the 1916 Act included a hefty federal stick. Rather than taking the form of a war club, however, the long, slender stick was fitted with a carrot dangling from its end. That enticement, held out before state governments, was \$75 million of federal matching funds for road construction over a five-year period.

What kept the carrot out of reach for most of the states was the Act's stipulation that funds would be provided only to states that had an acceptable office to interface with the federal Office of Public Roads (OPR, forerunner to today's Federal Highway Administration) and to administer the state's program. Although they were formally known by various names, these state offices could generically be called highway departments. Of the 37 states that had a highway department in 1916, all but California had to revise their organizations to meet the requirements of the Act.

Having an "acceptable" highway department basically meant meeting the vision of Logan Waller Page, the engineer who headed the OPR from 1905 until his death in 1918. Among the characteristics Page considered essential was to minimize political whims and favoritism for road building by placing an engineer in a responsible position in each state highway department. This would also equip the highway department to develop standards and specifications for road building that counties or road districts would be expected to follow.

Like the previous OPR director, General Roy Stone, Page worked closely with states to develop appropriate structures for their highway departments. Often, this assistance involved helping write state legislation defining the departments and state highway commissions. One example of changes made by states following passage of the 1916 Act was the reorganization of Oregon's highway commission. Formed in 1913, it originally consisted of the governor, the secretary of state, and the state treasurer; in 1917 the membership was changed to citizens who volunteered or were appointed to the commission. A few states emphasized the role of professional engineers. For example,

Iowa's highway commission, formed in 1904, consisted of the deans of engineering and agriculture at Iowa State College, and Montana's highway commission, formed in 1913, consisted of the professor of civil engineering at Montana State College, the state engineer, and a governor-appointed engineer who served as chairman.

Working with the states to create state-level highway programs was a challenging task. Not only did states vary widely in their visions for such programs, but some were leery of the entire concept. Michigan, for instance, was one of several states whose constitutions prohibited their participation in works of internal improvement. Such prohibitions were enacted after the Panic of 1837 caused nine states to default on loans they had incurred to finance construction of canals and railroads. In 1917, Michigan's legislature passed a constitutional amendment allowing the state government to participate in highway construction, making it eligible for federal matching funds. As a result of the Federal Aid Road Act of 1916, "Three states passed constitutional amendments to allow state funding of internal improvements, eighteen others had to strengthen or reorganize, and fifteen had to make less extensive changes," according to historian Bruce E. Seely's article in the July-August 2006 issue of *TR News*. "OPR directly assisted twenty-three states in bringing their highway departments to minimum standards."

Some of the state highway departments had existed for more than twenty years. Massachusetts had formed the first one in 1893. Although it was called the Massachusetts Highway Commission, it functioned as a modern highway department, even to the extent of having its own materials testing laboratory. Foreshadowing the strategy of the 1916 Act, the commission adopted its own version of carrot-on-a-stick: counties could qualify for state road funds by adhering to technical standards and specifications promulgated by the state commissioners. One of the original members of the Massachusetts Highway Commission was Nathaniel Shaler, a Harvard engineering professor who Seely credits with starting "the first university curriculum in highway engineering." In fact, Logan Page, who lobbied Congress for passage of the 1916 Act and became a founding member of the American Association of State Highway Officials (AAHSO), was one of the first students in that program.

The threat of financial sanctions has become a standard technique for promoting federal objectives. Another carrot-and-stick aspect of the Federal Aid Road Act of 1916

was the requirement that the states maintain roads built with federal funds. Inadequate maintenance could result in withholding of future federal highway money. Some more recent applications have been directly related to the construction and operation of safe highways. These include enticing states to pass legislation to reduce impaired driving caused by alcohol or drugs, and to require the use of automotive seatbelts and motorcycle helmets. Others have been somewhat more tangential, such as limiting billboards along Interstate highways, attaining air quality standards, and prohibiting the use of convict labor for highway construction.

The Adobe Tower



About the Authors:

Jerry Hall, a professor of Civil Engineering at the University of New Mexico, has served District 6 as president and international director.

Loretta Hall, a member of the Construction Writers Association, is a freelance writer concentrating on engineering and construction.

They can be contacted at jerome@unm.edu and lorettahall@constructionwriters.org, respectively.

This is the third in a series of articles tracing the development of the Interstate Highway System.

