



2012

Section Activities Report

March 31, 2013





April 1, 2013

Mr. Amit Kothari, P.E.
ITE Technical Chair – Western District
San Francisco Municipal Transportation Agency
One South Van Ness Avenue, Third Floor
San Francisco, CA 94103

Subject: 2012 Southern California Section Activities Report

Dear Mr. Kothari:

Please find attached the 2012 Section Activities Report for the Southern California Section of the Institute of Transportation Engineers. A key focus of our Board in 2012 was to continue to actively engage our professional community through meetings and discussion boards and supporting our local student chapters. Key activities included ten monthly meetings within the section as well as several joint meetings with our neighboring sections, student presentation night, annual student traffic bowl, joint ITE/OCTEC golf tournament, and technical field trips that was extremely well received and attended by our full members as well as our student members. Our members were also actively engaged in the technical activities at the ITE Santa Barbara District meeting as well as ITE Technical Conference in Pasadena. In addition, the Southern California Section granted more than \$6,000 to our local student chapters through a competitive process, all this while remaining financially healthy and stable.

In summary, our Section has had another successful year during which we hosted technical activities, increased membership involvement, and improved interaction among our members.

Regards,

A handwritten signature in black ink, appearing to read "Sri Chakravarthy".

Sri Chakravarthy, P.E., T.E.
Vice President
ITE Southern California Section

cc: Andrew Maximous - President

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Elected Officers and Committee Chairs

Officer elections were held in May and June 2012, the final ballots were collected on June 20, 2012 at the annual business meeting. The members shown below were elected and sworn in on the same day. The section is working to change the election day to January in order to be on a calendar year cycle.

2012 Elected Officers

President
Andrew Maximous



Sri Chakravarthy
Vice President



Secretary-Treasurer
Neelam Sharma



First Past President
Steven Itagaki



Second Past President
Lisa Martellaro-Palmer



2012 Committee Chairs

Technical Coordinator	Bernard Li
Membership Coordinator	Ted Mekuria
Legislative Analyst	Martin Varona
Student Chapter Liaison	Giancarlo Ganddini
Committee Chair for Awards to Universities	Carlos Ortiz
Newsletter Editors	David Schwegel & Jay Dinkins
Industry Coordinator	Janna McKhann
FTA / FHWA Liaison	Lawrence (Jesse) Glazer
Scribes	John Dorado & Clinton Quan
Sponsorship Coordinator	Julia Wu
Webmaster	Vikas Sharma
Administrative Chair	Erik Zandvliet
Chair of Professional Development	Lisa Martellaro-Palmer

Membership

Table 1 below shows a summary of the Southern California Section membership and associated annual dues.

Table 1 – Section Membership Summary
Data as of December 31, 2012

Membership Type	Number	Section Annual Dues
Honorary	0	N/A
Esteemed	9	N/A
Fellow	82	\$22
Member	427	\$22
Students	139	\$20
Institute Affiliates	14	\$22
TOTAL MEMBERS	671	

Over 95% of our regular memberships are members of International ITE. Student members comprise of over 20% of the section membership. This is a testament to the section's dedication to our local student chapters. To encourage extensive student participation at all our meetings, we have heavily discounted student rates for attendance at our regular monthly meetings as well as for joint meetings with our partner section. The section dues remained the same for all membership types.

Financial Report

Southern California Section Federal Employer Identification Number: 33-0432732

Table 2 below is a summary of the Section's financial for the reporting period.

Table 2 – Section Financial Summary
Data as of December 31, 2012

Balance of Funds on hand at the Beginning of the Reporting Period	\$534.50
Income for the Reporting Period	
Section Dues	\$9,056.20
Gross Income from Meetings	\$21,701.00
Advertising Income	\$900.00
TOTAL INCOME	\$31,657.20
Expenditures for the Reporting Period	
Newsletter Printing/Postage (email)	\$937.45
Travel	\$722.30
Meetings	\$22,410.92
Awards	\$7,706.56
Website Fees	\$171.29
Banking Fees, Stamps, Name Tags	\$45.66
Total Expenditures	\$31,994.18
Balance of Funds at the End of the Reporting Period	\$197.52

Legislative Activities

Throughout the year, our Section has been fortunate to have Thong Ngov and Martin Varona providing legislative analysis articles that were not only timely but also highly relevant to the transportation profession. Legislative Analysis editorials are published within each Section newsletter. Major legislative milestones for 2012 that directly affects our profession included:

- ❖ AB 1446 – Allocating tax revenue for the construction and operation of rail, highway, and bus projects in Los Angeles.
- ❖ AB 1446 – Voters approved Prop 1A to issue \$9 billion in general bonds to high-speed rail purposes and \$950 million for rail-related purposes.
- ❖ MAP-21 – President Obama signed the MAP-21 that will issue much needed funds to transportation programs.
- ❖ AB 1600 – Metro Gold Line Foothill Extension will extend further to the City of Montclair instead of the City of Claremont.
- ❖ SCA 8 (in process, 2012) – Amend the California Constitution to allow local governments to impose a special tax, with 2/3 of the voters support, that will fund local transportation projects.
- ❖ California MUTCD (Adopted January 2012) – State of California formally adopted the 2009 Federal MUTCD with modifications. This version of CA MUTCD also includes several other policy directives issues by Caltrans within the last 2 years.

Several members from our section such as Walter Okitsu, John Fisher, and Rock Miller routinely participate in National and State committees that define or affect our transportation profession.

By-Laws

At the Section President's direction, Erik Zandvliet, the Section Administrator began a comprehensive revision of the Section's Bylaws in June 2012. The first revision since 1973 had been initiated in 2004, but was left unfinished. The Administrator reviewed both the current Bylaws as well as proposed revisions, and drafted new Bylaws for the Board's consideration on

October 15, 2012. The proposed Bylaw revisions were sent to the Western District Reviewing Committee on November 15, 2012. Upon receipt of the Committee's approval, the Section will submit the new Bylaws for a vote by the Section membership this Spring.

The new bylaws are formatted using the Model Western District Bylaws template, with changes applicable to the unique functions of this Section. The review and revisions were a collaborative effort of current and past officers, including Andrew Maximous, Neelam Sharma, Sri Chakavarthy, Steven Itagaki, Lisa Martellaro-Palmer, Monica Suter, Glen Pedersen, Bahman Janka, Arief Natali, Ruth Smith, and Carlos Ortiz. The new Bylaws will allow for electronic voting, conformity to current practices, clearer administrative guidance, and a separate Secretary and Treasurer, if desired.

Group Tax Exemption

In December 2012, the Section submitted a request to be included in ITE's Group Tax Exemption umbrella. Up until now, the Southern California Section was listed as an independent non-profit group, but did not have tax exemption status. As such, we are required to maintain certain records, and may be subject to tax reporting requirements. By requesting inclusion under ITE International, the Section will be registered as a non-profit sub-unit of ITE on Federal and State levels.

Student Chapter Activities

Our student chapter liaison, Giancarlo Ganddini, actively engages and coordinates with all the student chapters. The student chapters at Cal State Los Angeles, Cal State Long Beach, Cal State Fullerton, Cal Poly Pomona, UC Irvine, UCLA, and USC continue to hold monthly general meetings, activities, and tours.

To round-up E-week, the Section held our second annual Section-wide Student Chapter Traffic Bowl. The 2012 Student Chapter Traffic Bowl, hosted at UC Irvine, squared off one team from each student chapter in a Jeopardy-style tournament consisting of transportation engineering

trivia. The goal of the event has been for student chapters to practice for the District level traffic bowl, to bring the universities, and to have some fun! A strong showing of ITE professional members also gave students the opportunity associate with transportation professionals and guest judges from our District and International level cabinet (Zaki Mustafa, Monica Suter, and Rock Miller). The event is becoming an annual tradition and we look forward to its continued success.



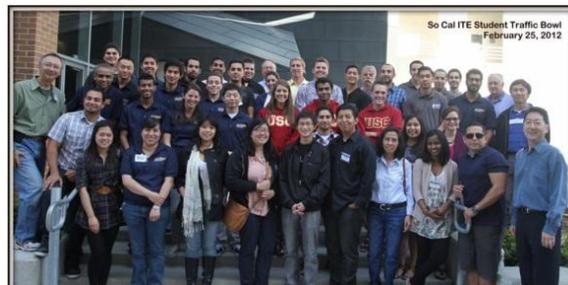
The Student Chapter Presentation Night continued to be our largest ever with 129 people in attendance, including approximately 80 students. On May 23, 2012 at the Holiday Inn & Suites in the City of Fullerton, an annual joint meeting with OCTEC (Orange County Traffic Engineers Council) featured the following presentations from the student chapters:

- ❖ CSUF: High-Speed Rail
- ❖ USC: Restructuring Pedestrian and Vehicular Flow at Los Angeles' Union Station
- ❖ Cal Poly Pomona: I-10 Freeway at Grove Avenue Feasibility Study and Interchange Design
- ❖ UCLA: West Los Angeles School Site Assessment
- ❖ UCI: Adaptive Control System (ACS Lite)
- ❖ CSULB: Implementation of Bicycle Facilities
- ❖ CSULA: CSULA Super-mileage

Together with OCTEC's contribution, a record total of \$13,000 was awarded as scholarship to each of the universities based on their performance at the 2012 Student Chapter Traffic Bowl and the Student Chapter Presentation Night. These scholarships provide funds for the student

chapters to coordinate additional activities within their own chapter, in addition to encouraging meaningful presentations.

In addition to the main student chapter events, ITE Southern California offers support to our student chapters throughout the year. Technical tours organized by the Section have been opened to student members and monthly meetings are regularly attended by student members.



To encourage extensive student participation at all our meetings, we have heavily discounted student rates for attendance at our regular monthly meetings as well as for joint meetings with our partner section.

