I hope you enjoyed the holidays and are ready for a great new year in 2008! I am excited about continuing opportunities and setting visions and plans for the future. On January 25th, the Western District Board will be meeting in Denver, Colorado for the Midyear board meeting. At that time, we will be identifying actions and activities for the Western District. The District has a strategic plan which can be found on our website: http://www.westernite.org/about/plan.htm. The goals of the current strategic plan for the Western District follow.

**Student Initiatives**
Encourage, support and provide opportunities to attract, retain and develop the most talented students into transportation professionals.

**Career Development**
Provide opportunities for professionals to advance their transportation career development by promoting the growth of (Continued on page 4)

**Bridge Inspection and Ratings**

**Introduction**
In response to the August 1, 2007 collapse of the I-35W Bridge over the Mississippi River, there has been heightened public interest in bridge safety and in the condition of the highway bridges in California. Approximately 3,000 of the 24,000 bridges in California have been categorized as structurally deficient. This article will describe some of the terms and procedures used in the federally sponsored Highway Bridge Program.

The three bridges that access Terminal Island in Los Angeles and Long Beach are used to illustrate the bridge inspection and rating system. These bridges are some of the larger bridge structures in Southern California. They are not typical of freeway bridges in the state: they are large steel bridges. Most California bridges are smaller in size and constructed with concrete and steel reinforcing. The bridges are the Vincent Thomas Bridge and the Schulyer Heim Bridge on SR 47 and the Gerald Desmond Bridge on the future extension of the I-710 freeway.

The US Department of Transportation, on August 2, 2007, issued a “Fact Sheet on the I-35W Bridge Collapse” which stated: “Structurally deficient means there are elements of the bridge that need to be monitored and/or repaired. The fact that a bridge is "deficient" does not imply that it is likely to collapse or that it is unsafe. It means they must be monitored, inspected and maintained. Most “deficient” bridges are left open to traffic while it undergoes (Continued on page 2)

**International Board of Directors Meeting**

**Another IBD Board Meeting**
At the International Board of Direction (IBD) meeting held on Friday August 3rd and Saturday August 4th 2007 in Pittsburgh, Pennsylvania. District 6 was again well represented by your three International Directors (Rory Grindley, Julie Townsend, and Randy McCourt) and Past International President Rich Romer. Other District 6 members in attendance included International Director Elect and 2008 LAC Chair Zaki Mustafa, Public Agency Chair Ray Davis, and Chair of the Transportation Professional Certification Board, Gene Wilson.

**Earl and the Board**
International President Earl Newman did a fantastic job of presiding over the meeting and keeping all of us on task as we worked our way through a 200+ page packet. Starting with the typical housekeeping items of approving the Spring Conference meeting minutes, the Board quickly approved the proposed District 1 Charter revisions along with confirmation of a prior email ballot that authorized Executive Director Tom Brahms to execute the necessary contracts for the Annual Meetings from 2012 to 2016.

(Continued on page 8)
Bridge Inspection and Ratings

(Continued from page 1)

maintenance and repair. If inspectors find unsafe conditions they will restrict access or close the bridge.”

The Gerald Desmond Bridge was thoroughly inspected by State and County staff in April 2007 and no serious imminent deficiencies were found. However, the bridge was rated as structurally deficient. The Port of Long Beach recently completed the first phase of a repair program to correct deficiencies identified in the bridge inspection. The condition of the bridge deck, the riding surface, had been rated as “critical”, level 2. If the condition had been rated as “imminent failure”, level 1, inspectors would have recommended that the bridge be closed. The recent repairs are expected to raise this rating to “serious”, level 3. The structure is strong enough to allow overweight trucks by permit. The bridge can be kept in operation until a planned replacement bridge is opened. The Port has contracted with LADPW to conduct the initial repairs. The bridge is regularly inspected by Caltrans and the LA County Department of Public Works (LADPW).

On August 7, 2007 the LA County Board of Supervisors directed staff to report within 60 days on the condition of all bridges that they inspect and prepare recommended actions to the bridge owners. Factors affecting bridge life such as truck weight limits, typical failure mechanisms, and inspection techniques will be described. This article emphasizes aspects of interest to transportation engineers and planners.

National Bridge Inspection Program/Bridge Ratings

Federal law requires that every public highway bridge be inspected every two years. The Federal Highway Administration (FHWA) funds Caltrans to inspect all bridges in California. Caltrans and local governments each own about 12,000 bridges. Local bridges in Los Angeles County are inspected by the Los Angeles County Department of Public Works (LADPW) under contract with Caltrans. Bridge inspection reports are delivered to the bridge owners, Caltrans, and the FHWA. Bridge ratings are published in a National Bridge Inventory (NBI). The Caltrans website lists the sufficiency ratings for local bridges at: http://www.dot.ca.gov/hq/structur/strmaint/sr.htm.

The National Bridge Inventory (NBI) is used for preparing the eligible list of bridges for Federal-aid funding and for allocating bridge funds to states. Each bridge is rated on three scales: a sufficiency rating (SR) (a number between 0 – 100) and whether it structurally deficient (SD) or functionally obsolete (FO). The Sufficiency Rating (SR) is used primarily for prioritizing grant applications under the “Highway Bridge Program” (HBP). The rating measures the current ability of the bridge to meet functional and structural design standards established by FHWA. To be eligible for HBP funding a bridge must have a SR less than 80 and also be rated either SD or FO. If the SR is between 50 – 80 the bridge is eligible for rehabilitation funding. If the SR is less than 50 the bridge is eligible for rehabilitation or replacement funding. HBP funds can also be used for preventive maintenance. During Federal Fiscal Years 1998 – 2006, California received a total of $500 million under a non-discretionary part of the Highway Bridge Program. Caltrans often has to reprogram these funds due to the inability of local agencies to advance projects primarily due to the lack of local matching funds.

