

Westernite

Official Publication of the Institute of Transportation Engineers, Western District (6)

March-April 2009 Vol. 62, No. 8

President's Message

I am pleased to have attended the US Presidential Inaugural Opening Ceremony on Sunday, January 18, 2009, while visiting family in the D.C. area. Hopefully, before you even receive this WesternITE issue, an economic stimulus package with several important infrastructure projects will be on its way to invest in our nation's transportation system and our economy. If so, that will also be historic and good news for our industry!



Monica M. Suter
President

Among others, one of the memorable phrases of our new US President's speech on January 20, 2009 was "...know that people will judge you on what you build, not what you destroy...." Although it was stated within a different context, it holds true regarding the value of our transportation industry and ties-in with the goal to invest in our transportation system. During the first quarter of 2009, I had the opportunity to visit several Western District

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Traffic Operations Centers (TOCs) for Smaller Agencies: Colorado Example

Traffic Operation Centers (TOCs) have historically been built and operated by the Traffic Engineering Departments of state departments of transportation (DOTs) and larger cities. For example, in the Rocky Mountain region, the City and County of Denver, City of Lakewood, and Colorado DOT (CDOT) have highly utilized Traffic Operation Centers.

By contrast, smaller cities and agencies often do not have the means to build a TOC of their own, due to reduced manpower and budget. As a result, smaller cities and agencies often cannot provide system monitoring, event management, crisis management, and advanced traffic control functions often provided through operation of a TOC. The National Traffic Signal Report Card, Technical Report 2007, indicated that agencies operating small signal systems

of fewer than 50 signals had lower performance than all other agencies, indicating that smaller agencies may benefit from the improved system performance made possible through a TOC operated by trained, experienced personnel.

In Colorado, several small agencies are gaining the benefits of a TOC within a manageable budget by contracting out for these services. A private contractor may provide seamless support for local municipalities, even when budgets are adjusted or personnel moves occur that might otherwise adversely affect an agency's ability to fully manage a TOC. When new agencies are formed for which a TOC may prove beneficial, a private contractor, with the necessary hardware, software, and agreements in

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District 6 Annual Meeting in Denver *Transportation in the Sustainable Energy Future*

On behalf of the Colorado/Wyoming Section, your Western District leadership, and the Sheraton Denver Hotel, we'd like to extend a great big mile high Rocky Mountain welcome to you and your family, and invite you to "Take the High Road" and join us in Denver, July 12-15, 2009 for the ITE Western District Annual Meeting. Whether you're coming from across the state or across the American West, we know you'll find what you're looking for. Here are just a few of the things Denver 2009 has to offer.

Family Activities

The Western District (6) is famous for making it easy for you to combine your annual meeting visit with a family

vacation. Our annual Family Night will take place at Elitch's Amusement Park, the largest and most exciting amusement park and water slide extravaganza in the Mountain Time Zone. What's more, your ticket to the Family Night function is good for all-day admission to the park! Enjoy the amusement rides for all ages, and myriad shopping, dining, and live show attractions. On Tuesday, enjoy a family outing to the Colorado Children's Museum, the Denver Botanic Gardens, or trek out on your own to any of the attractions in and around Denver. The annual Awards banquet, at the Sheraton Tuesday night, comes complete with childcare, so you can enjoy both the Banquet and the live music afterward.

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President's Message

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sections, chapters & student chapters and share my "Engineering Recommendations: Getting to 'Yes' With the Public and Elected Officials" presentation for those locations where an asterisk is shown. These include: Southern California Section* January 21, 2009; Riverside San Bernardino Section* February 19, 2009; Idaho Chapter* & Student Chapter/Younger Member Forum (YMF)/Professional Follow-Up Event February 20, 2009; Montana Chapter* & Montana State University Student Chapter Event(s) March 6, 2009." Additionally, we had a productive Mid-year Board Meeting on February 6, 2009 followed by participation by some in the Colorado-Wyoming Section's Ski-Train Event in Winter Park, Colorado.

I am also pleased to report that our Student Endowment Fund has surpassed the \$150,000 mark at \$157,575, and it is on the way to pass the \$160,000 level with your assistance. Although times are tight, we appreciate members continuing to find a way to contribute to this important goal. To help recognize contributors, please note the new Student Endowment Fund (SEF) spotlight section of WesternITE added last November 2008. Special thanks to SEF Chair Cathy Leong for her initiative in helping to bring this fund to a new level. We also congratulate and thank our newest Platinum level contributors: Riverside-San Bernardino Section and Julia and Clark Townsend for Platinum Group/Corporate and Individual Contributors, respectively. We look forward to being able to recognize more members as they also reach this level of contribution and will provide full acknowledgement as appropriate at Denver's Annual Meeting July 12-15, 2009.

I am also pleased to congratulate our new District 6 Officer and International Director candidates for 2009-2010 as follows:

- **President:** Michael Sanderson
- **Vice President:** Edgar Perez
- **Secretary Treasurer:**
Alyssa Reynolds and Scott Thorson
- **International Director:**
Dalene J. Whitlock and Larry Wymer

Please be sure to read their candidate statements in the upcoming May-June WesternITE issue. This will be our 3rd year of electronic voting. Look out for the electronic ballot to arrive in your e-mail inbox in early June 2009.

We are looking forward to an informative, well-planned and festive Annual Meeting in July. Despite the uncertainty of the economy, several exciting abstracts were submitted for review by the Local Arrangements Committee. Appropriate notifications will be sent out soon. We look forward to seeing our extended ITE "family" at the meeting to stay fresh on the latest in our industry and within our unique Western District.

As winter begins to melt away and the spring flowers blossom, let's work together through these times to continue to make a difference in our transportation profession.

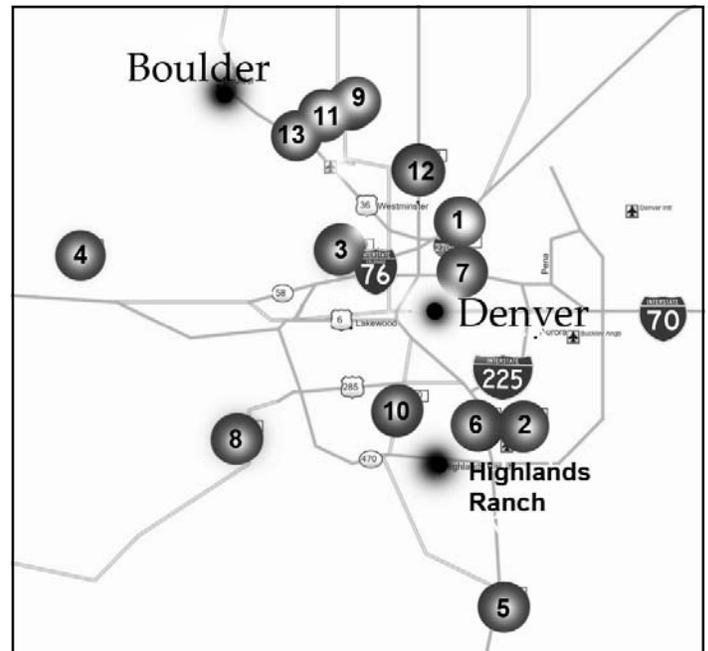


TOC's for Smaller Agencies

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place, may provide start-up support as requested. As an example, W.L. Contractors Inc., provides monitoring or management services and operates a privately owned TOC that serves the following municipalities in Colorado:

1. Adams County, CO
2. Arapahoe County, CO
3. Arvada, CO
4. Black Hawk, CO
5. Castle Rock, CO
6. Centennial, CO
7. Commerce City, CO
8. Jefferson County, CO
9. Lafayette, CO
10. Littleton, CO
11. Louisville, CO
12. Northglenn, CO
13. Superior, CO



Greater Denver Area Public Agencies with System Monitoring Operated by W.L. Contractors, Inc. (located in Arvada, CO)

The system operated by W.L. Contractors in Colorado provides an example of how a privately operated TOC can benefit smaller municipalities and transportation agencies. For other municipalities or agencies that may seek to follow a similar model, this article describes the types of services offered.