Technical Activities

Our members participated in a variety of technical activities throughout the year. Many members directly benefited by attending, presenting, or publishing papers at the 2012 ITE Technical Conference in Pasadena and the ITE Western District Annual meeting in Santa Barbara. Below are just a few of the presentations from our members:

1. Technical Paper on "Mountain region Emergency Road Capacity Study", Noel Casil and Neelam Sharma, 2012 ITE Western District Conference, Santa Barbara, CA
2. Technical Paper on "An Analysis of the Metro Orange Line", Lynne McAllister, 2012 ITE Western District Conference, Santa Barbara, CA
3. Technical Paper on "Casual Exploration of Bike Accidents in Bay Area", Giovanni Bryden, Eric Datig, and Dr. Wen Cheng, 2012 ITE Western District Conference, Santa Barbara, CA

4. Technical Presentation on "Beach Boulevard TLSP Implementation", Ron Keith and Leo Lee, 2012 ITE Western District Conference, Santa Barbara, CA
5. Technical Session on "Detailed Operational Analyses for the Integration of a New Street-Running Light Rail Line in Santa Monica", Sam Morrissey, Jill Liu and Tom Gaul, 2012 ITE Technical Conference, Pasadena, CA
6. Technical Session on "Forecasting Pasadena's Travel Demand Management Strategies Using the Mode Shift Analysis Tool (MSAT)", Gustavo A. Jimenez, Mark Yamarone, and Brian Welch, 2012 ITE Technical Conference, Pasadena, CA
7. Technical Session on "Flashing Yellow Arrow Signals for Enhanced Light Rail Transit (LRT) Preemption", Joaquin T. Siques and Norman Baculinao, 2012 ITE Technical Conference, Pasadena, CA
8. Technical Session on "City of Pasadena Complete Streets Transportation Review Guidelines", Mike Bagheri, 2012 ITE Technical Conference, Pasadena, CA

Our members were also actively involved in the recent 2013 Technical Conference in San Diego. In addition to these activities, members who are not able to attend the conferences benefit from the "mini workshops" we have every year in March (as a joint meeting with ITE San Diego) and in June (as a joint meeting with ITS Southern California). These workshops are half a day sessions that include discussion and presentation on a variety of technical topics related to our profession. For example, the theme of our June 2012 workshop was "ITS Video Technologies". More information on these workshops is provided in "Section Meetings" portion of this report.

Section Meetings

To better serve the members of the Southern California Section, we provide four types of meetings, held monthly, with the exceptions of July and December. Our *“Regular Luncheon/Seminar Meetings”* rotate between Los Angeles and Orange County locations to better reach our full membership. We have *“Continuing Education Workshops”* that typically have four speakers that discuss updates and current trends in the transportation profession. We also have *“Joint/Special Meetings”* that bring chapters and/or sections together for socializing, networking, training and sharing information. Finally, we have an event devoted to all five of our Student Chapters. The following is a summary of our meetings, workshops, and events for the year:

Regular Luncheon/Seminar Meetings

Date: January 18, 2012
Location: Monterey Hill Restaurant, Monterey Park, CA
Purpose: Monthly Meeting
Presentation: “Applying Intelligent Transportation Systems (ITS) to Orange County Freeways” by James Pinheiro, PE, Deputy District Director, Operations and Maintenance, Caltrans District 12
Attendance: 72



Date: April 18, 2012
Location: Monterey Hill Restaurant, Monterey Park, CA
Purpose: Monthly Meeting
Presentation: "Alameda Corridor-East Project Update" by Mark Christoffels, P.E.
Attendance: 74



Date: August 22, 2012
Location: Los Angeles Police Academy, Los Angeles, CA
Purpose: Monthly Meeting, Annual Steak Fry BBQ
Presentation: None, social and networking event
Attendance: 40



Date: September 19, 2012
Location: Monterey Hill Restaurant, Monterey Park, CA
Purpose: Monthly Meeting,
Presentation: "An Overview of the I-710 South Corridor EIR/EIS and Engineering Alternatives" by Ernesto Chaves, Transportation Planning Manager, LA Metro and Doug Smith, Senior Project Manager URS

Attendance: 63



Date: October 17, 2012
Location: Knott's Berry Farm Hotel, Buena Park, CA
Purpose: Monthly Meeting
Presentation: "OCTA's Capital Highway Programs & the 405 Improvement Project" by Rose Casey, Director of Highway Programs, Orange County Transportation Authority

Attendance: 70



Continuing Education Workshops

Date: June 20, 2012
Location: Monterey Hill Restaurant, Monterey Park, CA
Purpose: Monthly meeting, Mini-Workshop and Annual Business Meeting
Presentations: Workshop Presentations Theme – ITS Video Technologies:

“Video Detection – Where the Industry has Been, Where we’re Headed” by Greg McKhann, Iteris, Inc.

“Latest ITS Video Camera Technologies” by Curt Duplack, Cohu

“Non-Intrusive Detection as an ITS Solution”
By Dave Candey, Econolite

“Video Innovations in Transportation” by Todd Jackson, Xerox

“Caltrans District 7 District-Wide Video Systems Upgrade” By Allen Chen, Caltrans

“Los Angeles County Video Distribution System” By Jane White, LACDPW

Lunch Presentation: “Video Detection for Adaptive Signal Systems” By John Thai, City of Anahiem

Attendance: 71



Joint/Special Meetings

Date: February 7, 2012
Location: The Los Robles Greens Golf Course, Thousand Oaks, CA
Purpose: Monthly meeting and joint meeting with ITE Central Coast section
Presentations: "SBCAG ITS Plan and Implementation Program" By Fred Luna, Program Manager, SBCAG

Attendance: 49



Date: March 23, 2012
Location: El Adobe Restaurant, San Juan Capistrano, CA
Purpose: Monthly meeting and joint meeting with ITE San Diego section
Presentations: "Issues in Bikeway Design" and an "Update on the ITE Western District" by Walter Okitsu, KOA Corporation & Current District Vice-President

"2012 California MUTCD" including how bicycle design is impacted - By John Fisher, Assistant General Manager at LADOT

"Safe Routes to Transit Regional Plan" by Christine Eary, Associate Planner at SANDAG

Attendance: 69



Date: May 23, 2012
Location: Holiday Inn & Suites, Fullerton, CA
Purpose: Monthly meeting, joint meeting with Orange County Traffic Engineers Council (OCTEC) and Student Chapter Presentation Night
Presentations: See Student Activities summary on page 5
Attendance: 106



Date: November 14, 2012
Location: Restaurant at Kellogg Ranch, Cal Poly Pomona
Purpose: Monthly meeting and joint meeting with ITE Riverside/San Bernardino section
Presentations: Mission Endeavour –Welcome Home The space shuttle’s final mission through the streets of LA. by Ray Lau, PE, Transportation Engineer, LADOT
Attendance: 61



Annual Golf Tournament

Date: May 11, 2012
Location: GREEN RIVER GOLF CLUB, Corona, CA
Purpose: Annual Golf Tournament in partnership with Orange County Traffic Engineering Council
Attendance: 134



Few Highlights of Monthly Luncheon Meetings

JANUARY 2012

The ITE Southern California Section monthly meeting was held jointly with City Traffic Engineers Association (CTE) on Wednesday, January 18, 2012, 2011 at the Monterey Hill Restaurant in the City of Monterey Park. The topic of this meeting was "Applying Intelligent Transportation Systems (ITS) to Orange County Freeways". Our guest presenter was James Pinheiro, PE, Deputy District Director, Operations and Maintenance, for Caltrans District 12.



As our first meeting of the year, our distinguished president opened with a welcoming greeting to all, which was well attended by the usual suspects as well as some new-bees. In addition, it's always great to see a good turn out from our ITE student chapters.

Now on to our presenter Mr. Pinheiro, or should I say he was more like the guest of honor, and you can't leave out his backup, the well-respected Mr. Fedrico Hormozi, Senior Transportation Electrical Engineer, who are some of the most influential decision makers in Caltrans District 12; who's combined efforts

have assisted Caltrans to their current ITS infrastructure to what it is today...*So, what it is in store for the future? Mr. Pinheiro has an answer for that...*"

James opened up his presentation by identifying Caltrans main objectives:

- Improve Safety and Mobility
- Manage Demand, Reduce Congestion
- Share information with Stakeholders
- Provide information to Motorists

And in order to provide a "Glimpse Into The Future", a snap shot of Orange County's facts was provided to set the stage. This included its area, population, and the most interesting freeway stats:

- 292 Centerline Miles
- 2,124 Lanes Miles
- 240 Lane Miles of HOV
- 50 Centerline Miles of Toll Road
- 2.85 Billion AVMT (Average Vehicles Miles Traveled)
- 60,000 Vehicle Hours of Delay per Day (<35 mph)

With these facts, it leads to current challenges such as congestion, delay and growth in travel demand including everyone's battle with "limited funding". Then, he posed the question: "How do we meet these challenges?" Answer: "Intelligent Transportation Systems!"

Caltrans existing ITS/Traffic Management System (TMS) inventory consists of:

- 250 Closed Circuit Television (CCTV) Camera Systems
- 57 Changeable Message Signs (CMS)

- 200 Miles of Fiber Optic Trunk-line Cable
- 337 Ramp Meters Operational
- 560 Vehicle Detection Locations
- 486 Traffic Signal Intersections

Understanding facts and the ITS/TMS inventory, our *"Glimpse Into The Future"* is to utilize the existing infrastructure and to provide upgrades using the latest technologies in order to manage our freeway system more efficiently addressing the challenges that are faced every day and the future.

These technologies include:

- Internet Protocol (IP) Based Systems
- Voice Over IP
- Pattern Recognition
- High Definition (HD) Cameras
- Light Emitting Diode (LED) CMS
- Wireless Systems

- Active Traffic Management
- Traffic Management Center (TMC) to TMC integration

James went on to explain the value of each of these technologies. The most notables were the successful implementation of an IP Based System along Beach Blvd (this occurred from assistance of OCTA...Thanks Mr. Keith!), then the impressive in-vehicle communication systems and how "active traffic management" provides the ability to dynamically manage recurrent and nonrecurrent congestion, to maximize the effectiveness and efficiency of the system, and to increase throughput and safety through the use of integrated systems with new technologies.