CITY OF PHOENIX TECHNICIAN TRAINING PROGRAM

TABLE 2
WEBINARS

DATE	COURSE	TIME	SPONSOR
August 12, 2005	Introduction to Traffic Control Standards (for Temporary Traffic Control)	11:00 AM - 12:30 PM	ATSSA
August 30, 2005	The Modern Roundabout as a Traffic Signal Alternative	9:00 - 10:30 AM	ASCE
September 12, 2005	Advance Warning (for Temporary Traffic Control)	11:00 AM - 12:30 PM	ATSSA
September 13, 2005	Pedestrian Crossing Treatments	9:00 - 10:30 AM	ASCE
September 14, 2005	Traffic Engineering Studies	10:00 - 11:30 AM	ITE
September 14, 2005	Traffic Operations Analysis	Noon - 1:30 PM	ITE
September 15, 2005	Temporary Traffic Control for Urban Areas	11:00 AM - 12:30 PM	ATSSA
September 20, 2005	Pedestrian Accessibility: Introduction and Context	9:00 - 10:30 AM	ITE
September 21, 2005	Operational Effects of Geometric Design	10:00 - 11:30 AM	ITE
September 21, 2005	Traffic Safety	Noon - 1:30 PM	ITE
September 27, 2005	SAFETEA-LU Web Briefing	Noon - 1:30 PM	ITE

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participated.

Also, with these grant funds, a nationally known speaker, Ms. Patricia Noyes from Boulder, Colorado, was selected to provide in-house training on both Public Involvement and Neighborhood Traffic Calming; two highly ranked training needs identified in the initial consultant study funded with the first training grant. This course was held on Wednesday, November 9, 2005 with 30 students participating; mostly the traffic technicians who answer more than 900 calls per month from citizens with traffic safety concerns. Ms. Noyes taught from the workbook published by Thomas-Kilmann on Conflict Resolution. She also provided copies of the "Traffic Calming Primer" that she authored, to our Neighborhood Traffic Management Team.

With the remaining funds, staff had the opportunity to participate in a recently developed online course from UMD's CITE internet-based training program entitled *Road Safety Audits*. Six students were able to participate who completed the course by the end of December when the grant ended. Of the six students, two were Police officers in

the Traffic Education Safety Unit, three were from our Traffic Safety Section staff, and one was the supervisor of all the traffic technicians in the Investigative Services Section. All expressed positive comments on the course and liked the format of having it available on their own time on their own computer.

PHASE IV

A new grant has just been approved for an additional \$20,000 from GOHS to continue the excellent training program. Phase IV will continue the existing program by offering additional in-house training courses, online training courses and the increasingly popular webinars. Each training opportunity will continue the past training and expand to the next level in order to keep current with safety concerns and solutions.

SUMMARY

As technology advances and new methods for improving safety are introduced, online training has proven itself ideal for employees who do not receive travel funds or are not allowed time away from the office to attend courses, yet still have the need to be

kept current on safety analysis techniques. Training courses, whether in-person or online, will help educate traffic operations' staff to better solve their daily safety-related traffic problems and citizen concerns. While the City's training program has focused on traffic operations for internal users, future courses should be oriented for educating external users, such as: local elected officials, incident responders, and others who require knowledge of traffic operations. By providing such training, we are equipping our workforce with the tools they need to compete in this ever-changing world where technological advancements prevail.

About the Author:

Jenny Grote, PE, PTOE, is employed by the City of Phoenix in the Street Transportation Department. She is a Past President of District 6 and is currently District Administrator.



PORTLAND STATE UNIVERSITY ITS LAB

The Portland State University ITS Lab is a leader in ITS research in Portland, Oregon, and will be featured as a Technical Tour at the 2007 District 6 Annual Meeting in July. Faculty and students in the Lab study how ITS can improve transportation efficiency and safety throughout the Portland metropolitan region, the state of Oregon and beyond. The ITS Lab has many transportation agency and industry partners, and collaborates on a variety of innovative projects. Located in the new PSU engineering building in downtown Portland, the ITS Lab includes work stations for students and visiting faculty and researchers, as well as consoles and displays for real-time traffic monitoring. Over the past seven years, the ITS Lab's research program has grown to almost \$1M in annual research funding under Dr. Robert Bertini, Dr. Chris Monsere and Dr. Kristin Tufte. The Lab employs up to 25 undergraduate and graduate students from various majors, and has acquired a range of research tools, equipment and software. Students present their research results at regional, national and international conferences and symposia, and are frequently co-authors on peer-reviewed journal and conference publications. Recently, ITS Lab students and faculty presented nine peer-reviewed papers at the 86th Annual Meeting of the Transportation Research Board in Washington, D.C.