Available System Software

The TOC managed by W.L. Contractors, Inc. incorporates closed loop traffic system software packages commonly used by our customers throughout Colorado. Connections to closed loop system master controllers is commonly established through the use of dial-up POTS connections. For agencies which have established centralized type traffic systems, I.T. Department approved remote access may be required and may be

TOC's for Smaller Agencies

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established through a Virtual Private Network (VPN) or remote terminal access.

Services

The services provided for each agency differ depending on the contract. Several factors, including the availability of agency personnel and the agency personnel's system comfort and understanding, determine the role that the private contractor plays in setting up and maintaining the TOC. The contractor provides the system understanding, expertise, personnel, and technology needed to identify and prioritize issues as they arise. When necessary, the contractor provides repair personnel as well. Some of the services offered are described below.

System Monitoring: Daily Communication Checks

Since a system provides value to an agency only when functional, the contractor performs communication checks to each signal on a daily basis to check for errors. In the event of failed communications, operators at the TOC quickly dispatch repair crews. When communication failures result from a third party's operations, repair crews can often identify the responsible party, record pertinent information, and provide documentation to the appropriate agency for follow-up as required.

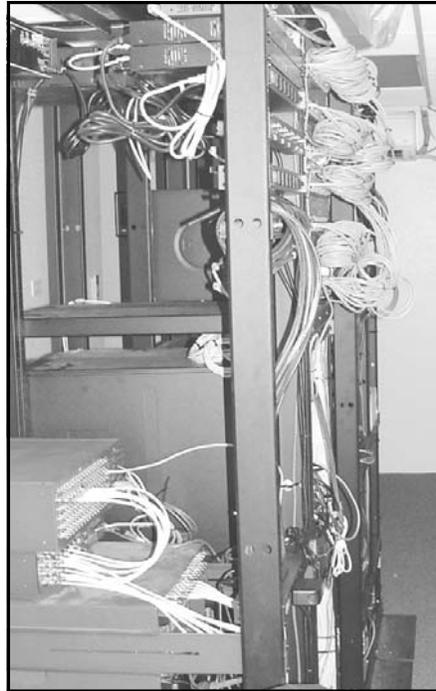
Daily, the TOC performs program comparisons between the stored database and active programs in the field. When database differences are noted, the TOC operators often can identify who made the changes and for what purpose, and verify the effectiveness of the database change. When invalid database modifications are detected, such as may occur as a result of controller EPROM malfunctions, operators restore the database and notify agency representatives.

Automated time sync to WWV

Master controllers clocks are synchronized to WWV to maintain proper coordination throughout the system and with adjacent agencies, on a daily basis or more frequently when required.

Automated reporting

The contractor uses automated notification procedures throughout both the monitoring and alarm notification stages to maximize effectiveness while reducing costs to customers.



Equipment! The Backbone of the TOC

Remote plan review and implementation

With the employment of engineering, technical, and maintenance staff, the contractor may bring a high level of expertise to the table for timing plan review and implementation services. With the knowledge gained from monitoring and/or collecting data at an intersection included in the TOC's network, the contractor can identify conflicts and concerns prior to implementation to reduce an agency's liability. The contractor may complete implementation through the TOC to maximize effectiveness while reducing costs to customers.

When changes are implemented through use of the TOC and remote communications, timing implementation can be completed quickly and accurately, resulting in limited liability that may otherwise result from delayed response. Reduced costs are realized as mobilization charges are not applicable.

Limitation of emergency liability:

During an emergency, the contractor can respond quickly from the TOC, with remote access to the agency's traffic signal system. Such emergencies may include blizzards when visibility is low; road markings and other traffic control devices often cannot be seen. In such instances, TOC operators may place signal phases on vehicle recall to ensure all phases are provided with adequate green time. Signal adjustments such as these may limit an agency's liability during an emergency or other incident.

Event management:

The contractor may provide customized event management services to aid in traffic ingress and egress. A multi-agency corridor wide plan review is often completed prior to the event based on realistic anticipated traffic volumes, traffic patterns, parking restrictions, and planned police department involvement. During the event, TOC staff members, including contractor staff, monitor event ingress and egress with the use of CCTV cameras installed throughout the corridor. During monitoring operations, TOC staff members remain alert for accidents and incidents which could impede progress; response personnel are dispatched as required. Event response by attendees may vary from what was anticipated, based on weather conditions and/or attendee interest. TOC staff members are available to adjust timing plans as required to meet current event demands throughout the event.

Additionally, during the event, contractor technicians are located throughout the corridor to provide quick response to traffic signal failures that would otherwise impede the flow of traffic.

Contract management:

Using system logs, the contractor can determine the time at which a system failure occurred and the time at which the controller cabinet door was opened by the responding technician intending to make repairs. These data are required for public agencies needing to determine if technicians are adhering to contract-defined response times for traffic signal failures.

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TOC's for Smaller Agencies

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Traffic volume comparisons via system loops:

When systems are set up such that traffic volumes are being recorded, remote communications permit the TOC to store system logs so that comparisons may be completed on a regular basis. As traffic volumes increase, the contractor assists the agency in determining when the effectiveness of a coordination plan is reaching the end of its life cycle, and when a corridor coordination study may be required.

Database redundancy

When closed loop systems are used, the TOC provides database redundancy for agencies. If the agency's system server fails, the contractor provides interim services as needed until repairs are made. Support is seamless and provides for continued service to the public.

Customer reporting:

The contractor generates reports on a daily basis to keep the agencies informed throughout the term of service. The

reports help minimize the agency' liability as they show adherence to safety standards for the public and compliance with the agency's specific requests.

Present:

While technology within the traffic signal industry continues to evolve, W.L. Contractors, Inc. has been instrumental in detailing and staging system upgrades for many agencies throughout Colorado to support this evolution. The contractor has been instrumental in providing agency-wide system designs and defining system component specifications. System designs have supported the use of copper, fiber, and/or wireless interconnect, and associated hardware, for use in both centralized and closed loop traffic systems. Where funding has permitted, and where feasible, ethernet technology has become a standard for many of the designs.

W.L. Contractors, Inc. assists agencies in monitoring and managing their existing systems; both closed loop and centralized. Public Works Departments are recognizing the benefits of these services. Where required, and although I.T. Departments are hesitant about providing access through fire-walled networks, Public Works Departments, I.T.

Departments, and W.L. Contractors, Inc. can often work together to define policies and procedures, and resolve the issues.

Partnerships for contracting out TOC services may be feasible for agencies that already have systems in place, as well as new developing agencies in need of assistance. Where new agencies are being formed, construction standards may not be fully defined and often, agencies feel it is not the right time to make hardware decisions. However, by defining system hardware specifications early on, cost may be greatly minimized.

Future:

Private companies may encounter limitations when it comes to the monitoring, managing, and supporting of agency systems. Challenges for private contractors include limited permission to access networks or data and the limited availability of bandwidth. As technology continues to improve, public-private partnerships for installing, staffing, and maintaining Traffic Operations Centers are expected to become more common. In this way, private contractors can help smaller municipalities and agencies increase the efficiency of their transportation systems without incurring the large price tag of operating their own independent TOC.



TOC Facilities Maintained by W.L. Contractors, Inc., in Arvata, CO, for Counties and Municipalities in the Greater Denver Area

About the Authors

Tim March has been working in the traffic signal industry since 1988 when he started with the New Jersey Department of Transportation. His training and experience as an electronics technician in the US Navy allowed him to quickly grasp traffic signal technology. In 1999 Tim was hired on at WL Contractors, Inc. where in 2002 he assumed the role as Technical Manager. In 2004, Tim earned his degree in IT from the University of Phoenix and continues to embrace newer technology and realize its uses in today's traffic management market.



Michael Schmidt is General Manager of W.L. Contractors Inc. He has been in the Electrical field for 40 years and the Traffic Signal Industry since 1989. Mike is a Master Electrician and a sustaining member of IMSA. He has a BA from Tennessee Temple University and an *MBA/Technology Management* from the University of Phoenix.