Thank you Mr. Pinheiro for your insight and providing our *"Glimpse Into The Future"*.

FEBRUARY 2012

The Institute of Transportation Engineers Southern California Section and Central Coast Section monthly meeting was held on Tuesday, February 7, 2012 at the Los Robles Green Golf Course in Thousand Oaks. The program topic was "ITS Plan and Implementation Program." It was presented by Fred Luna, Program Manager of Santa Barbara County Association of Governments (SBCAG). The SBCAG is a regional planning agency comprised of Santa Barbara County and eight incorporated cities within the county.

The mission of the SBCAG is to provide collaborative leadership, planning, projects and services that serve regional and local needs to improve mobility and promote sustainable communities in Santa Barbara County. The primary emphasis of the SBCAG is transportation which includes regional planning, airport planning, programming of regional funding (state and federal gas tax funds, local transportation sales tax funds and federal and state programs) and implementing projects funded by the Service Authority for Freeway Emergencies (SAFE) which includes the Freeway Service Patrol, Call Box Program and other motorist aid uses.

The emphasis areas are highway improvements partnered with Caltrans and local agencies, passenger rail project improvements, regional transit services within Santa Barbara County and from Ventura County to San Luis Obispo County, traffic solutions (rideshare, employer programs, van

pools and flex work programs) and Intelligent Transportation System (ITS) projects. The 101 in Motion corridor study is the planning linchpin for Highway 101 improvements for the SBCAG. It provides for a multi-modal and operational management approach. The purpose of the project was to develop an action plan with short term and long term solutions to reduce congestion on Highway 101 in the Ventura – Santa Barbara County Corridor.

The Central Coast ITS Plan was completed in 2007 to guide ITS project development throughout District 5. The emphasis areas includes traffic management and safety (network surveillance, street and freeway control, TMC's and field units, regional traffic control, incident management, road weather information), transit management, traveler information, commercial vehicle operations and emergency management and enforcement.

The Caltrans projects for the Central Coast ITS Plan include the US Highway 101 Detection, ramp meters, changeable message signs, Closed Circuit Television (CCTV) and Highway Advisory Radio (HAR). Other agency identified projects include transit Automated Vehicle Location (AVL), traveler information site, small call boxes and regional arterial traffic control.

The Phase I implementation includes a traveler information site which is scheduled for launch in Spring 2012. The State Street Transit Signal Priority is scheduled for completion in Spring 2012. The signal synchronization on Carrillo Boulevard from

Chapala Street to San Andres was completed in June 2011. There are a total of seven intersections at US 101 ramps and the signals are synchronized for AM, PM and mid-day traffic patterns. As a result of the synchronization, the total corridor travel time improved by 14%, stops decreased by 18% and total delay decreased by 13%.

MARCH 2012

The ITE Southern California Section monthly meeting was held jointly with the San Diego ITE Section on Friday, March 23, 2012 at El Adobe Restaurant in the City of San Juan Capistrano. This was a mini-workshop/luncheon meeting focusing on bikeway design, overview of ITE Western District, 2012 CMUTCD and transit modeling. Our guest speakers included:

- Walter Okitsu, PE, with KOA Corporation provided a presentation regarding the “ITE Western District, State of the District” and “Issues in Bikeway Design: Planning, Designing, and Constructing Cycle Tracks and Bike Boulevards”
- John Fisher, Assistant General Manager, with LADOT provided a presentation regarding “A Short Summary of the 2012 California MUTCD – What You Need to Know”
- Christine Eary, Associate Planner, with SANDAG provided a presentation regarding “Safe Routes to Transit and Data Collection/Modeling Work”



Mr. Okitsu, opened this well attended mini-workshop with a basic overview of ITE’s Western District status including its



Mr. Okitsu moved on to his next presentation regarding issues in bikeway design. He highlighted projects in the City of Long Beach which included the use of sharrows, bike tracks, bike/traffic signal design and bike boulevards along Vista Street. Then



he moved on to highlight the planning/design efforts used for protected bike lanes on Rosemead Boulevard in City of Temple City where bike lanes are located between the sidewalk and landscaped planters.

Next up to bat, Mr. Fisher’s presentation highlighted the “What you need to know’s” regarding the latest edition (2012) of the California Manual on Uniform Traffic

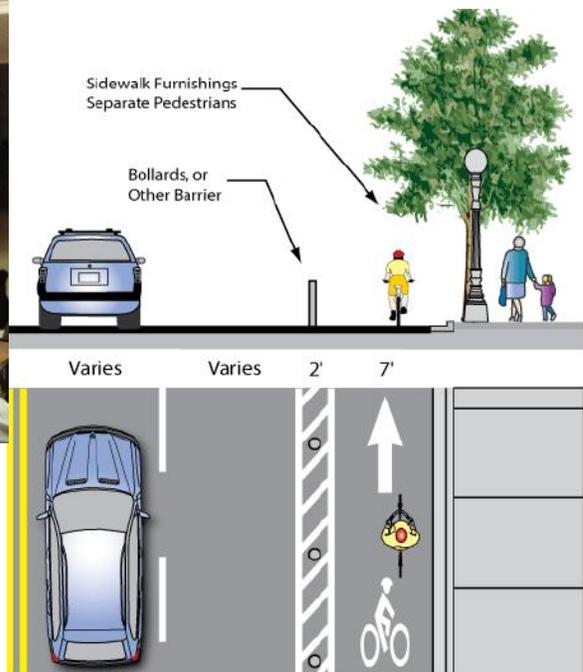
Control Devices (CMUTCD), most notably to pay attention to the “shalls, shoulds and mays...” which allows our creativity to prevail or conformance to standard practice. Some of the other topics he hit were the use of blank-out signs, signage treatments on narrow to large median noses at intersecting streets, limit lines to be used with stop signs only, lane drops, the use of a double white striping, preferred signal head placement, default pedestrian walking speeds, pedestrian hybrid beacons (hawk) and school signage.



Our clean-up hitter, Ms. Eary, took us through their process and strategies for “Safe Routes to Transit and Data Collection/Modeling Work” which was used for the Riding to 2050, the San Diego Regional Bicycle Plan which was adopted to provide a regional strategy for making the bicycle a useful form of transportation for everyday travel.

This included establishing a bicycle facilities classification system that was applied to the regional corridor alignments to establish a clear vision for future development of the regional bikeway system. The system included five classification types:

1. Class I – Bike Path
2. Class II - Bike Lanes
3. Class III - Bike Routes
4. Cycle Tracks
5. Bicycle Boulevards



Special thanks to all of the guest speakers and for a successful turn-out and workshop.

APRIL 2012

The ITE Southern California Section monthly meeting was held on Wednesday, April 18, 2012, at the Monterey Hill Restaurant in the City of Monterey Park. The topic of this meeting was "Alameda Corridor-East Project Update". Our guest presenter was Mark Christoffels, ACE Construction Authority Deputy CEO/Chief Engineer.

ALAMEDA CORRIDOR-EAST *San Gabriel Valley*



ITE Presentation April 2012

Mark started the presentation with the challenges that we will face over the years with the increase in cargo, rail and vehicular traffic:

- 40% of all US water borne trade goes through the Ports of LA and LB
- Cargo traffic to increase over next two decades with trains getting longer and more frequent
- Rail traffic to increase by 60%
- Vehicle congestion/delays at the San Gabriel Valley's grade crossings expected to increase by as much as 300%

And what is our solution to overcome these issues...

- Study the impacts
- Identify mitigations
 - Safety improvements,
 - Grade separations
- Seek funding
 - Federal, State, Local
- Construct improvements

Based on the results of the studies and mitigations, ACE Construction Authority has determined the following will improve mobility and safety by: Constructing safety improvements at 39 crossings

- Constructing grade separations at 22 rail crossings, resulting in 24 grade crossing eliminations
- Reducing the amount of time Valley residents spend waiting at rail crossings

Mark indicated the following projects have been completed:

- ✓ Corridor Safety Upgrade (39 grade crossings)
- ✓ Nogales St./Valley Blvd. Grade Separation
- ✓ Reservoir St. Grade Separation
- ✓ East End Ave. Grade Separation
- ✓ Ramona Blvd. Grade Separation (Cypress St. vacated)

- ✓ Brea Canyon Rd. Grade Separation
- ✓ Sunset Avenue Grade Separation
- ✓ Orange Avenue Grade Separation

In addition, the following projects are in or ready for construction:

- Temple Ave. Train Diversion/Fourth Mainline Track
 - Temple Ave.
 - Pomona Blvd.
- Baldwin Ave. Grade Separation
- Nogales St. Grade Separation
- San Gabriel Trench Grade
 - Separations:
 - Ramona St.
 - Mission Rd.
 - Del Mar Ave.
 - San Gabriel Blvd.



Each of these projects is projected to create approximately 1,400 to 8,900 jobs.

MAY 2012

The ITE Southern California Section monthly meeting was held jointly with the Orange County Traffic Engineering Council (OCTEC) for the annual "Student Presentation Night" on Wednesday, May 23, 2012, at the Holiday Inn & Suites in the City of Fullerton. The technical presentations were provided by the talented students of our local ITE Student Chapters hailing from Cal Poly Pomona, Cal State Fullerton, Cal State Long Beach, Cal State Los Angeles, UC Irvine, UCLA, and USC.

This is a unique night which gives the spotlight to the students as they not only get to represent their school, but to contend for prize money which was awarded to the top 5 presentations.

This highly anticipated event rallied the masses in record attendance...129 people! As well as the highest amount of prize money awarded to the ITE student chapters, \$13,000!!! As you could imagine, the competitiveness was in the air, the students were prepared, and our hand-picked panel of highly distinguished well respected judges were ready to deliver the goods.