Research projects include work with the Oregon Department of Transportation (ODOT), BMW Group, FHWA, TriMet, the City of Portland, Kittelson and Associates, Inc., and DKS Associates, among others. Research topics include benefits of ITS investments, comparison of German and U.S. traffic sensor data, evaluation of video recognition travel time, speed reduction technologies, crash



New Engineering Building at PSU - home of the ITS Lab

reduction factors, transit buses as traffic probes, ITS commercial vehicle operations, and community and school traffic safety, to name a few. An additional project, funded by the National Science Foundation, supports work by Dr. Bertini, staff and students to develop a system to implement the U.S. National ITS Architecture's Archived Data User Service for the Portland metropolitan region. Called PORTAL (Portland Oregon Regional Transportation Archive Listing), the system archives the Portland region's freeway loop detector data at its most detailed level and also archives area weather data. Future work will expand the capabilities of the system and include multimodal data sources from both Oregon

and Washington. PORTAL research is done in close cooperation with ODOT, Metro, the City of Portland, TriMet and other regional partners. More information can be found on the PORTAL web: <http://portal.its.pdx.edu>

PSU offers MS, MEng, PhD, dual masters and a graduate certificate with specialization in transportation. The ITS Lab has graduate assistantships available for qualified students, and a new University Transportation Center based at PSU (the Oregon Transportation Research and Education Consortium) will further increase research and education opportunities for students. Find out more about ITS Lab research, faculty, students and programs at <http://www.its.pdx.edu>.

PROFESSIONAL CERTIFICATION EXAMS OFFERED FOR FIRST TIME IN OREGON

On Saturday July 14, 2007, ITE will be hosting the certification exams in Portland, Oregon just before the District 6 Annual Meeting on July 15-18. The exam will be at Portland State University and will include the PTOE (Professional Transportation Operations Engineer) and the three other recent exams provided by the Transportation Professional Certification Board:

PTP – Professional Transportation Planner
 TOPS – Traffic Operations Practitioner Specialist
 TSOS – Traffic Signal Operations Specialist

Registration information can be found at: www.tpcb.org. There is room for 30 to 50 people, so early registration is advised.

MID-YEAR BOARD MEETING HIGHLIGHTS

(Continued from page 4)

three of our District 6 International Directors voted against this proposal. At the district level, the issue of annual meeting registration costs has been approached very differently.

District 6's Charter revisions were officially approved by the IBOD.

The IBOD had significant discussion on the maintenance of traffic control devices and this issue's importance to our industry. It was understood that ITE should be an advocate for human factors research towards visibility requirements of traffic control devices and the aging of LED traffic signals issue was identified to be addressed by various key ITE Councils.

International Director Julia Townsend reported on the Vehicle Infrastructure Integration (VII) Initiative. The VII was presented at the Fall 2006 IBOD meeting along with discussion on other Mega issues. The VII Initiative goal is to significantly reduce highway fatalities and traffic congestion by implementing a national wireless communications infrastructure that would allow communication between traveling vehicles and between vehicles and roadside equipment. To facilitate this, automobile companies would be responsible for the installation of GPS and short-range communications equipment in vehicles while the public sector would be responsible to install communications equipment along the roadway. Wayne Tanda (Monterey County, CA) and John Fisher (Los Angeles DOT, CA) from our district are representing our district for this initiative and the system may reach our streets by 2011.

In 2006, approximately 170 Webinars were offered at over 1,300 sites serving approximately 7,000 participants and the Professional Development program has reached a break-even point. ITE Leadership Webinars continue to be provided at no cost and have been found to be useful.

Three new ITE publications are anticipated in 2007: the New Geometric Design Handbook (early 2007) and the Traffic Planning Handbook and Trip Generation (8th Edition) (late 2007).

ITE is forming partnerships with organizations such as AARP, the Institute of Highways and Transport, and the International Parking Institute. The purpose of these partnerships is to cross-share information and to expand services—called “coopetition.”