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ITE Western District Annual Meeting in Denver

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Vendor Exhibits

The transportation industry's product and service innovators will be out in full force at the vendor exhibit, open Sunday through Tuesday afternoon, so be sure to stop by and see all of the latest and greatest new ideas in transportation. If you're one of these innovators and would be interested in exhibiting at the annual meeting, there are still a few spaces left! Contact Will Johnson at (720) 540-6851 for more information and to reserve your space.



Technical Program

Learn about the projects, people, and programs that are shaping the transportation planning and engineering profession through the annual meeting's robust and varied technical program, which features over 90 technical presentations. Come to Denver and experience dynamic presentations by the leaders in our industry, focusing on transportation's role in the current and future "sustainable energy" movement. If you're looking for a sound opportunity for professional development, especially if you need continuing education credit for your PTOE or other certification, you can't afford to miss it!

Technical Tours

One of the most advanced traffic operations centers in the Mountain West is just steps away from the Sheraton, at the City and County of Denver headquarters. Light rail enthusiasts can enjoy a tour of Denver's Elati Maintenance Facility, while those interested in transit-oriented development might enjoy a tour of historic Denver Union Station, which is just now beginning its second life as a major regional transit and development hub. Conference attendees can also take advantage of the fabulous summer weather to get out on two wheels, and enjoy a bicycle tour of the City of Boulder's many innovative and unique

pedestrian and bicycle infrastructure features. Transportation is provided for these tours, which are a great way to round out your conference experience.

Traffic Bowl

At the 2008 Annual Meeting in Anaheim, the Colorado-Wyoming Section rose from the ashes of previous years' performance to take the Western District Traffic Bowl crown in triumphant, glorious fashion. On Tuesday afternoon at the 2009 Annual Meeting, eight challengers will attempt to wrest it away and claim victory, prestige, bragging rights, and the privilege of holding the coveted trophy during the upcoming year. Whether or not your section will be one of those challengers, see the high-tech phenomenon that's sweeping the nation, as the famous Western District Traffic Bowl plays out for the 16th time.

Student Activities

Student participation in the Western District Meetings is highly encouraged and past year's meetings have been well attended by student members. This year's Western District Meeting will have a series of events geared towards ITE student members including:

- The James H. Kell Student Competition held Sunday afternoon. For more information about the competition see <http://www.westernite.org/students/jameskellaward.pdf>
- Student Traffic Bowl
- Discussions on what it means to be a Transportation Engineer and different career choices
- Student leadership round table discussion to share ideas among different student chapters
- Nightly social opportunities for students to network

For more information on the Western District Annual Meeting, check out the annual meeting website at www.westernite.org. Take the High Road, and we'll see you in Denver!

—Nate Larson, Local Activities Committee Co-Chair



Western District Annual Meeting In Denver, Colorado, July 12-15, 2009

Registration will be online soon! View the preliminary program and more at: www.westernite.org

Attend the 2009 Western District Annual Meeting and enjoy the beauty and splendor of Colorado.

2009 Mid-Year Board Meeting Highlights

On February 6, 2009 the Western District Board, committee chairs, section leaders and guests met at the Sheraton Downtown Denver, in Denver, Colorado, for the 2009 Western District Mid-Year meeting. A



Edgar Perez
Secretary-Treasurer

total of 27 people were in attendance including Ann Brooks, 2011 LAC Chair, who participated via phone from Anchorage, Alaska. The meeting lasted the full day and included reports from each of the Board's officers, the District International Directors, the District Administrator, Committee Chairs and some of the Presidents/representatives from different sections within the District. Also in attendance was International President Kenneth H. Voigt who reported on the state of ITE and provided advice and insight as to how to better serve our members.

President Monica M. Suter opened the meeting by thanking everyone in attendance for their dedication, sacrifice and efforts made to serve the members of the Western District. She reported on her activities since installed as District President in August 2008. Monica described her travels to several sections and several chair appointments made. During her travels she presented

Presidential Proclamations to Karen Aspelin of the New Mexico Section, Larry Wymer of the Northern California Section, Robert Sweeting of the Central Coast Section, and Edward Krulikowski of the San Diego Section.

Vice-President Michael Sanderson reported on the meeting for transferring financial accounts, held in Billings, Montana, as well as the net District income for FY 2008 of \$35,665. Michael took over as chair of the WesternITE oversight committee, coinciding with the beginning of Rachel Donovan's term as WesternITE Managing Editor. Michael provided a draft of the District 6 Leadership Directory for review by all present at the meeting. He also discussed issues related to the Financial Management Subcommittee. New recommendations were presented and approved, including annual audits of district finances by a professional financial auditor as well as a monthly review of the status of the financial accounts by the District Vice President.

Secretary-Treasurer Edgar Perez shared the income and expenses for the District during the last quarter of 2008 and reported the total balances of the District's checking, savings and Student Endowment accounts.

Past President Jennifer Rosales, as the nominating committee chair, presented the committees' slate of candidates for officers for the upcoming year:

- **President:** Michael Sanderson
- **Vice President:** Edgar Perez
- **Secretary Treasurer:**
Alyssa Reynolds and Scott Thorson
- **International Director:**
Dalene J. Whitlock and Larry Wymer

International Director Randy McCourt presented a report of his recent two International Board meetings and highlighted the ITE Strategic Plan, which is "to bring together transportation's body of knowledge and professional voice for the benefit of society." He also pointed out new ideas for the District to improve membership as well as some concerns with respect to potential decreases in membership and participation from the public sector. A potential joint meeting with the Midwest District in 2014 was discussed and well received by the Board. Randy presented a resolution for approval by the Board to be presented to ITE HQ requesting the research and development of web products and tools to be able to serve and inform our members more efficiently.

District Administrator Jenny Grote reported on the activities relating to e-balloting, model charter and bylaw amendments, travel policy amendments, and the Local Arrangement Committee manual. District 6 Facebook membership numbers are up to 100. Jenny recognized Pat Noyes as the 100th Facebook member.

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Some of the ITE Western District Members in Attendance at the 2009 Mid-Year Board Meeting: *Pictured, left to right: (front row) Ken Ackeret, Edgar Perez, Monica Suter, Zaki Musafa, Jennifer Rosales, Michael Sanderson, Jenny Grote; (back row) Rachel Donovan, France Campbell, Marc Mizuta, Dalene Whitlock, Karen Aspelin, Steve Eagan, Tom Mericle, Nate Larson, Jim Barrera, Victor Ling, Patty Camacho de Cano, Walter Okitsu, Alyssa Reynolds, Cathy Leong*

2009 Mid-Year Board Meeting Highlights

(Continued from page 6)

Rachel Donovan, WesternITE Managing Editor, thanked current contributors for submitting quality articles and the past WesternITE editors for establishing a tradition of excellence. All future submittals for the newsletter should go to editor@westernite.org. Several options were discussed to produce an online interactive version of the newsletter in the near future. It is hoped that the first online newsletter will be available for the September-October 2009 issue. Some Board members favor eventually switching to a strictly online circulation of the six-times-a-year newsletter. Randy McCourt suggested that a printed summary version could be sent to the members via mail once or twice a year. The current WesternITE circulation stands at 3,829 issues.

Nate Larson, WesternITE Advertising Coordinator and 2009 Denver LAC Chair, presented his report. Advertisement in the WesternITE has decreased due to the economy but that it is expected to improve with time. Nate also reported on the status of the planning efforts for the 2009 District 6 meeting in Denver. An excellent technical program, several technical tours and family activities are planned. The cost of the meeting registration was discussed and agreed to be kept at a maximum of \$350 for full early registration even if it means having to offset the costs with additional funds from the District.

France Campbell, District 6 Web Manager, indicated that the registration for the annual meeting will be available on-line and that the number of users of the website has increased by four times since 2002.

Dalene J. Whitlock, Advisory Committee Chair, presented changes to the Lifetime Achievement Award Selection process.

Karen Aspelin, District Technical Chair, indicated that there are 9 candidates for the Wayne T. Van Wagoner Award. Winners will be announced at the Annual meeting in Denver. Administration of the Data Collection Fund was one of her more time-demanding duties. Students at five universities have been awarded the \$1,000 grants for data collection.

Ken Voigt, International ITE President provided updates and indicated he was pleased to attend the mid-year board meeting for District 6.