The method for determining the Sufficiency Rating and whether bridges are Structurally Deficient or Functionally Obsolescent is described in a FHWA publications and its updates, “Recording and Coding Guide for the Structure Inventory and Appraisal of the Nations Bridges”, Report No. FHWA-PD-96-001. Table 1 presents a very short summary.

### TABLE 1

**Sufficiency Rating**

<table>
<thead>
<tr>
<th>Condition</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>0% &lt; SR &lt; 100%</td>
<td>(Structural Adequacy and Safety) Depends on: Superstructure, Substructure, Culverts, Inventory Rating</td>
</tr>
<tr>
<td>SR</td>
<td>Essentiality for Public Use Depends on: Detour Length, ADT, STRAHHNET Highway Designation</td>
</tr>
<tr>
<td>SR</td>
<td>Special Reductions Depends on: Detour Length, Traffic Safety Features, Structure Type Main</td>
</tr>
</tbody>
</table>

A bridge will be rated structural deficient (SD) if the condition of one of the three main bridge subsystems, the deck (riding surface), super structure (structure that supports the deck), or substructure (support columns and foundation) receives a condition level rating of 4 or less out of 9. A bridge can also be rated structurally deficient if it is limited to loads below legal truck weights. A bridge with an ADT

(Continued on page 3)
Bridge Inspection and Ratings

> 5000 that is limited to trucks weighing less than 35,700 pounds would be rated structurally deficient. Exposed foundations in a waterway in need of erosion protection are a condition level 4.

A bridge will be rated functionally obsolete if the deck geometry, clearances or approach alignment receives a condition level of 3 or less out of 9. For example, a four-lane freeway with a roadway width of 55.8 feet would receive a condition level rating of 3. If the width were 72 feet, the condition level would be 9. A bridge on an arterial with an clearance less than 14 feet would receive a rating code of 3 out of 9. An approach roadway would be rated condition level 3 out of 9 if the horizontal or vertical curvature caused substantial reductions in speed. A bridge that is rated structurally deficient will not be rated for functional obsolescence.

The following briefly discusses the conditions and ratings of each of the Terminal Island bridges and the impact of heavy truck loads on these bridges.

Vincent Thomas Bridge

The Vincent Thomas Bridge was constructed in 1963 and is owned by Caltrans. It is entirely within the Port of Los Angeles. It links SR 47 to I-110. It has a sufficiency rating of 56.7. Permit loads are allowed.

Schuyler Heim Bridge

The Schuyler Heim Bridge is a lift bridge built by the Navy in 1948 and was transferred to Caltrans in the 1970s. It is part of State Route 47. Caltrans and the Alameda Corridor Transportation Authority (ACTA) are currently conducting a study to replace the lift bridge with a fixed bridge with a 47 foot vertical clearance over the Cerritos Channel. The estimated cost of the replacement bridge and elevated truck expressway between the new bridge and Pacific Coast Highway is $728 million. The existing bridge has not been seismically upgraded. Caltrans is planning to seismically retrofit the bridge approaches this year, a $7 million project. The sufficiency rating of the existing bridge is 27.9.

Gerald Desmond Bridge

The Gerald Desmond Bridge was constructed by the Port of Long Beach in 1968. The Port owns the bridge and is responsible for its maintenance. It will be included in the planned extension of the I-710 Freeway to Terminal Island. Approval and funding are being sought for a large replacement bridge. It was seismically retrofitted in 1997, and the roadway was widened from four to five lanes in 2002. There are now three lanes up and two lanes down grade in each direction. This accommodates the many heavy trucks moving slowly up the 6% grades and resolved the problem with two on-ramps that are too close to each other. Safety has increased as a result of these replacements. Congestion on the bridge has decreased. The 2005 PierPass Program which shifted approximately 1/3 of existing truck trips to the off-peak hours has also reduced congestion. More than $30 million in federal funds were used for these two projects. In 2004 nets were installed under the bridge over roadways to prevent falling concrete chips, some weighing up to four pounds, from injuring personnel. The current sufficiency rating for the Gerald Desmond Bridge is 43.
WANTED — ITE District 6 Webmaster

ITE District 6 is taking applications for a new District 6 Webmaster. The role of the District 6 Webmaster is to ensure proper visibility of District 6 and make the website a hub and reference point for many of the District 6 Sections and Chapters on the Internet. The District web site is www.westernite.org. The tenue of this position is a three year term. The duties of the position include:

- Select the proper Internet Service Provider to provide efficient navigation for users, and maintain the site.
- Coordinate with the District 6 Website Committee and the District Board to project the desired image of District 6 on the web. Coordinate with the WesternITE Managing Editor to post the WesternITE Newsletter on the Internet. The Managing Editor will be responsible for providing WesternITE in Adobe Acrobat PDF (or other agreed upon) format and it is the responsibility of the webmaster to post the newsletter on the web site.
- Prepare enhanced web pages for the site to enhance its value and usefulness to District 6 Members and its Board of Directors, including conversion of incidental documents to HTML or Adobe Acrobat PDF format for web posting.
- Coordinate with Section's webmasters to insure proper linkage and management of information on the site.
- Coordinate with WesternITE Technical Editor to post advertisers links and ads on the WesternITE website, if needed.

- Prepare web traffic reports (at the mid-year meeting and the Annual Meeting) to the Board to keep them informed about the site users.
- Selection of the Annual Best Section Web Site Award.

Please send a letter of interest with resume stating your qualifications to perform these responsibilities to: Monica M. Suter, District 6 Vice President at msuter@santa-ana.org.

Note: this position has a stipend associated with it.

Applications are due by Wednesday, April 30th, 2008.

President’s Message

(Continued from page 1)

mentoring and professional liaison programs in the District, and engaging young professionals into Institute activities.

Technical Excellence

Generate opportunities and support for the development of technical excellence in the profession.

Social/Networking

Create a platform for the transportation professional to interact outside the work environment to share information and create relationships that are both professional and family friendly.