International ITE wants to know what each Section/Chapter is doing and will be assembling a document to facilitate this and to be sure that each group participates.

Rock Miller completed his term as International Director at the end of 2006 and Randy McCourt began his in January of 2007. Rock was thanked for his insightful participation and contributions to District 6.

Tim Harpst completed his term as Past International President at the end of 2006, succeeded by Rich Romer. Tim's facilitation skills and ability to focus on the “big picture” have been appreciated.

Good examples of successful ITE Webinars in Las Vegas, Phoenix, and Colorado were shared. Some have been hosted by public agencies, private companies (with/without fees) and Sections or Chapters can pay for a relevant Webinar, then host it for a reasonable fee, which can also be utilized as a fund-raiser for students or other important activities.

Randy McCourt, who began his 3-year term in January, provided the following highlights. The simplification of membership dues resulted in a progressive structure for dues for members in their first 3 to 5 years.

Randy is overseeing the data collection fund (about \$5000) to focus on trip and parking generation through his Parking Council Chair position and an ITE staff member to specifically support the Trip Generation Manual publication, is being considered.

Randy attended the National Committee of Uniform Traffic Control Devices (NCUTCD) meetings in January and is working with their Regulatory/Warning Sign Committee regarding the standardization of parking signs and additional signs to better direct drivers to parking areas for the next edition of the MUTCD (Manual of Uniform Traffic Control Devices) anticipated for 2009.

International Past President Rich Romer summarized the following activities and business at ITE International and reminded members that key information can be found in the ITE Journal President's Message.

Tom Brahm was appointed to the national SRTS panel & Surface and Transportation Policy Commission.

The Surface Transportation Act may be having some funding issues which could affect federal funding.

The meaning of what it takes for an issue to be elevated to a “MEGA” issue was clarified.

ITE held a special meeting at TRB with nine students and faculty advisors to discuss how we can help serve them by setting up a list of research needed “problem statements” for thesis topics, etc., ensuring that peer review of ITE Journal articles is

appropriately viewed as such for faculty needing to publish to obtain tenure, etc., and helping to ensure that basic traffic engineering classes are not dropped from university and college curriculums.

Succession plans for key ITE Headquarters staff with long-term knowledge are being discussed.

Rich was very pleased to see that three UCLA student chapter members attended TRB in Washington D.C. this past January 2007, including their Student Chapter President and Student Advisor.

ITE Headquarters is in the black financially and ITE's reserve policy is being reviewed.

District Administrator of District 6 Jenny Grote congratulated Eric Shen and their first UCLA Student Chapter President, Alicia Kinoshita, who persevered through the process to form a new Student Chapter and presented their chapter's activities. Chapter members traveled (at their own cost) to TRB and visited traffic management centers there and locally. They plan to have an ASCE Pacific Southwest Regional Conference Transportation Design Contest in April of 2007 and to participate in Southern California's ITE Section Student Night Presentation in May 2007 in addition to their ongoing meetings. They encouraged transportation employers to contact them and other active ITE student chapters regarding corporate sponsorships, engineering internships and future full-time employment opportunities. Their contact information is ite@ucla.edu. Credit was also given to Eric Shen and Pat Gibson as co-instructors in transportation at UCLA.

The board approved their charter and bylaws with minor changes and these were ceremonially signed by President Whitlock.

Both the Border and Riverside/San Bernardino Sections offer reduced public agency fees for ITE meetings and this had led to increased meeting participation by both public and private agencies.

The District 6 Charter was approved by International in August of 2006.

District 6 E-voting will be implemented this spring.

Nate Larson, Technical Editor, provided a summary for WesternITE Co-Managing Editors Douglas Smith and Michelle Bitner Smith and discussed how much the advertising aspects of WesternITE have grown. A task force was established to make

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MID-YEAR BOARD MEETING HIGHLIGHTS

(Continued from page 10)

recommendations relative to reorganizing the WesternITE team to provide a better balance between the duties of the team members. A bi-monthly e-mail will be sent to members when the WesternITE is posted on the website (along with other key information), so that members can access information more quickly.

Jon Pascal, Website Manager, noted that his primary focus has been to keep the website current with ongoing, time-sensitive job ads, other key information, and working to update the District's Annual Meeting on-line registration site (started last year). Website activity has more than tripled over the past five years with an increase from 2000 to 7000 visitors per month.