A horse and buggy and a modern electric-fuel-powered bus offer eco-friendly transport. Plus, Denver's 16th Street Mall is a walker's paradise.



Walter Okitsu, Licensing and Certification Chair, noted that a bill to create a practice license for Professional Traffic Engineers in California is likely to come out soon, and opposition is expected.

Legislative Chair Steve Eagan provided information regarding upcoming enhancements to his and Vice Chair Roberta McLaughlin's legislative reports.

Patricia Camacho de Cano, Career Guidance Chair, proposed an Ice Cream Social for mentors and mentees to be held at the Denver Annual meeting. This proposal was approved by the board and may continue as a tradition for future annual meetings.

Alyssa Reynolds, Student and Faculty Initiatives Committee Chair, shared her work to have schools match funds for sending students to the annual meeting. The Board approved a change to the previous policy for awarding funds to the students with the winning proposal for putting on the James H. Kell Competition. Starting this year, the \$1,500 in funds will be given to students as soon as possible after the winning proposal is selected, rather than waiting to award the funds at the time of the Annual Meeting.

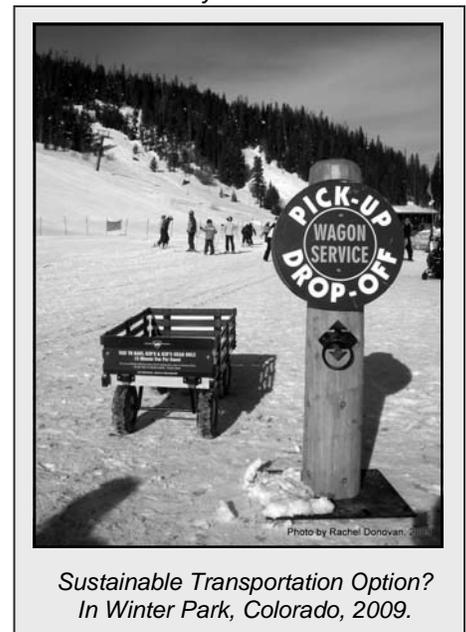
Cathy Leong, Student Endowment Fund Chair, provided the status of the Endowment Fund and indicated her willingness to keep track of the fund, relieving this responsibility from the District's Secretary-Treasurer.

Coordinating Council Chair Pat Noyes, Transit Council Chair Bill Byrne, Public Agency Council Vice Chair Monica M. Suter, LAC Chairs for 2008-2013, Zaki

Mustafa, Nate Larson & Will Johnson, Mark Spencer (via Dalene J. Whitlock), Anne Brookes (via phone), Tom Mericle, Kim Carroll (via Jenny Grote), all provided their reports, respectively. Additionally, New Mexico Section President Jim Barrera, Washington Section President Nick Ching (via written report), San Diego Section's Vice President Marc Mizuta, and Cal Poly Pomona's Student Chapter President Victor Ling provided a status of their section/chapter's activities.

The next Western District Board meeting will be on Sunday July 12th, 2009, at the Sheraton Downtown Denver, in Denver, Colorado.

Report Submitted by Edgar Perez, Section Secretary-Treasurer.



Sustainable Transportation Option? In Winter Park, Colorado, 2009.

Legislative News



Steve L. Eagan
Legislative Chair

Your Update On Federal and State Legislation Affecting Transportation in District 6



Roberta McLaughlin
Legislative Vice Chair

Federal Legislation

The House of Representatives on Wednesday, January 28, 2009 approved 244-188 an \$819 billion economic recovery bill after accepting three transportation-related amendments on the floor and voting down two others. The House-approved version contains \$30 billion for highways, \$12 billion for mass transit, \$3 billion for airports, and \$1.1 billion for Amtrak and intercity passenger rail. As this article went to press deadline, the bill was in the Senate, which started to work on its own version. Many Senators were concerned that the recovery bill had such a small portion of it related to the transportation infrastructure and planned to increase authorization and appropriation amounts for transportation in the Senate version.

The initial version of the Senate bill included the following amounts for transportation: \$27 billion for highways, \$8.4 Billion for public transit, \$3.1 Billion

for rail transportation, including high speed rail, \$5.5 billion for competitive grants to state and local governments for transportation projects, \$1.3 Billion for aviation projects, and \$830 Million for repair and restoration projects on federal agency (park and forest) roads and tribal roads.

Among the western states, it is estimated that in California alone that there are \$4 billion worth of transportation projects that are immediately ready for construction. (See page 9 for more on the Economic Stimulus Package.)

State Legislation

New Mexico Proposed Bill Would Prohibit State Contractor Political Contributions

From the Albuquerque Journal newspaper, it has been reported that New Mexico State Senator Timothy Keller, Democrat of Albuquerque, has introduced a bill in the State Senate (SB

258) to prohibit any principals of a contracting business with New Mexico State Government from making any contributions to a candidate for a state office. Principal of a state contractor or prospective state contractor means an employee (and the employee's spouse and employee's dependent children) of any state contractor or prospective state contractor who has managerial or discretionary responsibilities with respect to a state contract.

This would include engineering, planning, environmental, and other similar firms that provide professional services under contract with the New Mexico DOT, and include several members of the New Mexico Section of ITE.

The bill states that no principal of a state contractor or prospective state contractor, with regard to a state contract, bid solicitation or request for

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A Famous Mistake in Election Reporting.
Photo source: www.chicagotribune.com

Corrections to the Post-Election Special Supplement in the January-February 2009 Issue of WesternITE

The Alaska Bonds for Transportation ballot measure PASSED, with 62.5% of voters in approval. The Bonding Proposition authorizes \$315,050,000 in bonds for transportation spending. (The Supplement had reported that this measure failed.)

In Washoe County Nevada, Commissioners placed two advisory questions place on the November ballot, one for transit and one for highways. The transit question failed, as reported in the Supplement. However, the highway question PASSED by more than 55%. The highway ballot results were submitted to the Nevada Legislature (now in session) as enabling legislation. If the enabling legislation is passed and signed into law, the Washoe County MPO expects to raise about \$80 million per year for highway projects.

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proposals with or from a state agency in the executive branch or an instrumentality of the state, shall make a contribution to or solicit contributions on behalf of: (1) a candidate or candidate committee established by a candidate for nomination or election to a state public office; or (2) a political committee authorized to make contributions or expenditures to or for the benefit of such candidates. Contributions of volunteer time by the principal of a contracting company without compensation towards the election campaign of the state government candidate are excluded from this prohibition.

This bill was introduced in response to the current scandal going on in New Mexico regarding a federal grand jury investigation into how CDR Financial Products of Beverly Hills, CA, was hired in March 2004 to be the state's adviser on financing government bond swaps for the best interest rates at a time the company and its president were contributing to New Mexico Governor Bill Richardson's political committees. His political committees received \$100,000 in donations that CDR made in 2004 to help Richardson's push to register Latino voters and to pay for the Democratic National Convention that year.

The financing, which also included \$1.1 billion in fixed rate bonds, provided \$1.6 billion for Governor Richardson's Investment Partnership (GRIP). GRIP is the name of a wide ranging group of highway and rail transit improvement projects in New Mexico. CDR was paid

more than \$950,000 out of bond proceeds, but Finance Authority boss Bill Sisneros, who took over after the initial deal with CDR was done, says the company's role in the bond transaction isn't clear.

From the Los Angeles Times newspaper it has been reported that CDR Financial Products Inc. and its owner, David Rubin, are the subjects of continuing investigations by the Securities and Exchange Commission, the Internal Revenue Service and the U.S. Department of Justice, which became public when investigators searched CDR's offices in November 2006.

Rubin's firm has developed a niche helping state and local governments earn money on the cash raised through bond issues. Governments typically receive a lot of money from investors upfront, which can't be spent all at once. Rubin's firm advises governments on how to invest that money before it is spent on projects.

But about 20 different cities, counties and school districts are now suing Rubin's firm, alleging it steered them to banks that paid CDR kickbacks. The firm is being sued by the California counties of Fresno, San Mateo, Contra Costa, Alameda and San Diego, among others. In August 2008, the City of Los Angeles sued CDR and more than 40 other financial institutions for allegedly rigging bids on financial instruments, driving down the city's rate of return. CDR's spokesman, Allan Ripp, disputed the allegations and said the company has

always done what it's paid to do: provide sound financial advice.