Promoting the Profession

Enhance the transportation profession by increasing awareness of accomplishments, recognizing professional achievement and developing better skills to communicate with the public frequently, effectively and proactively.

The District’s Student Endowment Fund is growing (much thanks to the membership for your continuing support and donations), and we have an Endowment Fund workshop planned for January 24th. The future of the transportation profession depends on attracting and developing students who are excited and passionate about career opportunities in transportation.

Over the next year, I would like to focus on the Young Professional (professionals age 35 years and younger). It’s my goal to attract young professionals to ITE and to our District Annual meeting activities. I plan to work with Craig Grandstrom, Career Guidance Chair, to develop new incentives for employers to support younger professionals in ITE. In addition, I plan to work with Craig to enhance the District’s mentoring program and encourage young professionals to take advantage of ITE’s professional development programs and training. It will be one of my top priorities to reach out to potential new members (young professionals) and encourage current members to bring young professionals to ITE meetings.

I want to thank the Border Section (San Diego) for hosting me in San Diego in December. The Border Section had a wonderful holiday party, and I had an opportunity to install their new officers at the meeting. It was my pleasure to recognize Ahmed Aburahmah with a Presidential Proclamation for his distinguished service and contributions to ITE. Ahmed is a Past President of the Section, serves as Student Chapter Liaison, coordinates the Sections awards and annual reports, and is committed to being actively involved ITE’s events and meetings.

I would also like to thank the Washington Section for hosting me in December. I would like to thank the Washington Section for their generous donation $2500 to the Student Endowment Fund during the meeting. It was my pleasure to recognize Terry Gibson with a Presidential Proclamation for his distinguished service and contributions to ITE. Terry is a Past President of the Washington Section, has chaired the Student Activities committee for several years, created their annual golf tournament, and is committed to enhancing the safety and operations of schools.

I would like to thank Jon Pascal for his time and commitment that he gave to the District as the District WesternITE Web Manager. Jon has accomplished a significant amount over the past six years for the District including bringing electronic registration/credit card for Annual meeting registration. I want to personally thank Jon for his time and energy that he gave to the position. At this time, the District is looking for a new WesternITE Web manager and taking applications which are due on April 30th. Please see the www.westernite.org for details if you interested.

Several of you are most likely aware that Federal Highway Administration has released the long awaited Notice of Proposed Amendment in the Federal Register. This contains comprehensive revisions that are proposed for incorporation into the next edition of the MUTCD. The comment period closes on July 31, 2008. The proposed MUTCD text, figures, and tables are also available for public review and comment at http://mutcd.fhwa.dot.gov/. All ITE members are encouraged to review this document and provide comments to FHWA. ITE is having several webinars on the topic.

Please mark your calendars for the 2008 District Annual Meeting (joint with International) in Anaheim from August 17-20, 2008.
Our transportation industry is different than most sectors that claim to be part of the transportation trade. Engineering and planning in transportation is heavily dependent upon public funding. Since the Eisenhower administration (Republican) raised motor vehicle taxes in 1956 to fund the interstate system, our profession has been built upon a petroleum-based tax. At that time, the administration provided a vision and sense of purpose for the federal transportation program that the public and politicians were able to support. Today you cannot get a similar sense of purpose for the federal program (or the state programs for that matter). We remain locked in a revenue system which becomes more vulnerable every day while our federal policies mandate reductions in the use of gas and oil. Given the interstate system's defense role for this country, this presents a true national conundrum.

Our current transportation funding vision seems to be clouded by earmarks and a process in which every six years every state battles to get back what they generate. This is in contrast to a strategy where transportation funding is used to eliminate fatalities that annually exceed the sum total of those from the middle east conflict by ten fold. A strategy where transportation funds create communities for the future - neighborhoods and businesses that have real choices for mobility and investments and use technology to document adherence to objectives for mobility and environmental enhancement. A new world where politicians use transportation funding as an essential economic stimulus to our economy—American dollars spent on Americans, supporting American jobs and American technologies.

At the 2008 TRB conference in January a panel spoke to the future of transportation funding preceding the release of the National Surface Transportation Policy and Revenue Study Commission report on January 15, 2008 (http://www.transportationfortomorrow.org/). I have tried to summarize the highlights of this discussion and the issues that were presented to stimulate discussion, input and thought on this subject within our profession. It was clear that our transportation policy discussion is becoming polarized between at least two beliefs:

1. Those that see rapidly escalating construction costs and a short term funding gap. This group sees increasing the motor vehicle fees (such as gas tax) as a politically more acceptable way to meet these needs (compared to tolling). Some speak of the highway trust fund being bankrupt. Bankruptcy would imply there is little or no revenue. That is not the case. There is substantial revenue. However, our planned needs far exceed the revenue sources we have.
2. Those who believe the federal funding system is flawed. They see better deployment of funds to avoid squandering resources through the current political process. They believe that people’s expectations of transportation service is so low that any increase of the current funding approach will generate little traction with the public. The connection between transportation customers and the service they receive is frayed at best (or broken). They purport that we should have accountable infrastructure responsive to customer decisions through pricing. They believe that current consumers have no understanding of what they pay to use the current system and less of an idea of the cost of their demand on that system (most people pay about $300 to $400 per year in gas tax per vehicle). They believe a direct pricing model would change consumer expectations, maximize use of current systems and elevate funding for services that deliver results to customers. The system must measure performance to demonstrate the level of customer service.

As with all debates, both sides are partially right. A bridge is needed to take us from where we are to where we need to be without leaving us high and dry in the short term. We do have enormous backlogs of preservation and maintenance needs not to mention huge capital and modernization projects. Increased funding in 2009 is needed to have any hope of meeting a fraction of these needs nationwide. Most of these needs have been through significant public review and acceptance.