Karen Aspelin, Technical Committee Chair, reported that eight articles written by members of District 6 are being judged for the Van Wagoner Award. She also noted that Fred Liang received the Best Paper Award for his "Development of the Bellevue Real Time Arterial Traffic Flow Map" Presentation which was not only very informative but entertaining. The data collection fund activities for 2006 are summarized on-line at http://www.westernite.org/datacollectionfund/data_collection.htm.

Legislative Chair, Walt Stringer, is monitoring legislative activities within the district and asking each of the sections for their legislative updates and reports.

Walter Okitsu, Licensing and Certification Committee Chair, noted that the bill to create a traffic engineering practice license (vs. the existing title only license) did not pass in Sacramento related to traffic engineering licensing and he is working with another organization on this.

Craig Grandstrom, Career Guidance Committee Chair, has kicked off the 2nd year of the District 6 mentoring program. The e-mail resulted in over 50 applications being received. In fact, there are more members who applied to be mentors than there are mentees in a similar region. He is still working to pair up some remaining applicants and he noted that last year's program and relationships established were reported to be very successful and many are being continued into this year. Nominations for the *Young Professional Achievement Award* are due March 31st, 2006.

Student and Faculty Initiatives Chair, Alyssa Reynolds, stated that the James H. Kell Competition was very successful with several participants at the Hawaii Meeting. Alyssa has developed a calendar of student

and faculty initiatives and sent this calendar to the faculty advisors. A new "Student Chapter Website Award" was approved by the board.

Vice Chair of the Public Agency Council, Monica Suter, shared highlights from the January Coordinating Council (AKA "CoCo" meeting) and the Traffic Engineering Council (TEC)-liaison/Public Agency Council (PAC) leadership meetings held the same day in Washington, D.C.

The "Public Face of Transportation" Mega Issue along with how to better share key activities/recommended practices/informational reports being handled in either the TEC or PAC with members of each Council and joint projects were discussed.

One free Council membership is included with ITE membership. Go to <http://www.ite.org/councils/index.asp> to make sure you have chosen one.

Vice Chair of the Traffic Engineering Council, Jim Harris, requested that members provide him with "TIPS" or brochures for key areas of transportation/education pamphlets that will be made available to agencies and for the public. His next deadline is in May of 2007.

The California Border and Central Coast ITE Sections provided statements of interest to host the 2012 District 6 meeting and have been invited to make presentations during the Board Meeting in Portland.

Walter Okitsu reported for the Honolulu LAC that there were 303 full meeting registrants, 24 one-day, 54 student, 107 spouse, for a total of 488 attendees plus 80 vendor participants. With vendors, D6 had over 568 attendees at the meeting. The LAC returned a surplus over \$32,800 due to a much higher than expected attendance at the meeting. Given this, the Board voted to return \$1500 to the Honolulu LAC to be distributed between their Section and the student chapters that assisted with this successful annual meeting and to contribute \$20,000 of this to the Student Endowment Fund. Additionally, the Board moved to reduce early registration fees for the next Annual Meeting in Portland, Oregon.

Portland's 2007 LAC Chair Peter Koonce reported that 207 abstracts were received, and there may be five (rather than the typical three) tracks for technical sessions. The budget for the 2007 Portland Meeting was discussed and, based on the number of

District 6 Candidate Slate Announced

The following individuals have been nominated as candidates for District 6 office:

President: Jennifer Rosales

Vice President: Monica M. Suter

Secretary-Treasurer:
Michael Sanderson
Cathy Leong

International Director:
Zaki Mustafa
Jim Harris

In accordance with Section 5.3 of the Bylaws of District 6, additional nominations may be made by petition signed by at least 2% of the eligible voting membership. Each petition shall be accompanied by the written consent of the nominee to run for the office for which nominated, and must be received by the Secretary-Treasurer not later than 60 days prior to the election (due May 18, 2007). No member may be a candidate for more than one office.

past Annual Meetings that have exceeded their expected attendance levels, the Board voted to set fees assuming a higher number of expected registrants. This resulted in the early (full) registration fee being reduced to \$350 to keep meeting costs affordable for members. Due to the need to anticipate the number of student attendees, some fee is necessary but the early registration fee is much less than the late registration fees.