CDR was initially called Chambers, Dunhill & Rubin. But there were no partners named Chambers or Dunhill. The names were added to make the one-man shop sound more established. CDR eventually grew to about 25 advisors and other employees around the country, providing advice on more than \$150 billion in transactions. It has since shrunk to about a dozen employees.

California Budget Crisis

From the ITE Southern California Section's legislative analyst, Walter Okitsu, we have the following comments on California state legislative issues. Currently, California can't sell bonds for transportation projects because potential bond buyers are spooked by the State's projected \$42 billion budget deficit. The State can't find buyers for those bonds or even for the basic everyday bonds that California relies on to cover bills and payrolls, because the legislature hasn't come close to balancing the budget in the last few months. The State has shut down about \$4 billion worth of construction projects, about half of them transportation projects.

(Editor's Note: California state employees have been furloughed two days a month with a corresponding 10% reduction in salary. Expect the offices of the California Department of Transportation (Caltrans) to be closed on the first and third Fridays of the month from February 2009 until summer 2010.)

President Obama Signs 2009 American Recovery and Reinvestment Act (ARRA)

We are featuring Denver, Colorado, in this issue of the WesternITE, as it is the site of the 2009 Mid-Year Board Meeting and District Annual Meeting. Denver is also the place where, on Tuesday, February 17, President Barack Obama signed into law the American Recovery and Reinvestment Act of 2009. The law authorizes \$789 billion in spending, with the hope of saving the U.S. economy and generating jobs by investing in infrastructure, energy, health-care, and education. During the days after the bill became law, the U.S. stock market dropped from its already dismal 7-year lows to new 12-year lows. These are difficult and uncertain times indeed! Is there anyone who can help us, the nation's transportation professionals, make any sense out of the stimulus package and what it means? Fortunately, the answer is

YES. ITE and the Federal Highways Administration (FHWA) are here to help.

ITE International is developing a series of ARRA web briefings to be released soon. ITE is asking you, the members, to provide specific questions for the U.S. Department of Transportation to answer, especially in terms of how to help transportation professionals utilize the stimulus funds in the most effective manner. Read more at www.ite.org and send your questions to Affi Ghafouri, aghafouri@ite.org.

Or, sign in to the ITE Government Affairs Center (wiki) at www.ite.org. To answer your immediate questions, go to the ITE Economic Stimulus Page (www.ite.org/government/stimulus.asp). Here you'll find that the ARRA provides \$48 billion for transportation infrastructure investment.

The final bill includes:

- \$27.5 billion for highways and bridges
- \$8.4 billion for transit
- \$9.3 billion for rail (\$8 billion for high-speed rail)
- \$1.5 billion for competitive surface transportation grants (DOT) '
 - Full text at: appropriations.house.gov.

Other Excellent Resources

The FHWA Economic Recovery Page: www.fhwa.dot.gov/economicrecovery/
 FHWA Questions & Answers Page
www.fhwa.dot.gov/economicrecovery/qandas.htm

How to Expedite ARRA Project Delivery
www.fhwa.dot.gov/economicrecovery/expedite.htm

—Editor

Interstate Innovations

Authorization of the Interstate System was a political victory that resulted in enormous societal benefits of safety and mobility. It stimulated economic and lifestyle developments such as franchised motels and fast food eateries, freight pick-up and delivery for communities not served by rail lines, and just-in-time delivery of goods that turned trucks into rolling warehouses. It also inspired technological innovations for the physical components of modern highways - pavements, bridges, and roadside elements.

The AASHO (now AASHTO, American Association of State Highway and Transportation Officials) Road Test is a key example of research related to Interstate construction. A 7-mile track consisting of six loops and a tangent section and including sixteen short-span bridges was constructed in Ottawa, Illinois. The two-lane track was divided into 836 sections, including equal numbers of concrete and asphalt sections, each using a different surface, base, and subbase design. From October 15, 1958, until November 30, 1960, soldiers drove 81 Army trucks of several axle configurations, carrying various loads of concrete blocks, around the track 18 hours a day. Based on the observed performance (or failure) of the pavement sections, researchers were able to develop equations relating anticipated loading to pavement design. The straight section of the test track was ultimately incorporated into Interstate 80. Manufacturers also developed increasingly sophisticated paving equipment. According to the American Road and Transportation Builders Association (ARTBA), in 1950 the record for a day of concrete paving was 4,700 feet of an 11-foot-wide section. Slipform pavers introduced in the late 1960s laid 1.5 miles of four-lane pavement on I-5 in California in 13 hours. By 1974, the record was 4.7 miles of a 24-foot-wide section placed on Interstate 80N (now I-84) in Idaho, a feat accomplished in 23 consecutive hours.

Testing of highway components has continued in various formats. The National Cooperative Highway Research Program (NCHRP) was established by the Highway Research Board in 1962 to sponsor studies and disseminate the results. The National Research Council operated the Strategic Highway Research Program (SHRP), a five-year program begun in 1987. Among its many results was Superior Performing Asphalt Pavement (Superpave), a system for designing asphalt pavements appropriate to local climate and traffic conditions. FHWA sponsored construction of the WesTrack facility in Nevada to test 26 asphalt pavement designs, including Superpave mixes.

Beginning in March 1996, four robotic, 152,000-pound trucks drove a 1.8-mile-long loop track up to 22 hours a day, seven days a week, for two years. In mid-2006, the Transportation Research Board (TRB) began a new five-year program, SHRP 2, sponsoring additional research to improve highway performance and safety. Like the original SHRP, the new program includes not only pavement initiatives, but also topics such as testing and evaluation, highway capacity, operations, and bridges.

Highway bridge design has evolved significantly since the early 1960s. Steel and concrete bridges were monitored during the AASHO road test, and at the end of the testing period, the surviving bridges were subjected to accelerated fatigue tests using a mechanical oscillator. The results were used to calibrate analytical models. Improved materials and construction methods developed during subsequent decades include prestressed concrete girders, precast prestressed concrete boxes, segmental construction, use of high-performance concrete, high-strength steel, welded connections replacing bolts and hot rivets, elastomeric bearings, epoxy-coated rebar, cable-stayed bridge design, computerized analysis, and radiographic inspection.

Improved pavement and bridge designs make highways more functional and durable. Roadside features, the other major area of Interstate innovation, are directly related to safety. In 1955, President Eisenhower cited the appalling number of highway crash injuries and fatalities as one of four justifications for the Interstate System, which would be designed to enhance safety.

Adequate sight distance on horizontal and vertical curves, and the absence of intersections and at-grade railroad crossings are examples of safer design elements. The focus broadened in 1960, when Kenneth Stonex presented a paper titled "Roadside Design for Safety" at the Highway Research Board meeting. He pointed out the hazards presented by objects such as blunt guardrail ends, rigid support poles for signs and utilities, trees, steep side slopes, and unsafe ditch sections.

Several strategies have evolved for making roadsides safer for errant vehicles. One is providing a clear recovery zone by eliminating unnecessary objects near the road. Another is shielding necessary objects with barriers that decrease the severity of an impact. This has given rise to various designs of concrete barriers, guardrails, and guardrail end treatments. A third strategy is making the

objects themselves less damaging to impacting vehicles. This has produced innovations such as breakaway sign supports and utility poles, and flatter slopes for medians and embankments. Finally, devices such as raised pavement markers and rumble strips can alert drivers that they are about to leave the roadway, giving them time to correct their path before striking an object.

With increasing experience, new technologies, and changes in vehicle characteristics, highway design standards have continued to evolve. In some cases, unusual site conditions have inspired innovative designs that still meet the standards. One example is a 12.5-mile section of Interstate 70 through Glenwood Canyon in Colorado; the environmentally sensitive site was preserved by constructing a cantilevered roadway using cranes mounted atop the canyon walls. A portion of Interstate 10 in Phoenix was built below grade and covered with a park. Portions of Interstate 75 in Florida include underpasses to allow wildlife to cross safely. The environmentally sensitive Interstate Highway H-3 in Hawaii includes long-span viaducts up to 100 feet high; completed in 1996, it was the most expensive Interstate project to date, costing \$100 million per mile. In comparison, the average estimated cost of Interstate highway in 1956 was \$700,000 per mile.