In order to regulate the crowd, our meeting

was kicked-off by our Student Chapter Liaisons Neelam Sharma and Giancarlo Ganddini, whose dedication and hard work has contributed to the success and growth of our student chapters, brought everyone to order, and laid down the rules. Due to the number of participating schools (7 Wow!), they were held to 10 minutes per presentation, and off they went. First up was Cal Poly Pomona, their presentation was regarding an interchange alternatives analysis and design. Next was USC, with an analysis of Los Angeles Street at Union Station. Then, there was UCI with their compelling evaluation of adaptive traffic signal control (ACS-Lite). Next up was Cal State Fullerton's benefits of High Speed Rail. Then, there was Cal State Long Beach's implementation of bicycle infrastructure. Thenceforth, Cal State LA's X-Treme Engineering (very high-tech) and finally, UCLA's school site assessment.



All of the presentations were so diverse and presented so well by every participant. I think the Q&A was the most fun...with the wit and off-the-cuff responses from our presenters bringing everyone a little bit closer together. Overall, the night was a success and the

students were rewarded for their valiant efforts. Following the presentation awards, a total of \$2,250 was also presented to Cal State Long Beach and Cal Poly Pomona for 1st and 2nd place, respectively, at the Student Traffic Bowl held at UC Irvine in February.

Side Bar: These generous donations were provided by ITE So Cal and OCTEC's fundraising efforts throughout the year.

With special thanks to our participants, members, and vendors which allows our professional organizations to grow, thrive and give back. Thanks to our students and those who assisted with this successful event, and we look forward to next year...

Awards & Special Recognitions

In addition to the student scholarships and awards as noted in this report earlier, notable awards were also presented at the Section's June 2012 Mini-Seminar and Luncheon Meeting, which included:

Classic Transportation Engineer Award

The Classic Transportation Engineer Award was bestowed upon Gary Foxen by the ITE Southern California President, Steve Itagaki and ITE Southern California 1st Past President, Lisa Martellaro-Palmer.

Young Transportation Engineer of the Year

The Young Transportation Engineer Award was presented to Giancarlo Ganddini from Kunzman Associates in recognition of his accomplishments in the transportation industry.

Newsletters

We are pleased to have David Schwegel and Jay Dinkins as our Newsletter Editors. They have diligently produced our newsletter with accuracy, quality and in a timely manner. They have also encouraged our members to submit technical articles for the newsletter. Some of the newsletters also included articles provided by our Newsletter Editors. A brief summary of our newsletter is provided below. See Attachment A for a sample newsletter.

2012 Newsletter Summary:

The Southern California Section publishes nine monthly newsletters (approximately 20 pages each) to keep Section members posted on activities and issues of interest to the local transportation planning and engineering community. These newsletters are also intended to encourage our members to educate elected officials and the public on both sides of hot transportation topics and explain to them what we do as transportation professionals. Typical newsletter elements include a President's Message, Calendar of Events, Legislative Analysis, Scribe Report, Student Chapter Updates, Announcements, and articles on diverse

transportation topics including Vision California and the Transportation Professional; What is the Carbon Footprint for Air, Road, and High-Speed Rail?; High-Speed Rail: Media, Messaging, Marketing; and Timed Transfers: A Potential Strategy to Maximize Transit Effectiveness. Several guest authors provided content including Dawn Penman of DP Engineering Transportation Design on "Oak, Franklin, Elm, and Dana Streets Bike Facilities Improvement Project, Fort Bragg, CA," Pauline Chow of Safe Routes to School National Partnership on "Planting Seeds for Active Transportation," Max P. Schlienger of Flight Rail Corporation on "Atmospheric Propulsion for High-Speed Inter-City Passenger Rail," and Dr. Linda Brent, The ASTA Group LLC on "High-Speed Rail Simulation Technology."

Several guest authors provided content including TransForm's State Campaign Organizer Joshua Stark on "State Transportation Choices Legislation: 2012 in Review," Donna Maurillo of the Mineta Transportation Institute on "Bicycle Studies and other Free Resources for Urban and Transportation Planning," Jenna Hornstock of the Los Angeles County Metropolitan Transportation Authority on the "Los Angeles Union Station Master Plan," David Kutrosky of the Capitol Corridor Joint Powers Authority on "Capitol Corridor: Northern California's Intercity Passenger Rail Success Story," and US High Speed Rail Association President & CEO Andy Kunz on "Advocates for a US High Speed Rail Network" (to encourage ITE members to become educated on this topic and make informed decisions regarding its feasibility). These newsletters are shared with the ITE Sustainability Task Force, other ITE Sections, and other civil engineering related professional associations.

Sponsorships

The Section extends many thanks to Julia Wu for her continued hard work and dedication as our Sponsorship Coordinator. She successfully secured a company to sponsor for every edition of the newsletters in 2012. In addition, our Industry Coordinator, Janna McKhann brings in vendors to sponsor some of our monthly meeting. Each sponsor has an opportunity to set up a table to display their product and a representative may speak during the meeting. A summary of the newsletter sponsors is shown in Table 4 below:

Table 4 – Newsletter Sponsorship Summary

Month	Sponsor
January	KOA
February	Sensys Networks
March	Iteris, Inc.
April	Minagar & Associates
May	Minagar & Associates RBF Consulting
June	Iteris, Inc.
September	Sensys Networks
October	Iteris, Inc. RBF Consulting
November/December	JMDiaz, Inc. Southcoast Lighting

Website

We continually update our website to accommodate our members and guests. Vikas Sharma is our new Webmaster. He performs bi-weekly updates to the website to include job postings, job seekers resumes, meeting schedules and location maps. Below are some features about our website:

- ❖ The main page provides link to most recent activities and monthly newsletters.
- ❖ There is a Google calendar link that adds all the scheduled meetings to outlook calendar.
- ❖ Photos from recent events, student nights and gold tournaments are also posted on the website.
- ❖ The website also includes email contacts and photos for all chair personnel.

- ❖ In addition we also have a mobile website which provides information on meeting locations and time, key chair personnel etc.

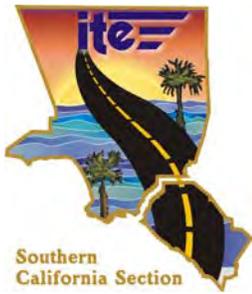
Below is a screenshot of our website. A full list of meeting archives, technical activities, announcements, and newsletters are available on our website that can be accessed at www.itesocal.org.



Attachment A

Sample Newsletter

June 2012



INSTITUTE OF TRANSPORTATION ENGINEERS

SOUTHERN CALIFORNIA SECTION

NEWSLETTER

2011 – 2012, Issue No. 9

June 2012

President's Message

Steven Itagaki, PE, TE, PTOE



Dear ITE Southern California Members,

It's hard to believe that this will be my final President's Message. I'd like to thank all of you for your support and *patience*. This was truly an eventful and fulfilling year for me and I hope it was for all of you as well. This month will mark another year of events which included meeting activities with our neighboring Sections, other transportation affiliates, and local universities. We've had a variety of speakers who showcased topics including research, projects, ITS, MUTCD, policies, and technology. Although the economy has affected all of us in one way or another, I am pleased to see our membership was not drastically affected, nor the attendance to our events. With new opportunities in transportation, let's look forward to another exciting year of 2012-2013.

We had a great joint meeting in May with OCTEC which presented the technical presentation of our talented students from Cal Poly Pomona, Cal State Fullerton, Cal State Long Beach, Cal State Los Angeles, UC Irvine, UCLA, and USC. This event also marked a new milestone. We reached room capacity with a total of 129 attendees, which was never before achieved. Also, with the joint contributions from OCTEC, we also achieved a combined contribution to the universities totaling \$13,000.

The contributions not only included the awards for the student presentations, but also the awards resulting from our Student Traffic Bowl held in February. I'd like to thank the President of OCTEC, Ron Keith, for his participation in this annual event. I would also like to thank Neelam Sharma and Giancarlo Ganddini for coordinating and orchestrating both the Student Traffic Bowl and Student Presentation Night events. See the Scribe Report on Page 3. You can also view the photos of this event at our website (www.itesocal.org) under the Photos tab. I would like to thank Eric Shen, POLB and USC Student Chapter Faculty Advisor, for taking pictures and sharing his photos for our website.

I would also like to take this opportunity to recognize and thank our Board and Chairs. They are: Andrew Maximous, Sri Chakravarthy, Jesse Glazer, Janna McKhann, Ted Mekuria, David Schwegel, Jay Dinkins, John Dorado, Clinton Quan, Thong Ngov, Neelam Sharma, Giancarlo Ganddini, Julia Wu, Bernard Li, Irina Constantinescu, Vikas Sharma, Erik Zandvliet, Carlos Ortiz, and Lisa Martellaro-Palmer. I would also like to include: Rock Miller, Zaki Mustafa, Walter Okitsu, Monica Suter, Ruth Smith, and Arief Naftali. Since becoming an officer, I have relied on all of their expertise and input as an insurmountable resource by assisting me with their volunteer efforts and services to the Section.

Now that the elections for both Section and District levels are in full swing, I encourage all of you to cast your votes for our new officers. For our Section election, you can either mail in your ballots or drop it off at our June 20th meeting. As I mentioned in our previous newsletter, we have two nominees running for the District Secretary-Treasurer position. Please show your support for our own Section member and Past-President, Carlos Ortiz. You'll find Carlos' brochure towards the end of this newsletter.

Our June newsletter is sponsored by **Iteris, Inc.** We truly appreciate the support of our sponsors who help offset the costs of our events. See Page 9 for information on sponsorship opportunities.

For those of you who have not yet heard the news, John Fisher, Assistant General Manager of LADOT, will be retiring after 39 years of service. See the attached flyer for details. The flyer also provides contact information for questions and RSVP regarding this event.

Our next meeting will be at the **Monterey Hill Restaurant** in Monterey Park on **June 20th at 8:30 am**. This will be our first joint meeting with Intelligent Transportation Society of California (ITS-CA). With this joint meeting, ITS-CA has pulled together our six morning speakers. Our guest speakers will be:

1. **Greg McKhann, Iteris, Inc.**, speaking on "**Video Detection – Where the Industry has Been, Where We're Headed**".
2. **Curt Duplack, Cohu**, speaking on the "**Latest ITS Video Detection Camera Technologies**".
3. **Dave Candey, Econolite**, speaking on "**Non-Intrusive Detection as an ITS Solution**".