Updates were provided by Zaki Mustafa (2008 Joint District 6/International Meeting in Anaheim), Nate Larson (2009 Annual Meeting in Denver), and Mark Spencer (2010 Annual Meeting in San Francisco). The 2011 Annual meeting is planned to occur in Anchorage, Alaska.

The next District 6 Board Meeting will be on Sunday, July 15, 2007, in Portland, Oregon at the Hilton for the 2007 District 6 (Western District) Annual Meeting.

SECTION AND CHAPTER ACTIVITIES

CENTRAL CALIFORNIA SECTION

January 2007

Our January 17th 2006 meeting was held at the Visalia Holiday Inn Hotel & Conference Center and sponsored by Quad Knopf.

Over 45 members and guest enjoyed an excellent cold deli lunch buffet and program.

Nazir Lalani, Deputy Director of the Ventura County Transportation Department entertained us with his excellent presentation on Tort Liability.

Nazir's presentation helped us to better understand the legal process involving lawsuits resulting from traffic crashes. He also described each step involved from the initial filing of a claim to the eventual participation as a witness in a trial in front of a judge and jury. Nazir also discussed how the Tort Liability process works, the common law immunity modifications, standards of care, what constitutes public and personal liability, and risk management strategies.

Raffle prizes were provided by Quad Knopf who donated an iPod Shuffle, TJKM, Wireless Mouse and Keyboard and Lew Roberts of Iteris who donated two \$25 Starbucks cards.

Following the raffle Ted Smalley, Deputy Executive Director of Tulare County Association of Governments spoke on Tulare County's 1/2 cent sale tax measure for transportation.

Tulare County's transportation measure passed by only a few hundred votes and was one of the closest measure contests in California history. Ted entertained us with some interesting and humorous incidents about the development of their expenditure plan. The Tulare County Transportation measure is expected to generate \$652 million over the next 30 years.



SAN FRANCISCO BAY AREA ITE/SBTOA



November 2006

The November meeting was held at Bella Mia Restaurant in downtown San Jose on November 14, 2006. More than 60 members joined this gathering. Our guest speaker was Mr. Robert Doty, the Director of Rail Operations, Engineering, and Construction, Caltrain. Robert has worldwide experience with rail systems. He had done various rapid transit projects in the United States, London, UK, and Taipei, Taiwan.

Robert struck us with his opening speech: the United States is still a developing country in terms of the rapid transit rail systems and we are far behind European rail technologies. In California, we have the fastest growth rail ridership in the country. The current rail ridership is about 36,000 person trips every day. Based on Caltrain's projections, the ridership will be totally doubled in next 20 years. He also pointed out that rail system is 31 times safer than automobiles. In the last year under his management, Caltrain increased 16% ridership without added one employee or equipment.

After the feature presentation, two awards were presented: Transportation Project of the Year and Transportation Professional of the Year.

Transportation Project of the Year Award is given to TravelChoice program. The program is to reduce driving and congestion while promoting healthy physical activity launched in the City of Alameda on April 3, 2006. The program is sponsored by the Alameda County Congestion Management Agency, AC Transit, BART, and the Alameda County Public Health Department and coordinated by the Transportation and Land Use Coalition. The program is funded through the sponsoring agencies, the Air District's Transportation Fund for Clean Air, and the City of Alameda.

Transportation Professional of the Year Award is given to Mr. Zahir Gulzadah, City of San Jose, Department of Transportation. Zahir has distinguished

himself in a number of ways. His duties include management of Traffic Operations Team, contractors and the City's Residential Permit Parking program. In addition to his administrative duties, he supervises traffic management during special events (markings, road closures, barrier installation and removal, bleachers installation and removal, course layout, parking access and paving rehabilitation), and also provides mentoring to the City's internship programs.



Toshi Shepard-Ohta,
Co-Scribe



Allen Huang,
Co-Scribe

SOUTHERN CALIFORNIA SECTION

October 2006

The ITE Southern California Section monthly meeting was held on Wednesday October 18, 2006, at the Sheraton Anaheim Hotel in Orange County. Mr. Frank Quon, Deputy District Director of Operations for Caltrans District 7 presented an overview of Caltrans District 7, along with their current projects and future vision for transportation management. Approximately 86 members attended the meeting, in what was a terrific showing for both Orange County and Los Angeles colleagues.