The Adobe Tower



About the Authors

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

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

The authors can be contacted at:
jerome@unm.edu and
lorettahall@constructionwriters.org.

This is the 13th in a series of articles tracing the development of the Interstate Highway System.

Section and Chapter Activities



ITE Alaska Section

The December 2008 meeting of the ITE Alaska Section had an attendance of 58 and featured guest speaker Lori Schanche. The topic of the presentation was the Non-Motorized Transportation Plan, a community-developed guide to identify and prioritize projects funded through Anchorage Metropolitan Area Solutions and the Capital Improvements Program. The plan is being completed in three phases: Pedestrian Plan (2006), Bicycle Plan (2009) and Areawide Trails Plan Update (2010). Some of the challenges include non-motorized hazards, climate, safe routes, and budget. For more information, visit www.muni.org/transplan/non-motorized.cfm.

Items of business discussed at the December 2008 Section Meeting were: planning for the 2011 District Annual Meeting, Engineer Week (Bayou Bash on Feb. 13 and Banquet with Keynote Speaker Dr. Akasofu, UAF, on Feb. 21), selection of Jim Amundsen as ITE Engineer of the Year, and consideration of the Alaska Aviation Heritage Museum as a new meeting location.



Karthik Murugesan
ITE Alaska Section
Secretary



ITE Southern California Section

The January 21, 2009, meeting took place at the Monterey Hill Restaurant in the City of Monterey Park.

At this meeting, staff from The Office of Senior Health in the Los Angeles County Department of Public Health distributed the "Survey of Transportation Engineers on Policies and Procedures for Pedestrian Signaling," to better understand the standard practices, as part of a research study to improve pedestrian safety and promote leisure as well as utilitarian walking. With an increase in the prevalence of obesity and chronic disease, emerging evidence suggests that built-environment interventions can effectively promote physical activity, which can decrease the risk of these health conditions.

Jon-Eric Santanello and Matt Keller with South Coast Lighting and Design (the vendor sponsor for the meeting) presented their products, including "Sustainable Designs through Outdoor Lighting", which incorporates the Leadership in Energy and Environmental Design (LEED) incentives. Using sustainable products such as their *StressCreate* concrete poles, energy saving light emitting diode (LED) fixtures, and wind/solar powered solutions can build LEED credits. For more information visit www.southcoastlighting.com.

Monica Suter began the presentation by posing the question, "How can we better build consensus with the public and get elected official support for engineering recommendations?" She provided real-life examples and training, finishing with some final words of wisdom: *While we may be the best engineer, until we can also better sell and communicate our engineering recommendations and principles, we aren't yet a fully successful engineer. Otherwise, non-Engineers are selected to "manage us". We can learn these new sales skills without selling out our principles!*

To view the full scribe report for this meeting, read the ITE Southern California Section Newsletter at: www.westernite.org/Sections/itesocal



John Dorado
ITE Southern
California Section
Scribe



ITE Colorado-Wyoming (CO-WY) Section

December 2008

The Colorado/Wyoming ITE Section held their annual Holiday Luncheon and Food Drive at the Curtis Hotel in Denver on December 5, 2008. Section President Craig Faessler presided over the meeting that was attended by 90 members and guests.

Section Newsletter Co-Editor, Bart Pryzbyl, announced Dave Eberhart as the newsletter's Puzzle Maniac contest winner. Dave elected to donate his winnings to the Section's scholarship fund.

It was also announced that the Section's Annual Ski Train Trip is scheduled for February 7th. Members and guests will travel from Union Station in Denver to the Winter Park Ski Resort to enjoy a day of winter activities.

Nate Larson gave an update on the upcoming Western District Annual Meeting in Denver. The Local Arrangements Committee is looking for volunteers to assist with hosting this event July 12-15, 2009. If you are interested, please contact Nate Larson at 303-299-7835.

Craig Faessler recognized two members, Steve Blue and Carol Walters with Lifetime Member certificates.

Awards Chairman, Dave Hattan, together with Pat Noyes, presented the Lifetime Achievement Award to Allen Albers, for outstanding contribution to the transportation engineering profession. Allen Albers thanked his employer, the City of Lakewood, and received a plaque and resolution from the Western District.

Section Vice President, Ben Waldman, introduced the technical presentation. Steve Hersey of CDOT Region 6 and Nate Larson of URS shared information on the progress of the US 36 Corridor Project, "Curing What Ails US 36 with a Heavy Dose of Vitamin C."

Section and Chapter Activities

(Continued from page 11)

January 2009

The Colorado/Wyoming ITE Section held their Annual Vendor Show at the Arvada Center on January 23, 2009, attended by 250 members and guests. Section Vice President Ben Waldman thanked Will Johnson for coordinating the event with 35 vendors showcasing the latest technology for transportation.

Ben Waldman announced the Annual Ski Train Trip to Winter Park (sold out), and the upcoming PTOE Refresher Course (ITE Webinar) offered by the City of Loveland. The next Executive Committee meeting will take place on January 30th.

Dave Hattan, Awards Chairman, called for nominations for the Transportation Professional of the Year awards.

Section Newsletter Co-Editor Bart Pryzbyl announced Tim Murray as the winner of the Puzzle Maniac contest. The prize was a \$25 gift certificate.

Alex Ariniello and Will Johnson gave an update on the Western District Meeting to be held in Denver this year. The technical committee is anticipating a great technical program and has received over 100 abstracts so far. They will be reviewing them over the next few weeks. Information will be sent to potential vendors and sponsors in the next month.

Ben Waldman thanked the vendors, and each gave a short presentation on their products and services. Will Johnson, Vendor Show Coordinator, thanked the vendors for attending. Mike Deckard of Reno A&E shared that he had "never seen a turnout like this at an ITE meeting after 30 years in the business!"

A highlight of the show was the Wyoming Student Chapter's silent auction to raise money for their scholarship fund.

The Colorado/Wyoming Section contact is Craig Faessler of AECOM Transportation, 303-325-8035; craig.faessler@aecom.com. Also, please visit our Section's website at www.cowyite.org.



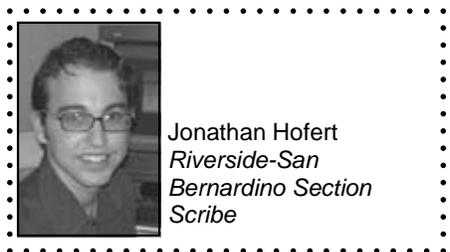
ITE Riverside-San Bernardino Section

On January 15, 2009, the Riverside-San Bernardino Section (RSBITE) held a Vendors Day at the Riverside Convention Center. The show had over 34 vendors and over 180 people attending throughout the day. During lunchtime, Mrs. Jennifer Franco, SANBAG's Director of Intergovernmental and Legislative Affairs, discussed these topics:

- State and Federal Economic Stimulus Negotiations,
- Federal Transportation Reauthorization, and
- A Primer on Authorization vs. Appropriations

Mrs. Franco is responsible for creating, communicating and implementing a legislative program and advocacy plan for transportation, regional planning and affordable housing.

View more on the Riverside-San Bernardino Section's Activities at: westernite.org/Sections/sbr/



Denver, February 2009
CO-WY Section Ski Train



ITE San Francisco Bay Area Section

On November 13, 2008, the SF Bay Area ITE Section (SFBayITE) conducted a joint meeting with the South Bay ITE Chapter, known as the South Bay Traffic Officials Association (SBTOA), at the Bella Mia Restaurant in San Jose, with 99 people in attendance.

SFBayITE President Wing Lok, and SBTOA President Jaime Rodriguez thanked Godbe Research (www.godberesearch.com) for sponsoring this meeting and reducing admission costs for attendees. Bryan Godbe provided a short presentation on Godbe Research.

Wing announced that the Social Activities Survey for upcoming ITE events would be closing soon. The deadline for submitting nominations for the Section's 2008 Transportation Professional and Transportation Project of the Year was approaching soon. The winners were to be announced at the January 2009 ITE Meeting.