In the long term, a change over from a petroleum-based transportation funding model to a new model seems pretty rational. If we want to begin to change transportation funding, it is time to start this debate now. Trying to do both right now (increase funding and have a debate about the proper funding mechanisms) is political suicide. Changing the funding model to a pricing strategy (such as tolling) which has little traction with the electorate currently (since they hardly know why a change is needed) and doing that while stemming a short term funding shortfall is probably not the best political strategy. Taking one action at a time would seem to have a better likelihood for success, given that not one of the presidential candidates is advocating tolling. By the next transportation funding cycle (2015) the impact of improved fuel economy on petroleum-based taxes and the need to disconnect the funding for our national defense system of highways from petroleum should reach its zenith providing a better foundation for change (assuming that a strategic vision is applied now).

With a debate as broad as this one, there are many observations. A few of them from the TRB panel are highlighted below:

- Rural needs and funding are unlikely to be compatible with congestion pricing – since they have little of it. Any road pricing will need to address a serious equity issue between the insatiable need for urban capacity and the rural need for safety, maintenance and preservation needs.
- Vehicle miles traveled may be a compromise to tolling or gas tax but misses the mark in terms of congestion impact of user decisions and may not reflect emissions (since two cars can travel the same miles and have vastly different emissions).
- Some of the fastest growing transportation funding sources are indirect charges (property tax, sales tax, impact fees) where a nexus is made to a list of highly desired projects.
- The federal role/vision needs to be clarified addressing the great connecting system of our country. It should include goals for maintenance/operation versus new capacity and address how these meet our economic, energy, environmental and mobility needs.
- This vision should consider how to make best use of the private sector opportunity in transportation. It should move toward customer needs rather than politician or analyst needs.
- Transportation is a great economic stimulus – funds used pay for planners, engineers, designers and contractors – ALL MADE IN THE USA – who help build the middle class.
- We need to move beyond the modal debates (between highways and rail for example) which are viewed negatively in the public arena and contribute to funding stalemates rather than consensus. Seeking a balanced system
Bridge Inspection and Ratings

(Continued from page 3)

movement). The bridge does not have shoulders and its grade is greater than 5%. This factor requires a rating of functionally obsolete. However, the FHWA rating system does not rate a bridge for functional obsolescence if it is already rated as structurally deficient.

The first phase of repair work by LADPW under contract to the Port was completed on July 29. Nine weekend days of partial and full bridge closures were required. Most of the work had to be done during daylight. LADPW repaired all of the critical items that had been identified: over 70 out of 104 suspension cable socket keeper plates, 120 potholes (spalls) in the concrete deck, 30 broken expansion joint steel fingers, and a recently damaged expansion joint on the connector from the southbound I-710. A program to monitor the durability of the deck repairs has been established, which includes the marking of bridge pier (support column) numbers on the median barrier. The ride on the bridge has been greatly improved. When repairing the 120 concrete deck spalls, no significant corrosion was observed of the deck steel reinforcing bars. Additional work performed by other contractors during the bridge closures included: new traffic striping, upgrading of the speed feedback signs, and repair of the street lights. Paint was used on the concrete portions of the deck and thermoplastic striping on the asphalt approaches. Repair of the upper and lower suspension cable socket keeper plates required crews to access parts of the bridge that are not thoroughly covered in normal inspections. The LADPW bridge workers did not report any unexpected conditions in these less accessible areas.

April 2007 Inspections

In April 2007, two inspections of the Gerald Desmond Bridge were performed: the normal biennial inspection by LADPW and a more intensive Fracture Critical Member inspection by Caltrans. If the bridge piers had been in the water, Caltrans would have also inspected them. The normal biennial inspection relies mostly on visual inspection and tapping areas that the inspector can reach with a hammer. The Fracture Critical inspection examines pins and other details whose failure could result in collapse. It requires specialized equipment. The frequency of these inspections is being increased from five years to every two years. In each inspection several critical members are sampled. Within a 10 year period every critical element is inspected. Caltrans uses ultrasonic (high frequency sound similar to a sonogram) testing to reveal hidden cracks in pins, and liquid dye and ultraviolet light to make suspected cracks more visible.

Bridge Wear and Tear

There are 1620 structurally deficient bridges on the California state highway system with approximately 95% of the bridges designated as structurally deficient due to minor cracks in the concrete deck or the condition of the paint. Some of the bridge maintenance activities that provide the biggest benefit for the smallest level of investment generally include: eliminating deck joints in old bridges, repairing or installing new expansion dams on bridge decks, repairing bridge decks, maintaining proper deck drainage, restoring or replacing bridge bearings, repairing or replacing bridge approach slabs, repairing bridge beam ends and beam bearing areas, and bridge painting.

Limitations and Success of Inspections

For an existing bridge, inspectors are limited by what they can reach. Test equipment can be used to help reveal cracks and corrosion in steel and concrete. Non-destructive evaluation equipment can be used to measure the strength of existing decks or beams. Newer bridges sometimes include strain gauges and corrosion sensors that can be remotely monitored. Since the start of the National Bridge Inspection Program in 1971 three bridges out of 600,000 have collapsed unexpectedly without being impacted by an earthquake, barge, fire, or truck. FHWA (http://www.fhrc.org/nmr20/nde/home.htm) and State DOT’s (http://www.caltrans.ca.gov/hq/structur/strmaint/) are developing and testing additional inspection methods.

About the Author:

Louis Rubenstein, P.E., is a California licensed Traffic, Civil, and Mechanical Engineer. He has worked at the Port of Long Beach since 1987. His major accomplishments include: managing the traffic engineering group, reorganizing the street names and pier names into a geographic sequence as part of the Port Guide Signing Program, implementation of the 5th lane on the Gerald Desmond Bridge as a truck climbing lane, development of the long train warning system for at-grade railroad highway crossings, development of the overweight vehicle special permit program, and establishment of the Port small businesses enterprises program.