Prior to the presentation, Orange County Transportation Authority (OCTA) and Riverside County Transportation Commission (RCTC) were recognized for being bestowed the ITE Transportation Achievement Award for the Riverside-Orange County Major Investment Study.

Mr. Quon's presentation began with a summary of the existing transportation characteristics and predicted future operations for Caltrans District 7. Currently, there are 42 freeway and state highways in Los Angeles and Ventura Counties, the sum of which span 1,188

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Future Meetings

April 11, 2006 – Luncheon - Fresno

Mike Bitner,
Past President

SECTION AND CHAPTER ACTIVITIES

(Continued from page 12)

miles. In 2005, Nearly 100 million vehicle miles were traveled per day, corresponding to roughly 6.4 million licensed drivers with 8.2 million registered vehicles.

In order to address the existing transportation needs, Caltrans District 7 has approximately \$4.1 billion devoted to transportation improvements for the current fiscal year. Currently 155 on-going projects are underway, totaling \$1.13 billion. Some of the projects currently underway involve the widening of many major freeways; including SR-101 at Vineyard and Johnson Ave, as well as the Pearblossom Highway (SR-138). Other projects include a direct HOV connector for SR 57/60, and the construction of new HOV lanes on I-5 from the Ronald Reagan Freeway to Antelope Valley Freeway, as well as along I-405.

Beyond the existing conditions, many challenges lay ahead for the District 7 region. When compared to Los Angeles

and Ventura Counties in 1950, the number of registered vehicles has increased by 333%, while vehicle miles traveled have increased by 550%. This growth trend is expected to continue over the next ten years. As a direct result, vehicle delay is predicted to increase by thirty-five percent; from 560,000 hours to over 750,000 hours of delay within the two counties.

In order to successfully address the challenges facing the District 7 region, the presence of adequate funding will prove to be critical. As Mr. Quon highlighted, Proposition 1B would provide roughly \$20 billion in transportation funding over 10 years. The \$20 billion in general obligation (GO) bonds proposed in 1B would be applicable to Highway Safety, Traffic Reduction, Air Quality and Port Security related projects; all of which are significant challenges facing the future of Los Angeles and Ventura Counties.

Beyond the future funding possibilities, the future vision of

transportation management could change with the Corridor Mobility Improvement Account (CMIA). As Mr. Quan stated: "The proposed CMIA Program represents a strategic shift in how the State, with the regional agencies and local jurisdictions, manage and operate transportation systems and corridors for highest sustained productivity and reliability based on performance measurement."

Mr. Quan anticipates that funding requirements of the CMIA will encourage the commitment of both local and regional agencies to jointly address the management of specific corridors. These corridor management plans would focus all transportation efforts across all jurisdictions on effective and efficient usage of all facilities in the corridor. "The plan," Mr. Quan stated, "is a tool for effective management and a guide for implementation of system management and performance measurement."

INTERMOUNTAIN SECTION

The 47th Annual Meeting of the ITE Intermountain Section will be May 17-19, 2007 at the Snow King Resort in Jackson, Wyoming. In addition to the usual technical program, this year will be offering an in depth technical session and panel discussion on Thursday afternoon starting at 2 PM. This year's panel will discuss **Access Management**. More details will be available on the Section website.

Once again, Northwestern University's Center for Public Safety will conduct a technical session immediately prior to the meeting. This year's course is entitled "**Traffic Signal Operations at Isolated Intersections**," which will be held May 15-17.

In addition, the Intermountain Section will be offering, at no charge, a specialty course for young professionals on Intelligent Transportation Systems (ITS) oriented to-

ward the Mountain States, which will be offered from 2:00 - 5:00 PM on Thursday, May 17, 2007. If you plan to attend this course, please indicate on the meeting registration form.

Registration materials and information is available online at <http://www.westernite.org/Sections/intermountain/index.html>.

COORDINATING COUNCIL NEWS

The Coordinating Council (which coordinates Council-to-Council projects and communication and "cannot fail projects" between the IBOD and each ITE Council) is led Mark Norman. Council projects including key technical and member surveys, task forces for issues like the maintenance of LED signals and recommended practices, informational reports and other manuals you may have in your ITE library.