–continued on Page 2

Meeting Announcement

Wednesday, June 20, 2012

8:30 AM to 2:00 PM

Monterey Hill Restaurant

3700 W Ramona Blvd

Monterey Park CA

(323) 264-8400

For Reservations Contact:

Sri Chakravarthy, PE, TE at

Srikanth.chakravarth@kimley-horn.com

By 12:00 pm on Friday,

June 15, 2012

See Flyer for Details

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Brief Look Ahead

June

- Wed 13th, 5:30-8:00 PM, Move LA Conference, "LA's got New Mojo," Union Station, Fred Harvey Room, 800 N Alameda St, Los Angeles (info: www.moveLA.org)
- Fri 15th, 12:00 Noon, Meeting RSVP Deadline (contact: Secretary-Treasurer)
- Wed 20th, 8:30 AM, ITE So Cal & ITS CA Mini-Workshop and Annual Business Meeting at Monterey Hill Restaurant, 3700 W Ramona Blvd, Monterey Park (see flyer)
- Sun 24th – Wed 27th, ITE Western District Conference in Santa Barbara (info: www.westernite.org) (see page 10)
- Thurs 28th, 5:00 PM, Farewell Dinner for John Fisher, Kyoto Grand Hotel, Ballroom, 2nd Floor, 120 S. Los Angeles St, Los Angeles (see flyer, RSVP: melissa.crisan@lacity.org by 18th)

August

- Sun 12th – Wed 15th, ITE International Annual Meeting & Exhibit, Atlanta Georgia (info: www.ite.org)
- Tues 28th, Civil Engineering PE Exam Review Course begins (info: xjia@csupomona.edu, 909-869-4312) (see page 10)
- Fri 31st, 11:59 PM, ITE So Cal Newsletter Deadline (contact: Newsletter Editors)

In This Issue

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President's Message (cont.)

4. **Todd Jackson, Xerox**, speaking on "Video Innovations in Transportation".
5. **Allen Chen, Caltrans**, speaking on the "Caltrans District 7 District-Wide Video Systems Upgrade".
6. **Jane White, LACDPW**, speaking on the "Los Angeles County Video Distribution System".

Our lunch speaker will be **John, Thai, City of Anaheim**, speaking on "Video Detection for Adaptive Signal Systems".

Also, as part of our Annual Business Meeting, we will have our annual reports from our Officers and Chairs, presentation of the Classic and Young Transportation Engineer Awards, and the installation of the new officers.

See the flyer attached towards the end of this newsletter. Please be sure to RSVP with Sri Chakravarthy (with your menu choice) at srikanth.chakravarth@kimley-horn.com **before noon on Friday, June 15th**.

Lastly, don't forget to mark your calendars and sign up for the following upcoming event:

- ITE Western District Annual Meeting in Santa Barbara, June 24-27, 2012 at the Fess Parker Doubletree Resort. You can find more information at the following website link: <http://westernite.org/santa-barbara-2012/>. **See you there!**

May 2012 Scribe Report

John Dorado, PE (DKS Associates)
ITE So Cal Scribe



The ITE Southern California Section monthly meeting was held jointly with the Orange County Traffic Engineering Council (OCTEC) for the annual **"Student Presentation Night"**

on Wednesday, May 23, 2012, at the Holiday Inn & Suites in the City of Fullerton. The technical presentations were provided by the talented students of our local ITE Student Chapters hailing from Cal Poly Pomona, Cal State Fullerton, Cal State Long Beach, Cal State Los Angeles, UC Irvine, UCLA, and USC.

This is a unique night which gives the spotlight to the students as they not only get to represent their school, but to contend for prize money which was awarded to the top 5 presentations.

This highly anticipated event rallied the masses in record attendance...129 people! As well as the highest amount of prize money awarded to the ITE student chapters, \$13,000!!! As you could imagine, the competitiveness was in the air, the students were prepared, and our hand-picked panel of highly distinguished well respected judges were ready to deliver the goods.



In order to regulate the crowd, our meeting was kicked-off by our Student Chapter Liaisons Neelam Sharma and Giancarlo Ganddini, whose dedication and hard work has contributed to the success and growth of our student chapters, brought everyone to order, and laid down the rules. Due to the number of participating schools (7 Wow!), they were held to 10 minutes per presentation, and off they went.

First up was Cal Poly Pomona, their presentation was regarding an interchange alternatives analysis and design. Next was USC, with an analysis of Los Angeles Street at Union Station. Then, there was UCI with their compelling evaluation of adaptive traffic signal control (ACS-Lite). Next up was Cal State Fullerton's benefits of High Speed Rail. Then, there was Cal State Long Beach's implementation of bicycle infrastructure. Thenceforth, Cal State LA's X-Treme Engineering (very high-tech) and finally, UCLA's school site assessment.

All of the presentations were so diverse and presented so well by every participant. I think the Q&A was the most fun...with the wit and off-the-cuff responses from our presenters bringing everyone a little bit closer together. Overall, the night was a success and the students were rewarded for their valiant efforts. Following the presentation awards, a total of \$2,250 was also presented to Cal State Long Beach and Cal Poly Pomona for 1st and 2nd place, respectively, at the Student Traffic Bowl held at UC Irvine in February.

Thanks to our students and those who assisted with this successful event, and we look forward to next year...

Side Bar: These generous donations were provided by ITE So Cal and OCTEC's fundraising efforts throughout the year. With special thanks to our participants, members, and vendors which allows our professional organizations to grow, thrive and give back.



Legislative Analysis

Thong Ngov, PE (Los Angeles County DPW)
ITE So Cal Legislative Analyst



The following bills will be heard in the June's Senate sessions.

Legislative Bill Updates

Senate Bill No. 1310 (Simitian)

Key Word(s): vehicles; electronic wireless communications devices; prohibitions
Status: Introduced February 23, 2012; Amended March 29, 2012; Amended April 25, 2012

What this Bill will do:

This bill would require the Department of Transportation to include in the vehicle licensure test the applicant understands of distractions and dangers of operating a motor vehicle and the use of cellular phone and text messaging.

Senate Bill No. 1388 (DeSaulnier)

Key Word(s): parking; parking meters
Status: Introduced February 24, 2012; Amended April 10, 2012; Amended May 31, 2012

What this Bill will do:

Existing law requires local authority to enact an ordinance in order to establish parking meter zones and fixing rates for those zones. This bill would delete the prohibition on local authority from fixing the rate of fees for that zone, except by ordinance, and allow local authority to accept payment of parking meter fees by e-mobile devices and also to adopt an ordinance or resolution prohibiting or restricting the parking of a vehicle in inoperable parking meter. In addition this bill will allow the parking of vehicles in inoperable parking meter up to the posted time limit if no ordinance or resolution is adopted prohibiting such.

More information on any particular bill can be found at the following website and entering the bill number:
<http://www.leginfo.ca.gov/bilinfo.html>.

CA MUTCD Adoption

Thong Ngov, PE (Los Angeles County DPW)

On January 13, 2012, California's Department of Transportation (Caltrans) adopted the California Manual on Uniform Traffic Control Devices (CA MUTCD) in substantial conformance to the December 16, 2009 Federal Manual on Uniform Traffic Control Devices (MUTCD). The new CA MUTCD is over 1400 pages long and according to Caltrans, about thirty percent in change from the Federal MUTCD whereas the past CA MUTCD editions were six to ten percent different than its corresponding Federal MUTCD. With such numerous changes to an immense document, Caltrans embarked on a training campaign throughout the State.

The Los Angeles County Department of Public Works hosted a free training on the changes in the January 13, 2012 MUTCD at their Public Works' headquarters in Alhambra, California on May 29, 2012. Over 60 participants representing members of ITE, public and private transportation practitioners, local agencies, and consultants attended this training presented by Caltrans' CA MUTCD staff.

This all-day training included topics ranging from traffic signs and striping to traffic signals and temporary traffic control. Participants got a chance to meet, greet, and ask questions to presenters Johnny Bhullar, Donald Howe, Gordon Wang, and Ahmad Rasegarpour who are also part of the six persons "California MUTCD Team" responsible for the changes and update of the CA MUTCD.

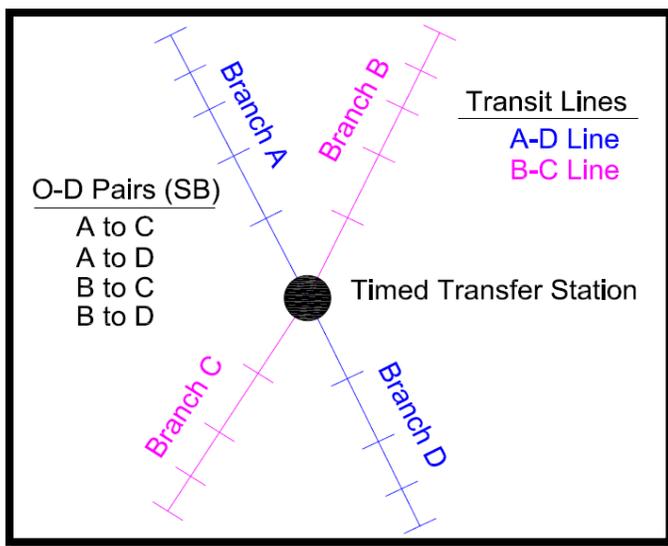


Participants listen to Ahmad Rastegarpour of Caltrans presenting the changes in the January 13, 2012 edition of the California MUTCD.

Timed Transfers: A Potential Strategy to Maximize Transit Effectiveness

Sam Levy, President USC ITE

This summer, my internship has enabled me to make great use of the Bay Area Rapid Transit (BART) commuter rail system. BART maintains a guaranteed timed transfer system between two of its intersecting lines: train arrivals are synchronized to let passengers change trains almost seamlessly. This not only reduces BART's operating costs, but also increases convenience for its customers. Since large-scale infrastructure improvements will continue to cost hundreds of millions of dollars for the foreseeable future, and operating costs will continue to climb, implementing a system of timed transfers is a strategy that agencies can pursue to make the most out of their existing facilities and limited budgets.