He previously worked for the Jet Propulsion Laboratory and the New York City Department of Transportation. He has a M.S. in Transportation Planning and Engineering from Brooklyn Polytechnic University and a M.E. in Mechanical Engineering from the City College of the City University of New York.
Fortuitous ‘Fifty-Six’

After decades of interest, discussion, debate, and failed attempts at legislation, Congress approved funding and construction of the National System of Interstate and Defense Highways in the Federal-Aid Highway Act of 1956. For several reasons, the time was right for virtually unanimous passage of the legislation. One crucial element was that President Eisenhower, members of Congress, and the trucking industry continued discussions after proposed legislation failed decisively in 1955. Ultimately, they reached agreement on user tax increases and equitable cost sharing.

Public opinion also played a part. Vehicle registrations had doubled since the end of World War II, surpassing 65 million in 1956. A major force in shaping and expressing public opinion was William Randolph Hearst, Jr., chairman of the nation’s largest newspaper company. In late 1952, he assigned one editor the exclusive task of covering the highway problem, and by the end of 1955, Hearst papers around the country had printed the equivalent of 1,229 full newspaper pages on the need for better roads.

A third factor was the growing body of knowledge about planning, designing, and building highways. Since 1944, the Bureau of Public Roads (BPR) had conducted and refined origin-and destination and home-interview studies. In conformance with the Federal-Aid Highway Act of 1954, the BPR had also studied the costs of building the proposed Interstate System. Furthermore, in 1955 the American Road Builders Association (ARBA, now ARTBA) completed a Congressionally requested ten-year study to assess the nation’s construction industry capability of accomplishing a project of this magnitude.

With the stage appropriately set, Congress passed the legislation and the President signed it on June 29, 1956. Implementation began immediately. One hour after Eisenhower signed the Act, Secretary of Commerce Sinclair Weeks signed a Certificate of Apportionment for the first year’s (FY 1958) authorization of $1.125 billion. A month later, Weeks issued the apportionment for the $2.55 billion authorization for FY 1959. On July 12, the state highway departments adopted the BPR-approved standards for Interstate-level highway improvements.

One of the BPR’s most challenging tasks was to decide the locations of road segments that would be added to the 40,000-mile Interstate System authorized by Congress in 1944. Some new mileage was added by the 1956 Act, and some was available because of refinements to the previously designated system. In a 1957 speech, Federal Highway Administrator Bertram Tallamy said, “If there was ever a problem and a headache that was given to the Bureau of Public Roads, it was to be the Solomon to distribute the newly authorized 1,000 miles plus some 1,102 miles in saving when there were 13,775 miles of requests.” BPR initially rejected 8,490 requested miles for not being well integrated with the rest of the System. Then it used a weighted ranking system based on defense importance, system integration, population served, and economic importance to select the best remaining routes.

A second important aspect of the 1956 Act was its time considerations. It ambitiously anticipated completion of the Interstate System in thirteen years. In a departure from the then-normal practice of building roads to meet existing demands, the roads were to be planned for traffic volumes expected twenty years in the future.

Equitably funding the new Highway Trust Fund posed another challenge. For the first time, the Act’s Title II, the Highway Revenue Act of 1956, designated certain taxes for highways (both the Interstate System and the federal-aid ABC system). Although it merely formalized an existing tacit relationship between user taxes and highway expenditures, earmarking funds worried some legislators who feared it would set a precedent for other types of programs and diminish Congress’s control over federal spending. In one sense, the funding mechanism was set, since the Act identified what proportion of which taxes would go into the Trust Fund—for example, all of the federal taxes on gasoline and diesel fuel (in 1957 they accounted for 89 percent of Trust Fund receipts). On the other hand, a new annual road-use tax on heavy vehicles (exceeding 26,000 pounds) contributed only 2 percent of 1957 Trust Fund receipts but was significant because of its impact on the trucking industry. To ensure equity, the Act directed the Secretary of Commerce to study various classes of road users and evaluate their contributions to the Fund in relation to their proportional share of highway costs. Despite careful planning and thorough analyses, cost estimates for the Interstate System quickly escalated. Congress initially authorized $25 billion (90 percent of the expected System cost of $27 billion). After two years, the estimated cost rose to $41 billion, making the federal share $37 billion. This reflected, in part, the transition from theory to reality following the beginnings of construction. In 1968, the estimate climbed to $56.5 million. A 1967 study attributed a fourth of that increase to the double-digit inflation rates in prior years. Unanticipated traffic volumes, the addition of more urban interchanges, and enhanced bridge and pavement designs also contributed. Even the Cold War had an impact, as the intercontinental ballistic missiles that had to be transported on US highways were large enough to require greater bridge and tunnel clearances than foreseen in the early 1950s. By the time it was deemed “substantially complete,” the System took thirty-five years to complete, cost $114 billion in as-spent dollars, and exceeded 46,000 miles in length.

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 loretta@constructionwriters.org, respectively.

This is the eighth in a series of articles tracing the development of the Interstate Highway System.
International Board of Directors Meeting

(Continued from page 1)

Future International Meeting Sites

- 2012 Atlanta, GA
- 2013 Boston, MA
- 2014 Seattle, WA
- 2015 Hollywood, FL
- 2016 Toronto, ON.

Tom Brahms's negotiating skills benefit Districts, too

With multi-year contracts, the Institute will receive additional concessions beyond those received in the past that includes benefits for the hosting District such as savings on audio/video rental and meal concessions. After much discussion and a lot of brainstorming from the Board regarding complimentary hotel room nights, Tom artfully crafted for a motion that captured the discussions. The motion, which subsequently passed, further benefits the hosting District by crediting International payment for complimentary room nights. This new concession takes effect at the 2008 meeting in Anaheim and will help the District offset some of the additional costs associated with hosting a joint meeting in District 6.