Rachel Donovan announced the ITE Technical Program, "Transportation Data Needs for Transportation Studies/Modeling/ITS Applications" on November 21 in Redwood City and the ITS California Annual Meeting on December 8-9 in Sacramento.

An ITE member announced the opening of Kimley-Horn's new office in San Jose.

Wing Lok introduced the guest speaker, Bijan Sartipi, District 4 Director of California Department of Transportation (Caltrans). Mr. Sartipi provided his perspective on funding challenges facing the Bay Area, traffic engineering innovations, congestion management, and information regarding the Bay Bridge construction project.

Check sfbayite.org/pastevents to view the full scribe report, photos, and available presentations for our Section.



(Continued on page 13)

(Continued from page 12)



ITE Washington State Section

September 2008

At the September 2008 Section Meeting, Goran Sparman, Bellevue Director of Transportation Services, spoke on the near-term outlook for transportation in downtown Bellevue, Washington. Over the past several years, new buildings and new overpasses have been built. Regular transit service and optimized signals along with great streets initiatives will encourage public transit use and non-motorized circulation. To meet future transportation needs, a transit Rapid Ride with shorter headways, improvements to major freeway (I-405, I-90, SR 520) interchanges, and a high capacity transit connection were recommended.

Section President Nick Ching announced that these members have achieved ITE Life Membership status: James Zimmerman, Jr., Edward Stephens, Einer Handeland, Michael Birdsall, Jeffrey Webber, and Victor Bishop. The ITE Washington Section was recognized at the ITE Annual Meeting for contributing \$2500 to the endowment fund.

October 2008

Nick Ching, ITE Washington Section president, and Puget Sound Women's Transportation Seminar (WTS) Chapter president, Brenda Nnambi, presided over the joint meeting at Salty's on Alki. Mr. Ching announced that ITE will not endorse nor oppose I-985 but will provide information literature for the proposal.

David Beal, Program Manager for Sound Transit, gave a presentation. In 1996, Sound Transit began collecting across county boundaries and has grown to serve 13.7 million riders, averaging 56,000 rides per day on express buses, heavy rail, and light rail.

Voters decided against the Roads and Transit package proposed a year ago. This year, Sound Transit is proposing the ST2 package, streamlined for transit improvements. The new plan would open light rail from Downtown Seattle to the University of Washington and a First Hill street car connector to light rail in 2016. The plan includes extensions to Northgate, Bellevue, and the vicinity of

Highline Community College in 2020, service to the Redmond Overlake Transit Center by 2021, and service to Lynnwood and Redondo/Star Lake by 2023. Improvements would reach Tukwila, Auburn, Sumner and Puyallup by 2015 and Mukilteo, Edmonds, Kent, Tacoma, and Lakewood by 2023. Transit projects could be a step towards a sustainably building our community.

November 2008

by Bruce Newman, Guest Scribe

At the November meeting, Puget Sound Regional Council (PSRC) Program Managers Michael Cummings and Jeff Frkonja described "Destination 2040," a new regional transportation plan for the year 2040. Their job is to divine the future. What changes in technology will shape transportation? What demographic and economic changes will occur? What will be the political and regulatory landscape in 2040? These are no small questions.

Each of the five alternatives being evaluated includes a mix of projects, with various funding assumptions. Many improvements are common to all alternatives, including Sound Transit East Link (Seattle to Bellevue to Redmond), SR-520 bridge replacement (with variable tolling), conversion from HOV-2 to HOV-3, and the Alaska Way viaduct replacement.

Each alternative invests to different degrees in "Efficiency Improvements" (transit, vanpools, TDM) and "System Improvements" (such as widening I-405). Alternatives assuming less available funding focus on efficiency improvements (e.g., "outer tier" park-and-ride lots, expanded transit service hours, and converting HOV lanes to HOT lanes). Other scenarios include more investment in freeway improvements, freeway ITS, signal coordination between jurisdictions, and a two-lane regional HOT network. Congestion pricing could be expanded to other facilities beyond SR-167--possibly even to arterials. I-405 could be tolled to fund further improvements. One alternative focuses on making urban areas people-friendly, with more transit expansion and more downtown bikeways.

PSRC will be evaluating each alternative against mobility, growth management, economic prosperity, and environmental stewardship. The refined transportation models will not be based solely on VMT and will take a closer look at travel speeds, fleet mix, and other factors.

A plan must be selected and approved by 2010, to comply with federal clean air regulations, maintain PSRC's authority to accept federal funds, and—most importantly—ensure the region is attractive enough as a place to live for our grandchildren.

December 2008

At the December 2008 "ITE Breakfast Meeting and Training," held in Woodinville's Carol Edwards Center, Section President Nick Ching introduced the speaker, Dina Swires (WSDOT.) Ms. Swires discussed the challenges and successes related to 24 existing and proposed locations for roundabouts on state routes throughout Skagit and Whatcom Counties. Patrick McGrady (Reid Middleton) continued with training on the basic elements of a good roundabout design including: 1) Proper Deflection 2) Good Speed Control and 3) Fluid Drive Path. With these design elements, roundabouts can reduce crash experience by 40%, decrease injuries by 70%, and drop fatalities by 90% over a typical signalized intersection.



Paul Cho
Washington
Section Scribe

Share Your Section's News and Happenings!

Send scribe reports to:

editor@westernite.org

The deadline is the 25th of odd-numbered months. For the May-June issue, turn in your reports by March 25. Each year, one lucky scribe will win the coveted Windiest Scribe Award, currently held by the scribes of the ITE San Francisco Bay Area Section.



Student Zone

Featuring: ITE Student Activities at Portland State University

The Portland State University Student ITE Chapter is very active attending conferences, hosting career informational sessions with local transportation consulting firms and agencies, attending transportation related tours, and organizing social events for their members.

In January 2009, the PSU ITE Student Chapter previewed the Westside Express Service (WES) prior to the official opening. The group of students and faculty rode the commuter rail the entire round-trip stretching from the Beaverton Transit

Center to Wilsonville. In November 2008, PSU students participated in the Sixth Annual Region X Student Conference in Seattle. Region X is a showcase for transportation research and education in the Pacific Northwest, including Washington, Oregon, Idaho, and Alaska. PSU students presented a total of 3 presentations and 12 posters. By popular vote of fellow students, Meead Saberi won best presentation. Huan Li, Chengyu Dai, Rolando Melgoza and Nathan McNeil received best poster awards.

In November 2008, PSU students received a data collection grant from ITE District 6. Leah Tomlinson was the principal author of the successful proposal. Students will be collecting data at a Portland IKEA store, under the guidance of PSU alum Matt Dorado.



2008 Portland State University Traffic Bowl Team: Alex Bigazzi, Leah Tomlinson, Rolando Melgoza, and Robert Acevedo

PSU students participated in the social event of the year for the ITE Oregon Section - the 17th Annual Traffic Bowl. After a bold struggle, the Vikings of PSU settled for 3rd place and won a \$200 prize.

In August 2008, PSU students attended the 2008 ITE Annual Meeting and Exhibit in Anaheim, California, and went on a special tour of the toll lanes on California State Route 91. Dr. Christopher Monsere presented in the Professional Education and Training session. The students thank SALP and OTREC for their funding support and are looking forward to the upcoming ITE Annual Meeting in Denver in 2009. Learn more about ITE events and the Students in Transportation Engineering and Planning (STEP) at Portland State University at this web site:

www.step.groups.pdx.edu



At the 2008 ITE Annual Meeting: Dr. Christopher Monsere, Chengyu Dai, Rolando Melgoza, Huan Li, Alex Bigazzi, Lisa Diercksen, and Leah Tomlinson



Contact Alyssa Reynolds at alyssa.reynolds@cityofhenderson.com to submit a report on student outreach in your area for a future WesternITE issue!



In Memory of Dr. Ed Sullivan, P.E.