BART's Mid-Line Timed Transfer Setup: This arrangement allows two lines to serve four origin-destination pairs while guaranteeing no additional travel time for customers

The clearest customer benefit of guaranteed timed transfers is reliability. Knowing that your connecting bus or train will be there when you disembark your original transit vehicle provides critical peace of mind, a phrase seldom associated with today's transportation systems. As a BART rider, I know that if I need to transfer, it doesn't matter if my train is running a minute or two late; BART will take me from Berkeley to San Francisco in under 25 minutes. This allows me to better plan my daily schedule and avoid giving my friends super conservative predictions like, "I'll be there sometime between 8 and 9."

Timed transfers also eliminate the "agitated dash" of inter-line travel. As a rider of the intersecting Green and Silver lines in Los Angeles, I've frequently found myself dangerously sprinting down the two story staircase at the Harbor Freeway Transit Station, praying that I don't see the disappearing taillights of the Silver Line when I reach its platform. The MacArthur and 19th Street timed transfers on BART, on the other hand, are virtually stress free. I know my connecting train operator knows that I'm walking across the platform and that he should leave the train doors open for as long as I need (though I'm convinced some BART operators like to close the door on the slowest transferring passenger in a Darwinian-like reminder to hurry up!)

While timed transfers at line termini may be easier to implement (take for example, an empty bus waiting at a commuter rail terminal for an arriving train), it's transfers midline that have the best potential benefits. Midline transfers allows passengers on both intersecting lines to utilize the timed transfer as opposed to only one line worth of passengers in transfers placed at line termini. This means many more passengers (as well as many more origin-destination groups) can capitalize on the timed transfer.

From an agency standpoint, timed transfers can save money. In BART's case, in the southbound morning commute, there are two typical origins (west Contra Costa County and East Contra Costa County) and two typical destinations (San Francisco/Peninsula and Alameda County). Instead of needing four trains to serve these four O-D pairs, the timed transfer lets BART only use two. This means two less train operators, less rolling stock, and additional line capacity for other services.

In order to maximize the reliability gains from schedule coordination, transit systems require certain characteristics. First, the individual lines need to be relatively reliable themselves because timed transfers mean that delays in one line affect the other coordinated line. Second, there should be strong enough demand for all four origin-destination pairs; otherwise, you will be unnecessarily delaying passengers that don't need to transfer between lines. Finally, there should be minimal walking distance between transfer points. This allows agencies to not only standardize the times that operators need to wait for transferring passengers, but also keep passengers from worrying that they may miss their connecting service. Timed transfers aren't feasible on all systems, but they can be a great strategy to increase reliability for customers and reduce operational costs for cash-strapped agencies.

Author: Sam Levy is President of the USC (University of Southern California) Chapter of the Institute of Transportation Engineers (ITE).

Advocating for Transportation Choices

David M. Schwegel, PE

TransForm (www.TransFormca.org), an Oakland-based non-profit helping to “create world-class public transportation and walk-able communities in California,” hosted their First Annual Transportation Choices Summit (education) (Tuesday, May 1) and Advocacy Day (legislative visits) (Wednesday, May 2) in Sacramento, with 150 delegates statewide.

SUMMIT

The Summit featured a keynote address by Senator Mark DeSaulnier (Chair, Senate Transportation and Housing Committee) and panel discussions on: (a) funding crisis, (b) healthy streets, (c) completing the vision, and (d) communicating the vision.



TransForm's Executive Director Stuart Cohen (standing) moderates the 'funding crisis' panel



Delegates discuss regional issues during the "Regional Meet and Greet"

Keynote (Senator DeSaulnier):

1. In 1974, 14% of women with children were in the workforce. By 1994, this jumped to 74%. Many are single parents. Stressful automobile commutes and

insufficient transportation choices significantly increase the burden on this over-extended population.

2. We have over-built single-family detached residential and under-built multi-family urban residential as the former “California Dream” (single-family large lots in the suburbs) has now become the “California Nightmare” (lengthy and stressful vehicle commutes).
3. Our escalating aging population demands that we provide them with improved access to transit as their ability to drive becomes significantly impaired.

Funding Crisis

1. Denny Zane (Move LA Executive Director) encourages us not to look toward Sacramento and Washington DC for solutions, but instead champion initiatives like Measure R and 30/10 locally.
2. Walter Ramirez (Community Advocate, California Rural Legal Assistance Foundation) notes 550 Central Valley communities are disadvantaged, with mothers walking in the middle of the road carrying babies (due to lack of sidewalks), puddles next to 70-mph “mack” trucks (due to poor drainage and no shoulders), and infrequent bus service (one time in the morning and evening).
3. Guillermo Mayer (Senior Staff Attorney at Public Advocates, Inc.) notes, “Mobility is fundamental to opportunity,” and “Scarcity forces creativity.” Five transit fundamentals: (a) “make it cheap,” (b) “dump fare hikes,” (c) “make it close,” (d) “make it easy to use,” and (e) “make it safe.”

Healthy Streets

1. Terry Duarte (Walk Sacramento Executive Director) notes curing America's 67% overweight statistic entails rebranding streets as “avenues for exercise,” with walking to transit as a vital component. A Charlotte North Carolina community lost 6.5 pounds per capita once transit was introduced.
2. Deb Hubsmith (Safe Routes to School National Partnership Founding Director) underscores bikeway interconnectivity, transit accommodation, and health. The portions of roadways between designated bikeways are extremely unsafe. Some Amtrak riders with bikes are turned away due to inability to accommodate bikes on board. We must shelter bike riders from roadway pollutants by investing more heavily in Class 1 (path) facilities like the Europeans.

Completing the Vision

1. Shamus Roller (Executive Director of Housing California) notes the home is the “nexus of opportunity,” interacting with the physical infrastructure, transit line, and local public school among other areas of life.
2. Ann Cheng (Director of Green Trip) encourages replacing parking stalls with transit passes and car-share memberships in a given 162 unit apartment complex to save \$16.6 million.
3. David Mogavero (Senior Principal of Mogavero Notestine Associates) notes families moving from low-density rural to high-density urban housing save \$10,000 per year including \$1,000 per household per year in government infrastructure alone.

Communicating the Vision

1. Bonnie Holmes-Gen (Executive Director for Air Quality and Public Health for the American Lung Association in California) notes poor air quality costs our nation \$16 billion in health and society costs every year, with Bakersfield having the nation's worst air quality.
2. Kathryn Phillips (Sierra Club Lobbyist) identifies 7 best practices for communicating with elected officials as follows: (a) Talk in terms of their interests and concerns, (b) Make your suggestions "easy to implement," (c) "Bring it to ground level," (d) "Cut the jargon and acronyms," (e) "Be honest," (f) "Keep it short," and (g) "Listen."

ADVOCACY DAY

Delegates were briefed on talking points as follows:

1. Americans took 10.4 billion public transit trips in 2011 (second highest annual ridership since 1957) while vehicle miles traveled dropped by 1.2 percent between 2010 and 2011.
2. Between 2001 and 2009, the 16-34-age-group decreased per capita vehicle miles traveled by 23% (10,300 to 7,900) and increased per capita public transit miles by 40%.
3. Implementation of Southern California Association of Governments (SCAG's) Sustainable Communities Strategy reduces regional healthcare costs by \$1.5 billion per year from improved air quality and reduced obesity.

Delegates were also briefed on the following legislation supported by TransForm (see www.leginfo.ca.gov for status and details):

- AB 485 (Ma): Tax Increment Financing (TIF) for Transit Oriented Development (TOD)
- AB 441 (Monning): State guidance on assessing potential health impacts of transportation projects
- AB 1446 (Feuer): Los Angeles County Measure R (1/2-cent sales and use tax) extension for funding critical transportation projects
- SB 1339 (Yee): Bay Area pilot program to expand commuter benefits to large employers

Then they were broken into groups of 3-4 and dismissed to the Capitol to visit as many of California's 120 Legislators as possible. Some delegates had considerable experience meeting with Legislators. Others were first-timers. Rachel Donovan (TransForm) was among the first-timers who found their experience extremely rewarding.

OUR ROLE

Educating elected officials is crucial to our role of "protecting the public health, safety, and welfare." Some ITE Washington members educated the Washington State Senate Transportation Committee during the aftermath of a voter-approved initiative that cut transportation funding. Specifically they noted that the vote was against an unfair tax, not against transportation. ASCE Seattle's legislative visits were instrumental to the Washington State Legislature passing transportation funding legislation in 2003. When ASCE Region 9 (California) conducted legislative visits in 2005, legislators asked, "Where have you been all this time?"

Now, our profession must be known for its sensitivity to communities that are poor, elderly, and racially underprivileged.

Personal stories are powerful. I use these:

1. A light rail extension to within 7 miles of my home allowed me to continue working a 30-mile-away job during a 2-month period where I was unable to drive.
2. I lost 70 pounds the year I lived in the 20-minute walkable community of Brea.
3. Living in a transit-oriented development would have saved me a 7-mile uphill walk in the heat with luggage last weekend.

ACKNOWLEDGEMENTS

Special thanks to Executive Director Stuart Cohen for his leadership, State Policy Director Graham Brownstein for dividing us into legislative groups and setting appointments for us, and Olga Bolotina for assisting individual delegates with their transit connections.

For more information on TransForm and related organizations, visit www.Transformca.org.

**Planting Seeds for Active
Transportation**
**Ways to jump start active transportation
infrastructure in your city**
*Pauline Chow, Southern California Regional Policy
Manager (Safe Routes to School National
Partnership)*



Photo Credit: Tana Ball

The shift away from cars in Southern California ("SoCal") is historic and provides planning and engineering staff with the opportunity to support active transportation in creative ways, which can be low cost and effective for infrastructure and non-infrastructure changes.