Future Spring Conferences

The Site Selection Committee recommended several host cities for future Spring Conferences. Executive Director Tom Brahms will negotiate and execute contracts for the 2010 to 2015 conference sites to maximize the concessions provided to the Institute, similar to those recently completed for the Annual Meetings. While the dates could change based upon Tom’s negotiations, it is likely that the Spring Conferences will be in District 6 in 2012 and 2015.

Mega Issues

The Board then proceeded to the MEGA Issue of Public Information/Public Image. Cathy Gullen of PTG Enterprises/TransCom Partners presented her white paper on Effective Public Relations for the Transportation Professional. Subsequently, a Public Relations Committee was formed to review the recommendations and to work with staff.

A New Name

At the request of Mark Norman, the Coordinating Council Chair, the name of the Goods Movement Council has been changed to the Freight Mobility Council in order to better describe council activities.

Improving the Institute

In order to better serve the membership, additional training for all IBD members will take place at the October Board meeting. The Board is also working on updating many of the current procedures in addition to developing new ones in order to allow the Board to conduct business more effectively between meetings. Currently a Board procedure relating to email balloting is being developed.

The Board has also formed a committee to deal with two of the eastern District’s boundaries. A second committee was formed to develop procedures relating to young transportation professionals.

Canadian District Site Design Software

James Gough, the International Director for Canada, gave a great presentation on new software that the Canadian District is developing.

What to expect for 2008

After much discussion by the Board, District 6 members will see a $5 increase in their dues. The cost for the 2008 Conference and Annual Meeting Registration are also likely to increase, but not more than 5%.

(Continued from page 5)

Where Will Transportation Funding Come From Next?

(Continued from page 5)

with choices results in more favorable outcomes.
- We need a system to fund management of our transportation system or we will never be able to measure performance across all choices – a great opportunity exists today to utilize technology to manage transportation data, for planning and operations – to hold ourselves accountable to the public.
- With a gargantuan backlog of maintenance projects (especially bridges) and shortages of capacity in every metropolitan area it is simply flawed logic to purport that we can just price our way out of our problems. Pricing will be a helpful congestion management tool but will not fully substitute for transit, bicycle, pedestrian, freight and motor vehicle capacity serving a mobile and growing society.
- The industry must be vigilant in monitoring use of transportation fees for general fund or non-transportation purposes. The concept of user pays “loses its way” with the public when it is not accountable to the infrastructure.
- Oregon’s use of weight mile fees and innovative GPS/vehicle miles/gas tax strategies are a starting point for more robust hybrid funding concepts.

The TRB session presented many interesting points for critical thought. It ended with a riddle: “Why do they broadcast traffic and weather at the same time?”

Answer: “Because of the lack of control people see they have in both.”

It is our time to step forward and change this.

About the author:

This article was contributed by District 6 International Director Randy McCourt.
Slate of District 6 Candidates Announced

Candidate for President
Monica M. Suter

Candidate for Vice President
Michael Sanderson

Candidates for Secretary-Treasurer
Edgar Perez
Larry Wymer

Candidates for International Director
Ken Ackeret
Alex Ariniello

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MUTCD Proposed Amendments

On January 2nd, 2008, the Federal Highway Administration (FHWA) published the Notice of Proposed Amendment (NPA) to the Manual on Uniform Traffic Control Devices (MUTCD) 2003 Edition in the Federal Register for public review. It contains several significant revisions and additions, many of which will require public agencies to replace existing signs, and modify traffic signal or other traffic control devices by the required compliance dates. Other changes will require jurisdictions to change the way their existing devices currently operate such as for pedestrian signal timings. Advanced planning for these changes is recommended to minimize the implementation impact to staff and funding resources. Non compliance with the MUTCD (based on federal law) can also affect an agency’s liability. As a result, agencies are recommended to closely review the proposed changes and provide substantive comments to the docket before Thursday, July 31, 2008.

The changes can be reviewed in various formats on the website at http://mutcd.fhwa.dot.gov/. FHWA’s slide show provides a visual overview of changes and additions throughout. Specific changes throughout the document can be reviewed in “clean text” or text where edits are shown. Changes to Tables and Figures are summarized to help focus where more significant changes are located. New Sections, Figures and Tables should also be reviewed to identify new options, recommendations and requirements of agencies.

The significant changes are anticipated to affect public agencies and all transportation professionals due to proposed changes, deletions and additions to the manual. It is recommended that the actual NPA document be reviewed by agency transportation practitioners. Additionally, FHWA adopted Revision 2 of the MUTCD in December of 2007. This includes new retro-reflectivity requirements. Consequently, Revision 2 should also be reviewed by agencies to provide comments and access anticipated impacts since its changes will be merged with the NPA version of the MUTCD for the next edition. It is recommended that agencies continue to use their current, state-adopted version of the MUTCD while reviewing proposed amendments to provide important comments and to plan for how compliance will be obtained with limited resources prior to the deadline of Thursday, July 31, 2008. Comments may be submitted to the docket by mail or go to www.regulations.gov to submit comments electronically.
Hawaii Section

January 2008

Hawaii State Senate President Colleen Hanabusa spoke at ITE Hawaii Section January 2008 Meeting.

Ms. Hanabusa informed us the issues regarding to traffic, safety, and planning on the Leeward side. Congestion during peak hours and safety are the major concerns along Farrington Highway in Waianae. Ms. Hanabusa emphasized the needs for utility undergrounding. In December 2007, 16 utility poles along Farrington Highway snapped or were bowed over by wind gusts up to 70 mph, knocking out power to hundreds of residents for days and choking traffic on the Leeward Coast. Some of the damaged poles had been replaced little more than a year before, when strong winds in March 2006 had toppled more than a dozen poles. Because there is no alternative access to Farrington Highway, the accidents caused long traffic delays, too. She understands that utility undergrounding is a costly project and she is willing to discuss phasing the project.