District 6 marks the passing of one of its distinguished ITE members and Student Chapter Advisors, Dr. Edward C. Sullivan, P.E., who passed away on Monday, February 16, 2009. He was born in Worcester, Massachusetts in 1944. Dr. Sullivan earned bachelor's and master's degrees in Civil Engineering from the Massachusetts Institute of Technology and a doctorate in Civil Engineering from the University of California, Berkeley in 1971. He also held a Master's in Business Administration from John F. Kennedy University and was a licensed professional engineer in California.

With a career that spanned more than 30 years, Dr. Sullivan had a passion for teaching. He was a Professor in the

College of Engineering and an Associate Dean at the California Polytechnic State University—San Luis Obispo. Dr. Sullivan served on the faculty at UC Berkeley prior to joining Cal Poly SLO. He was the highly-esteemed faculty advisor of the ITE student chapter at Cal Poly that has been very active since he revitalized the chapter a few years ago. Current and former students not only knew Dr. Sullivan as a great professor and role model, but as a great human being. He was always willing to share his time and knowledge to help others in his professional and personal lives.

Dr. Sullivan received many honors during his professional career and contributed to research on congestion pricing.

Dr. Sullivan received the 2008 ASCE Frank M. Masters Transportation Engineering Award for his innovative research and implementation studies on road pricing. He also received the "Best Paper" award from the TRB Committee on Safety Data, Analysis and Evaluation in 2005.

Cards and condolences may be sent to Dr. Sullivan's wife of 43 years, and to his devoted family:

Donna Sullivan
107 Capanna Court
Pismo Beach, CA 93449

Donations in Dr. Sullivan's name may be sent to the American Cancer Society or Doctors without Borders.

Endowment Fund “EF” Spotlight



DISTRICT 6 STUDENT ENDOWMENT FUND



The March-April Spotlight was written by the new officers of the student chapter at Arizona State University (ASU), recently re-launched with the help of the ITE Arizona Section. The Endowment Fund was established to provide continuous, stable funding for the District’s student initiatives and will provide benefits for students such as these. The following is an excerpt of their article:

The officers of ASU-ITE are working toward building a strong foundation for the chapter and a membership consisting of both undergraduate and graduate level students. Through this diverse membership, we hope not only to provide a support system for the current transportation students through employer networking and professional development, but also to draw a diverse body of students into the field of transportation. We hope to do this through a series of events highlighting innovations in transportation, involving fun and engaging activities, and drawing the attention of undergraduate students.

Currently, ASU-ITE is planning a workshop for its members on how to write a resume and interview for professional positions. Specialists in the engineering school have agreed to provide us with mock interviews and review resumes in preparation for the competitive career fairs and job searches that take place every spring. We also look forward to hosting seminars or lectures from respected area consultants and industry leaders, planning outings to areas of interest in the Phoenix Valley, and becoming involved in our community.

The executive board of the Arizona State University Chapter is excited and motivated to build a strong and lasting organization of students who will someday become the leaders in the transportation field. We know that starting an organization is never easy, but with the support from our excellent advisors and the Arizona Section, we know that we can initiate an organization that is a great resource for the field of transportation.

Read the full article at the Endowment Fund website:

**[westernite.org/
endowment](http://westernite.org/endowment)**

While you’re there, see the latest “EF news” or view archived articles written by contributors & advocates of the fund. Thanks to many generous donations, we have raised nearly \$160,000 toward the goal of \$500,000 for full endowment. Visit the web site to learn more about the Endowment Fund.



Pictured (from left to right): Sarah Ellie Ziems (Treasurer), Sravani Vadlamani (Vice-President), Bhargava Kishore Sana (President), and Karthik Konduri (Secretary) of the Arizona State University Student Chapter.

ITE International's Technical Conference and Exhibit is coming to the ITE Western District in 2009.



Transportation Operations in Action

March 22-25, 2009
Phoenix, Arizona

Register online and read program details at: www.ite.org/Conference

After the Technical Program and Exhibit, stay in Phoenix for ITE's National Operations Conference:



March 25-26, 2009
Details at: www.ite.org/transops



Quad Conference: Our Transportation Legacy

May 1 - 2, 2009
Vancouver, British Columbia, Canada

ANNUAL CONFERENCE OF THE OREGON STATE, WASHINGTON STATE, GREATER VANCOUVER, AND VANCOUVER ISLAND ITE SECTIONS

View program details and register online at:

www.citevancouver.org/quad/

Joint Meeting (Full Day) of the ITE Sections of Northern California and the San Francisco Bay Area



Come to Lodi, California, on **March 19, 2009**, for the 2nd Annual Transportation Modeling Workshop & 36th Annual Vendor's Night

9:30 am to 4:00 pm — Technical Program: Recent Advances in Modeling Methodologies and Applications
3:00 pm to 5:30 pm — Open Display of Products
5:30 p.m. to 7:00 pm — Cocktails & hors d'oeuvres
7:00 p.m. to 9:00 pm — Dinner, Presentations, and Raffle
Location: Hutchins Street Square in Lodi, California
To register for the Modeling Workshop, visit: www.sfbayite.org
To register for the Vendor's Night, visit: www.norcalite.org

55th Annual New Mexico Transportation Engineering Conference

Las Cruces, New Mexico

April 22-24, 2009

For more information, please contact:
Rebecca Montoya, New Mexico DOT, at:
rebecca.montoya1@state.nm.us



INTERMOUNTAIN SECTION 2009 ANNUAL MEETING

ITE members and colleagues, come to the three-day Annual Meeting of the InterMountain Section in Jackson Hole, Wyoming, **May 14-16, 2009**. Several events have planned at Snow King Resort immediately prior to or in conjunction with the 49th Annual Intermountain Section Meeting.

May 12-14, 2009: Northwestern University Center for Public Safety Training Course: *Highway Capacity Workshop - Arterial Streets and Intersections*
May 14, 2009: FHWA Training Course: *Non-Traditional Intersections and Interchanges*
May 16, 2009: Golf Tournament Fundraiser, Montana State University ITE Chapter

The Snow King Resort is holding room for attendees of the Annual Meeting until April 1. Visit the link below for more on the technical programs, training courses, and hotel reservations.
<http://www.westernite.org/Sections/intermountain/Jackson.html>

The National Rural ITS Conference (NRITS) will be held in District 6 this year, taking place in Seaside, Oregon, August 23-27, 2009

View full details at:
www.nritsconference.org

Sponsored in part by FHWA/USDOT ITS JPO, ITS America, ITS Oregon, the Oregon Department of Transportation, and the Oregon Transportation Research and Education Consortium.



POSITIONS AVAILABLE



Iteris, Inc. leads the traffic management market in the development and application of advanced technologies that reduce traffic congestion, minimize environmental impact and improve the safety of our surface transportation system. We have created a dynamic team of professionals throughout the country who are passionate about transportation and making an impact in the industry.

Group Leader/Associate Vice President - Ontario, CA

This position will function as **Group Leader/Associate Vice President** for our growing office in **Ontario, California**. Duties will include business development, managing and contributing to transportation projects (including planning, design, and operations activities), client interface, agency coordination, providing technical expertise to staff, and overall office supervision. The position will require company representation at professional events and meetings. We are seeking an individual who is self-motivated with excellent analytical, communication and people skills with strong working relationship with transportation agencies and companies in the Inland Empire.

Qualifications Required:

- BS in Civil Engineering/Traffic Engineering or Transportation Planning
- 10 - 15 years of increasingly responsible experience as a Manager of Transportation Studies and Area-Wide Transportation projects (including roadways, freeways and transit facilities)
- 3 - 5 years Group Management experience or leading a team of Engineers

If you're interested in working for a company that offers a casual working environment, flexible work schedule, competitive salary and benefits package, join Iteris. Visit us at <http://www.iteris.com/>. Confidential resumes or letters of inquiry can be sent to Anne Bologna at amb@iteris.com.

Iteris is an Equal Opportunity Employer



Dowling Associates

Dowling Associates, Inc. is looking to immediately hire an experienced transportation engineer with proven experience in traffic signal timing and coordination, traffic impact analyses, corridor traffic operations, public transit signal priority, and roadway signing and striping projects.

Required:

- California Drivers License;
- MS degree in transportation engineering;
- Three(+) years professional experience in transportation engineering;
- Strong written & communication skills;
- Experience preparing reports documenting methodology and technical analyses results;
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