It may come as a surprise just how many people are already walking and bicycling in SoCal. According to the Southern California Association of Governments ("SCAG"), 21% of all trips

in the SCAG region are completed via walking and bicycling. In addition, the average American is driving 6% less than in 2004, and 26% of adults aged 14 to 34 do not even have drivers' licenses.¹ Today, more Americans rely on walking and bicycling for their everyday transportation needs for a myriad of factors including: the shift away from single family detached dwellings, an increased awareness of environmental and public health impacts of driving, and the desire to live in walkable places with transit centered design.²

Unfortunately, safe bicycling and pedestrian networks are in short supply and a large portion of transportation projects focus on improving conditions solely for motor vehicles, such as roadway expansion designed to increase speeds and reduce congestion. This has led to the tragic fact that almost 25% of all roadway fatalities in the SCAG region are pedestrians and bicyclists, while only 1.3% of the transportation funding in SoCal is spent on walking and bicycling despite the broad support for these projects.³

Southern California cities have already been successful in capturing funding and developing active transportation infrastructure through (1) championing active transportation policies and (2) providing small investments through Safe Routes to School ("SRTS") programs and grants.

- (1) A top down approach to active transportation policies garners the momentum needed to research and apply for additional resources.

Long Beach

The City Manager and elected officials empowered staff to aggressively seek federal funds for bicycle infrastructure and programs. It received a grant from the L.A. County Department of Health to pilot the first Bike-Friendly Business District program, which was created in conjunction with four business districts. The program increased bicycling, visitors, and new customers to local businesses, thereby turning bicycling skeptics into enthusiasts and brought significant media attention.⁴

Rancho Cucamonga

The City Manager's office used a data driven approach to identify and focus funding opportunities for improving the health of lower income communities. Their approach helped leverage a Healthy Kids, Healthy Communities Grant from the Robert Wood Johnson Foundation that supports policies to promote healthy eating and active living.

- (2) Small investments in planning and implementation can be used to leverage additional grants and larger funding sources. Cities that implement SRTS programs and fund active

transportation planning are more competitive in leveraging additional funds.

City of Riverside

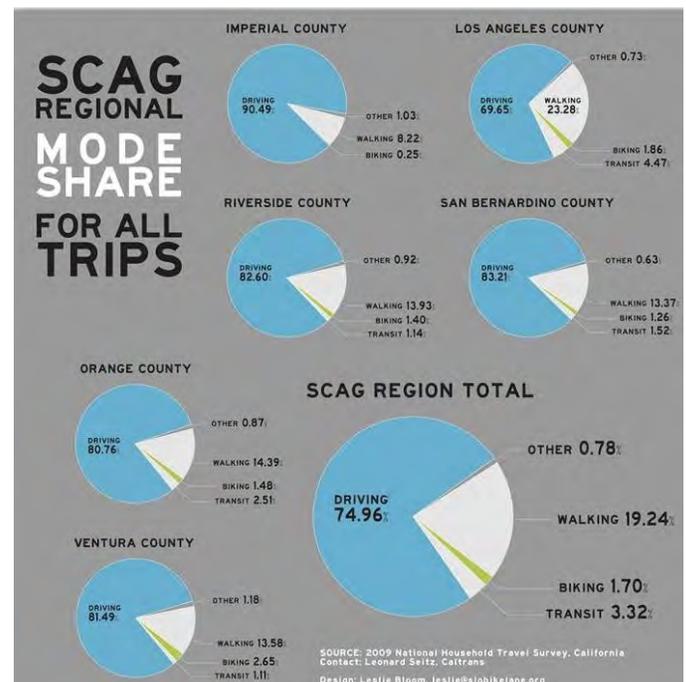
The city's Public Health Department collaborated with the city's Public Works and Traffic Engineering Departments with Cycle 1 and 2 SRTS Non-Infrastructure Grants to present workshops to targeted elementary schools. Parents' and stakeholders' feedback at the workshops was used by City staff to prioritize infrastructure improvements around the schools to the tune of almost \$300,000. Additionally, the city leveraged the Public Health's SRTS NI project to apply for additional funding: SRTS, SR2S, HSIP, BTA, etc.

San Diego County

The County Health and Human Services Agency's Healthy Works program granted planning and capacity building grants throughout the county. From the original five Safe Routes to School planning grants of \$160,000, these cities then leveraged \$2.5 million in federal SRTS grants.⁵

Many other cities in SoCal are taking innovative approaches to funding planning and implementation of active transportation. These are only a few examples of how small changes are able to produce significant results.

Pauline Chow is a Southern California regional policy manager at the SRTS National Partnership, a national advocacy group working to improve conditions for children to walk and bicycle to school. The National Partnership runs a SoCal Network to share resources and best practices at www.saferoutescalifornia.wordpress.com.



¹ Benjamin Davis, et al., "Transportation and New Generation: Why Young People Are Driving Less and What It Means for Transportation Policy," *U.S. PIRG Education Fund & Frontier Group* (2012): accessed June 1, 2012, [link](#); Arthur C. Nelson, "The New California Dream: How Demographic and Economic Trends May Shape the Housing Market", *Urban Land Institute*, (2011): accessed June 1, 2012, [link](#); Also see Safe Routes to School National Partnership Resource Center, <http://www.saferoutespartnership.org/resourcecenter>.

² See above; Cameron Kaiser, "Build Communities that require exercise," *The Press Enterprise*, accessed Apr. 1, 2012, [link](#).

³ SCAG 2012 - 2035 RTP/SCS; America Bikes Resources, <http://www.americabikes.org/2012survey>

⁴ More on Bike-Friendly Business Districts: <http://www.greenoctopus.net/ourwork.html>.

⁵ San Diego Association of Governments, *San Diego Regional Safe Routes to School Strategic Plan*, March 2012.

Opportunities for Newsletter Advertising and Sponsorship

Julia Wu, PE, PTOE (Port of Long Beach)

The newsletter is a perfect venue for advertising your products and services, as it is circulated nine (9) times a year to approximately 800 ITE recipients all over Southern California. Advertisements are priced reasonably for the benefit of our members.

There is no charge for brief job announcements or course announcements (about 100 words) that would be of interest to our members. Free announcements may be edited or condensed as necessary, though. Only ads that are of direct interest to our members will be accepted. The costs are as follows:

- Sponsorship full page Ad: \$300 per month
- Full page Ad: \$200 per month
- Half page Ad: \$125 per month
- 1/4 page Ad: \$ 75 per month
- 1/8 page (business card) Ad: \$ 50 per month

If you are interested in sponsoring the newsletter, the price is \$300. The sponsoring company ad is displayed prominently in the newsletter.

For an additional \$50 per month, companies can also include the same advertisement on our section web-page. The web advertisement will be on the page for the entire month.

Aug-11	KHA
Sep-11	Sensys Networks, Inc.
Oct-11	Minagar & Associates
Nov/Dec-11	Iteris
Jan-12	KOA Corporation
Feb-12	Sensys Networks
Mar-12	Iteris
Apr-12	Minagar & Associates
May-12	Minagar & Associates
June-12	Iteris
Sept-12	Sensys Networks
Oct-12	Iteris
Nov/Dec-12	JMD
Jan-13	(Available)
Feb-13	(Available)
Mar-13	(Available)
Apr-13	(Available)
May-13	(Available)
June-13	(Available)

In addition to Newsletter Sponsorship opportunities, we also have lots of Luncheon Sponsorship Opportunities at \$100 per meeting. This is an extraordinary opportunity to educate one of the West Coast's largest Transportation Engineering communities on your organization. Some other Sections charge \$200 or more for lower profile meeting sponsorship opportunities. At \$100 per meeting, this is an extraordinary value.

The Newsletter Editors must receive your ad by the 3rd Friday of the month prior to the following month's newsletter. Thank you in

advance for your contribution to the ITE Southern California Section.

Please contact **Julia Wu** at **(562) 283-7882** or juwu@polb.com if you have questions or if you would like to submit an ad or sponsor a newsletter.

On behalf of our Newsletter committee, I, Julia Wu, would like to thank you, all currently-committed sponsors, for your support. Your help in sharing the production costs is what makes the newsletter distribution possible and allows us to increase our student support. I hope the advertisements in our newsletter have contributed to raising your profiles in the local transportation industry. Please note that with the electronic newsletter, the ads are now full-page and in color.

To our prospective sponsors, I encourage you to make your company better known in the community. We have sponsorship vacancies in **January, 2013. We also have the sponsorship (\$300) and co-sponsorship (\$150) open for the Annual Steak Fry in August. First come first serve. Look forward to hearing from you!**

Opportunities for Newsletter Content

David M. Schwegel, PE

The newsletter is also a perfect venue for keeping the membership apprised of a fascinating project you are working on or for educating the membership on a unique development of interest to the local transportation engineering community. Feel free to either provide an article, or if you are too busy to write an article, feel free to submit a fact sheet, and our technical writing team can either write the article for you or co-author the article with you. Typically 500 words and two photos fit on a single page. Articles should be objective and focus on the project, not the firm. This way they are not misconstrued as advertisements. Please submit content to Newsletter Editors Jay Dinkins (jay.dinkins@smgov.net) and David Schwegel (davidschwegel@aol.com) by the deadline. The deadline for the May Newsletter is **11:59 PM on Friday, August 31, 2012**. Thank you in advance for your valuable contributions to this great team effort.