This year, some familiar ITE District 6 leaders, Pat Noyes and Ray Davis, both Past International Directors, were appointed as the Coordinating Council (CoCo) Vice Chair and ITE Public Agency Council (PAC),

Chair, respectively. Randy McCourt continues as ITE Parking Council Chair and Monica Suter continues her term as Vice Chair of the PAC.

These and other Councils typically meet during each Spring Technical and Annual ITE Meeting and may also meet on the weekend in between the National Committee of Uniform Traffic Control Devices (NCUTCD) Meeting in Virginia that occurs in January before TRB meets in Washington D.C. The Coordinating Council meets three times a year during the above three times. ITE members attending any of these meetings are encouraged to check ITE's

website (www.ite.org) and select "Councils" if they wish to view the schedule of Council meetings and to participate. Further District 6 member input and participation is requested at all the Council Meetings.

If you are interested in becoming one of ITE's reviewers for proposed changes to the Manual of Uniform Traffic Control Devices (MUTCD), contact Lisa Fontana-Tierney at ITE Headquarters. ITE Headquarter's Staff Contact information is listed on the website.

POSITIONS AVAILABLE



Iteris, Inc. is an industry leader in Intelligent Transportation Systems, Traffic Engineering and Transportation Planning. We have assembled a team of the brightest, most innovative ITS specialists, traffic engineers and transportation planners in the industry. We currently have positions available in our Long Beach, Anaheim, Las Vegas, Los Angeles and Ontario offices for Assistant, Associate and Senior Transportation Engineers. We're seeking highly motivated professionals with excellent written and verbal communication skills to join our team.

ANAHEIM, CALIFORNIA

- Associate Transportation Engineer #6116
Task Leader/Project Engineer with planning and design of ITS communications systems as well as understanding of general traffic engineering and traffic operations elements. BS degree with 2-5 years experience in traffic engineering, ITS and design principles. Microstation, AutoCAD experience required.
- Senior Traffic Engineer #6014
Project Manager/Task Leader/Project Engineer on traffic engineering projects. Will also assist with business development activities including outreach, proposal preparation and interviews. BS degree with at least 7 years experience in all aspects of traffic engineering including signal timing analysis and implementation. Familiarity with traffic operations and working knowledge of different traffic controllers and signal systems. Synchro, SimTraffic, Vissim, experience as well as knowledge and experience with MUTCD standards required.

LONG BEACH, CALIFORNIA

- Transportation Engineer/Planner #6080
Project manager/task leader for traffic and transportation analyses for a variety of projects for private developments as well as for cities and agencies. Key tasks include leading technical projects, assisting Principals and senior staff, independent technical analysis and research, supervision of junior staff, preparing reports and presentations, interaction with clients, and assisting with business development. BSCE with at least 5 years experience with traffic engineering and transportation planning principles.

LOS ANGELES, CALIFORNIA

- Associate Transportation Engineer/Planner #6127
This position is responsible for conducting basic analyses required for technical reports using specialized software. Coordinates field work and data collection as well as client/agency interaction. MSCE with at least 1 year related experience OR BSCE with at least 3 years related experience.
- Graphics/GIS Technician #6165
This position is responsible for preparing graphics for transportation planning/engineering reports and proposals under the direction of multiple project managers. We're looking for an individual with a BA/BS degree and at least 2 years experience in graphic design and/or GIS. Proficiency with graphics software (Corel Draw, Arc View) needed. CAD experience (Micro station, AutoCAD) - a plus, but not required.

ONTARIO, CA

- Senior Transportation Engineer #6158
This position will function as an Assistant Manager for our newly established office in Ontario, California. Duties will include managing transportation projects including budgets for design and planning activities, client interface, agency coordination and providing technical expertise to staff. The position will also provide company representation at professional events and meetings.

LAS VEGAS, NEVADA

- Assistant Transportation Engineer #6140
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Our ideal candidate will have a degree in engineering, planning, or related field and a minimum of 2 years experience. Must be proficient with traffic analysis software, common transportation modeling applications and MS Excel. Excellent oral and written communication skills are essential. Some travel may be required. Working knowledge and experience using computer-aided design and drafting software a plus.

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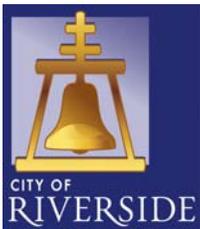
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For more information contact:

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