Ms. Hanabusa also touched upon the issues of the Waianae community being disadvantaged compared to other communities on Oahu. Waianae holds the only two landfills and only live fire exercise field on the island. The majority of the Hawaiian Homestead homes and homeless reside in Nanakuli. The infrastructure is falling behind other communities.

Ms. Hanabusa also shared her perspectives on Superferry and the city landfill issues.

February 2008

David Arakawa, Director of the Land Use Research Foundation (LURF) and David Tanoue, Deputy Director of Department of Planning and Permitting spoke at ITE Hawaii Section February 2008 Meeting.

Mr. Arakawa informed us that LURF is the voice of landowners and developers in Hawaii. It was established in 1979 to promote and advance the interests of the development community, particularly in the areas of land use laws and regulations. Over the years, LURF has been a strong voice of reason, working to represent the interests of its membership and at the same time find common ground for the concerns of government, business, and the community. LURF accomplishes this through a three-pronged program of Research, Information, and Advocacy.

Mr. Tanoue briefed us on his views on Transit Oriented Development (TOD), traffic related land use regulation, the city’s position on Environmental Assessment. TOD will allow density and grow surrounding the planned fixed guideway stations. It not only benefits the surrounding communities, but also relieves the growth pressure for North Shore and East Honolulu. Only with the planned growth in Ewa, Kapolei, and Central Oahu, is “keeping country country” possible. One of the big challenges for TOD is areas such as Moilili and Makiki where many small lots have multiple land owners.

San Francisco/Bay Area Section

January 2008

How can the San Francisco Municipal Railway (Muni) improve overall transit system performance? This question was the focus of the SF Bay Area ITE Section’s monthly technical meeting held January 24, 2008 at the San Francisco County Transportation Authority. Britt Tanner, Associate Engineer for the San Francisco Municipal Transportation Agency (SFMTA), and Peter Strauss of Muni provided an overview of initial study findings from the Transit Effectiveness Project (TEP). The TEP is a joint effort of SFMTA and the San Francisco Controller’s Office.

It has been over 25 years since the last comprehensive review of the entire Muni transit system. Initiated 18 months ago, the primary goals of the TEP are to make service more attractive to the public and to stabilize operating costs. The TEP is an ongoing process that has included review and evaluation of all aspects of the existing system, including service policies, operations, and management. TEP staff have also conducted a comparative analysis of other major transit systems, forecasting of future transit demand, and gathered extensive input from citizens and MTA employees.

Among Muni’s current challenges is systemwide on-time performance, currently around 70 percent, which is below the recent voter-mandated goal of 85 percent. MTA found that overall, Muni service is approximately 10 percent slower than 10 years ago because of increased traffic congestion. Operational costs have risen the last several years, as costs such as health care have skyrocketed, while operational speeds have decreased, requiring more vehicles to keep up with current service obligations.

MTA collected real-time data using automatic passenger counters (APCs) that were installed on approximately 10 percent of Muni transit vehicles. The APCs are able to measure transit boardings and alightings, as well as dwell times of transit vehicles. These data provided very valuable information on current performance of select Muni lines. In addition, MTA facilitated several community workshops to determine rider expectations of the Muni system. First and foremost, Muni riders want reliability. They also would like quicker service.

Other current challenges for Muni include the need for additional schedulers to manage a system that has approximately 700,000 boardings per day, the most of any Bay Area transit system. Also, there is a need for improved transit vehicle operator availability, more route supervisors, and improved enforcement of double-parked vehicles blocking Muni routes and bus stops. Among the toolkit of options to improve system performance, San Francisco is launching a pilot project to install cameras that would help enforce double parking in transit lanes, similar to
March 2008

On March 20, 2008, the SF Bay Area ITE Section (SFBayITE) monthly technical meeting topic was “Transportation and the Media”. SFBayITE invited three of the Bay Area’s top traffic news media experts to participate in a Q & A session with Section members on March 20, 2008 at New Delhi Restaurant in San Francisco. The panelists were Gary Richards of the San Jose Mercury News, who writes a popular column for the motoring public called “Mr. Roadshow”; Kim Wonderley, morning traffic reporter for KCBS-AM; and Stan Burford of ABC-7 Morning News and KGO-AM. The forum provided an opportunity for the media panelists to relate what they are hearing from the public regarding traffic issues, as well as for transportation engineers to communicate ideas to the panelists for sharing with the public.

Mr. Richards’ column relies to a great extent on the input of transportation engineers. Often, commuters write to him on specific traffic issues, such as the function of a particular freeway metering signal or progress of a roadway construction project. Answers to these questions require input from engineering officials. He expressed his appreciation for engineers’ past help in answering reader questions.

Ms. Wonderley also provided helpful insights into the minds of commuters. Based on what she has seen as a traffic reporter, she suggested that more research should be done on effective use of major transportation corridors. Congestion pricing is one such measure that if planned effectively could provide travel with minimal delay on both weekdays and weekends. She also emphasized that transportation engineers should find more ways to encourage people to use carpool lanes in the Bay Area.

Mr. Burford provided a graphic for a proposed freeway route through San Francisco that would connect the Golden Gate Bridge to Daly City. The aim of his suggested route through the Sunset District, Golden Gate Park, and the Richmond District would be to remove regional traffic that currently uses local San Francisco streets. Bay Area transportation professionals with long memories will recall that a similar route was considered before the local freeway revolt in the 1950’s and 1960’s.

Mr. Burford also noted that the Bay Area freeway system is reaching the end of its lifespan, and engineers need to find effective ways to forecast freeway problems and upgrade the system accordingly. He emphasized the utility of having one transportation organization overseeing varied transportation services such as light rail, bus, and freeways. He cited Sydney, Australia as an example where light rail transit and local municipal transportation services are doing an excellent job in minimizing congestion within the city.

New Mexico Section

February 2008

“US Route 60: the Ocean-to-Ocean Highway” presented by Spencer Wilson. Mr. Wilson is a retired History Professor form the New Mexico Institute of Mining and Technology. Mr. Wilson presented a slideshow on the history of US Route 60. US Route 60 had as its endpoints the Atlantic and Pacific Oceans, (Virginia Beach, Virginia to Los Angeles, California,) it was given the nickname, “the Coast-to-Coast Highway.”

Ross E. Lujan, Secretary/Treasurer

Colorado-Wyoming Section

January 2008

The annual Colorado/Wyoming Section of ITE vendor show was held on Friday, January 25, 2008 at the Arvada Center. This year’s event included 23 company vendor registrations. Exhibits included information pertaining to various components of the transportation industry. Section President, Joe Henderson, presided over the meeting that was attended by 215 members and guests.

The meeting portion of the event began with half of the vendor introductions, following by several announcements. Joe Henderson recognized ITE International Vice Presidential Candidate Gene Wilson. Mr. Henderson also announced the Section is now accepting nominations for the Transportation Professional of the Year. Scot Lewis, Section Student Coordinator, recognized Brian Kelley, a part-time intern at LSC Transportation Consultants as the recipient of the Student Scholarship Award. The winner of the Newsletter Contest last month was Jessie Slaton of Carter-Burgess who donated her award to the ITE Scholarship fund. Thanks Jessie! After presentation of the announcements, the remaining half of the vendor representatives provided a brief introduction about their company and the services they provide.

February 2008

A Colorado/Wyoming Section of ITE luncheon was held on Friday, February 29, 2008 at the Hilton Garden Inn, Colorado Springs. Section President, Joe Henderson, presided over the meeting that was attended by 42 members and guests. The meeting began with self introductions of all those present.

Mr. Henderson first announced that the Section is accepting nominations for Secretary-Treasurer. If interested, please
Positions Available

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MRO Engineers, located in Rocklin, California, was founded in 1991 to focus on the planning and design of transportation infrastructure projects, for both public agencies (federal, state and local) and private clients. We are Caltrans Certified DBE. We employ 15 professional and support staff in our Rocklin corporate office and our statewide construction management offices.

**Job Responsibilities**

In this role you will be prepare traffic impact studies, traffic signal warrant analyses, traffic signal timing/optimization, gravity-based transportation modeling, intersection and roadway level of service analyses, site access/circulation analyses, and report preparation. Ideally you will have proficiency in some or all of the following software packages: HCS, Synchro, SimTraffic, MinuTP, TP+, Traffix, VISSIM, and AutoCAD. In addition, experience making public presentations is helpful.

**Job Requirements**

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[www.mroengineers.com](http://www.mroengineers.com)

Resumes may be sent to mro@helpingyouhire.net

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Long Beach and Los Angeles, California

We're seeking mid to senior level professionals with the ability to assist with and/or take charge of conducting transportation plans, planning studies and operational studies while managing small to medium sized projects. These positions may also require business development activities. We're seeking highly motivated individuals with excellent communication and analytical skills. 5 – 10 years experience required.

SENIOR TRANSPORTATION ENGINEER
Ontario, California

This position will function as an Assistant Manager for our growing office in the Inland Empire. Duties will include managing transportation projects including budgets for design and planning activities, client interface, agency coordination and providing technical expertise to staff. 10 – 15 years experience with excellent communication skills required.

SENIOR TRANSPORTATION ENGINEER
Las Vegas/Reno, Nevada

This position will serve as Project Manager, Task Leader and Project Engineer with planning, design, implementation and integration of ITS systems. At least 5 years experience in ITS and traffic engineering required.

TRAFFIC ENGINEER
Kimley-Horn & Associates
Los Angeles

KHA is looking for energetic Traffic Engineers to work in our Woodland Hills office. Successful candidates will be responsible for the production of various traffic engineering and ITS designs including the preparation of traffic signal, signing & striping, interconnect plans, traffic control, CCTV and communication design plans.

Individuals will plan and coordinate small projects and/or detailed phases of larger projects using engineering judgment in analysis, methods and procedures, and the development of engineering solutions. They may also assist in business development through preparation of proposals and statements of qualifications.

Candidates will have:
- 2-4 years experience in traffic engineering
- Knowledge of consulting business practices
- Fundamentals in traffic and transportation engineering
- Familiarity with QA/QC procedures

Software Skills:
- Working knowledge of AutoCAD
- Microstation
- SYNCHRO

Personality Traits:
- Motivated, ambitious, self starter (i.e. desire to do more than expected)
- Good interpersonal skills
- Goal & Team oriented

Education / Credentials:
- BS/MS Civil Engineering
- EIT and/or PE, PTOE

KHA application link: http://www.kimley-horn.com/kha/disciplines.asp?
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TRANSPORTATION ENGINEER
Buckeye, Arizona
$56,024 - $82,772

Buckeye, Arizona, seeks Transportation Engineer who can envision the future, respond creatively to challenges, and thrive in a non-traditional environment.

Work tasks include transportation planning (traffic impact, master planning, capital improvement), operations (safety and speed studies, plan checking, signal timing) and design (signing, striping, and signals).

Bachelor's in civil/mechanical engineering or urban/transportation planning; two years professional traffic/transportation experience preferred. EIT required.

Job description and application at www.buckeyeaz.gov or from HR at 623-349-6250.

LEAD TRAFFIC ENGINEER
Phoenix, Arizona

URS has an immediate opening for a traffic engineer that can pursue work with public clients and serve as project manager or task manager on a variety of projects involving traffic signal design, intersection design, maintenance of traffic, signing and striping, and traffic studies. Candidate must be PE or PTOE and eligible to be registered in Arizona and have ten years or more of related experience.

URS is a multinational firm with over 300 offices worldwide and over 250 employees in Arizona. The transportation engineering practice is well established in Arizona with on-going contracts with ADOT, several counties and more than a dozen cities. Send resume to betsy.carroll@urscorp.com.

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January — February 2008

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