Announcements

ITE So Cal Latest Information

www.itesocal.org

Meeting and Event Photos

<http://picasaweb.google.com/itesocal>

We Are Now on Facebook

http://www.facebook.com/home.php?sk=group_174132915945907 or search for "Southern California ITE"

Farwell Dinner for John Fisher

Celebrating 39 years with LADOT

Thursday, June 28, 2012

5:00 PM Reception with Cash Bar
6:00 PM Dinner and Presentations

Kyoto Grand Hotel Ballroom, 2nd Floor
120 S. Los Angeles St
Los Angeles

\$50 per Person; Couples Welcome

Info/RSVP:

Melissa Crisan (213-928-9692, Melissa.crisan@lacity.org)
Annette Nagos (213-928-9621, annette.nagos@lacity.org)
Barbara Porter (818-374-4683, Barbara.porter@lacity.org)

Tech Transfer Professional Development Courses

The Technology Transfer Program (Tech Transfer), the continuing education and professional development branch of the Institute of Transportation Studies (ITS) at UC Berkeley, is pleased to offer the following courses for Traffic Engineering and Transportation Planning professionals:

Synchro and SimTraffic (TE-13)

June 13-14, 2012, Los Angeles

<https://registration.techtransfer.berkeley.edu/CourseStatus.awp?~1240TE130613>

Roundabouts: What You Need to Know (TE-38)

July 23-25, Online, 7.5 AICP-CM credits

<https://registration.techtransfer.berkeley.edu/CourseStatus.awp?~1210TE380723>

Info: 510-643-4393, courses@techtransfer.berkeley.edu

Move LA Conference – “LA’s Got New Mojo!”

Wednesday June 13

5:30 to 8:30 PM

Union Station
Fred Harvey Room
800 N Alameda St
Los Angeles

Register: 310-310-2390, www.move-la.org

MiteY Race at the Western District Annual Meeting in Santa Barbara

Join us in Santa Barbara on June 23rd from 3-5 PM for the next installment of the MiteY Race. This year’s MiteY race is presented in conjunction with the 2012 Western District Annual Meeting as a fundraiser for the Student Endowment Fund. The race is modeled after the hit television series “The Amazing Race,” and will take racers along the Santa Barbara waterfront by following clues and completing challenging but fun tasks. Visit our website <http://westernite.org/santa-barbara-2012/mitey-race-2012/> for more information and follow us on Facebook (<http://www.facebook.com/pages/MiteY-Race/306849469377389>). We will

be periodically posting photo clues and team pictures on our Facebook page. We hope to see you all there!

Cathy Leong, Endowment Fund Committee Chair and MiteY Race Coordinator

Job Opportunity: Principal Engineer, RK Engineering Group, Newport Beach

Civil Engineering PE with 10-years of experience in traffic engineering design, transportation planning, and traffic operations (Experience in Environmental Engineering in the areas of air quality and acoustical engineering also desirable). Familiarity with AutoCAD, Synchro, Traffix, HCS, and the California MUTCD. To apply, email Rogier Goedecke (rg@rkengineer.com).

Fall 2012 Civil Engineering PE Exam Review Course

Date: Tuesday and Thursday evenings starting Tues Aug 28

Time: 6:00 – 10:00 PM all evenings

Location: Cal Poly Pomona (specific campus location TBD)

Fee: \$850 (includes manual)

Content Emphasis: Breadth of topics

Info/Registration: Professor Jia Xudong, PhD, PE
(xjia@csupomona.edu, 909-869-4312)

Technical Tour of an Atmospheric Propulsion High-Speed Rail System

John B. Reardan, Pilot Program Manager, Flight Rail Corporation invites ITE So Cal members traveling in Northern California to visit their facility at 250 Henry Station Road in Ukiah (Mendocino County) for a demonstration of their Atmospheric Propulsion High-Speed Rail System. They operate their 1/6-th scale pilot almost daily for testing and design development. For tour reservations, please contact John B. Reardan (707-463-1060 office, 707-489-3932 mobile, john@flightrail.com).

Flight Rail exhibited at the US High Speed Rail Association (www.ushsr.com) San Francisco Conference in May 2012.

For more information on Flight Rail’s technology, please see the article on page 12.

Uniting High-Speed Rail Experts Worldwide

David M. Schwegel, PE

The US High Speed Rail Association (USHSR) (www.ushsr.com) is the nation's only nonprofit promoting a nationwide High-Speed Rail (HSR) network. They held an International Conference, May 22 (Tuesday) – 24 (Thursday) at the Autodesk Gallery (1 Market Street, San Francisco) with nearly 200 delegates worldwide. Honored dignitaries included Congressman Jim Costa, Congresswoman Loretta Sanchez, Democratic Leader Nancy Pelosi, Assemblymember Bonnie Lowenthal, California High-Speed Rail Authority (CHSRA) Chairman Dan Richard, DesertXpress Chief Operating Officer Andrew Mack, Mineta Transportation Institute Executive Director Rod Diridon, and Fresno County Board of Supervisors Vice Chairman Henry Perea.

The Autodesk Gallery, filled with technology exhibits, lent itself well to the high technology theme of HSR. While actual sessions took place in the theater and the meal reception area, the audio and video presentations were broadcast throughout the venue including networking areas and vendor displays. Autodesk produces AutoCAD which we use for our transportation planning and engineering exhibits. Autodesk is also a major provider of virtual reality simulation software, also critical to our profession.

Tuesday afternoon technical tours included the Siemens Facility (Sacramento), the BART (Bay Area Rapid Transit) Control Center, and the Transbay Transit Center. I attended the Transbay tour that started with an aerial view of the project that also showed models of the numerous associated high-rises including San Francisco's future tallest high-rise at 1,060 feet.

Wednesday and Thursday focused on educational sessions:

1. Mayor Lee emphasizes, "Mobility is San Francisco's greatest concern."
2. Rod Diridon notes the 75-year-old Golden Gate Bridge was built during the Great Depression amidst widespread opposition.
3. Daniel Krause (Co-Founder, Executive Director, & Vice Chairman for Californians for High-Speed Rail) notes HSR opponents are primarily pro-status-quo with great wealth.
4. Rick Harnish (Executive Director for Midwest High-Speed Rail Association) underscores clear and consistent messages. His organization uses a three-step advocacy method – (1) make the case, (2) provide education, and (3) provide tools.
5. Egon Terplan (Regional Planning Director for SPUR – San Francisco Planning and Urban Research Association) underscores "effective land use, transportation, and investment strategies" with transportation development.
6. Dan Richard (CHSRA Chairman) emphasizes sufficient transportation engineering refinements to minimize community impacts. Go "community-by-community" and "block-by-block," hearing citizens out, educating them on impacts, and reassuring them of fair mitigation.
7. Congresswoman Loretta Sanchez values ARTIC's (Anaheim Regional Transportation Intermodal Center's) positive impact on the Orange County business community.
8. Andrew Mack (DesertXpress) discusses Victorville's start at the convergence of numerous Southern California freeways toward Las Vegas.
9. Democratic Leader Nancy Pelosi notes the role innovative solutions played in our nation's history including the Louisiana Purchase. She has a famous tagline, "High-Speed Rail, it's about time."
10. Peter Calthorpe (Principal, Calthorpe Associates) notes "we've overbuilt single-family detached housing for the next 20 years." The "New American Dream" is urban transit oriented development housing, reducing stress and obesity.
11. Richard Arena (President, Association for Public Transportation) notes HSR loses to Medicare and Medicaid. Fund HSR with a 6% transportation tax across the board. Prove the positive revenue stream to investors.

What more take-aways? Watch selected presentations at www.ushsr.com.

Want to engage the public? Check out *Fast Trains: America's High Speed Future* at www.fasttrainsbook.com, by Emy Louie with Nancy Bolts, to compare HSR and non-HSR travel experiences.

Want to get more students enthusiastic about our profession? Refer them to the new TV series "High Speed Rail Around the World" at www.HighSpeedRail.tv. Discuss the role Transportation Engineers play in planning and designing these fascinating systems and the walk-able urban communities around the stations.

Want to make a positive tangible difference in California's future? Lend your expertise at CHSRA (www.cahighspeedrail.ca.gov) meetings and Legislative Hearings via 2-minute testimonies. June is a critical month as Legislators must approve a budget with a \$2.7 billion line item for HSR by month-end, so the Initial Construction Segment (ICS) between Madera and Bakersfield can take place. Watch the USHSR videos, especially those related to funding. Provide clear and concise statements regarding the financial feasibility of HSR.

A May 15, 2012 Senate Hearing indicates Legislator's concerns as follows: (1) employment (fastest burn rate of any project in US history for some time), (2) risk management (if interim financial investments are not met), and (3) no future federal funding (leaving a stranded Central Valley investment in a perceived low ridership area).

Peer Review Group (PRG) Chair and former Caltrans Director Will Kempton says, "If we get to Palmdale, we're there," since riders can transfer to Metrolink. Indications of: (a) future federal funding to close the Bakersfield to Palmdale gap, (b) overseas financial success stories help alleviate Legislator's concerns.

The USHSR started in 2009. Special thanks to their Management Team. This team includes Andy Kunz (President & CEO, brings everything together), Thomas Hart, Esq. (Vice President, Government Affairs & General Council, coordinates with elected officials), Joseph Shelhorse (Vice President, Member Services, encourages individual members and delegates), Anthony Lee (Operations Manager, maintains the database and coordinates volunteers), Thomas Hart, III (Small Business Coordinator, helps connect small businesses to opportunities), Emy Louie (Director of Public Outreach, promotes HSR to the public), and Steve Skemp (Director of Multimedia Marketing, takes conference videos and uploads them to the website). Special thanks to USHSR for making the cross-country journey to support California HSR at this critical juncture.

Atmospheric Propulsion for High-Speed Inter-City Passenger Rail

Max P. Schlienger, President (Flight Rail Corp)

In a time of increasing aviation and highway congestion - coupled with environmental and excessive fossil fuel consumption concerns - high-speed ground transportation is under consideration for moving large numbers of people efficiently and cost-effectively over long distances with minimal impact to the environment. System alternatives include: (1) catenary (proposed for the California statewide project) and (2) atmospheric. The latter, atmospheric, operates using an atmospheric propulsion system (APS). This APS uses differential air pressure created by stationary power systems to move a transportation unit along an elevated guideway. The primary focus of APS technology is coupling energy, from a free piston within a large diameter pneumatic tube, to the transportation unit mounted on steel rails above the tube (see the "below-track" system pictured to the right). APS technology does not depend on traction for propulsion. While it does run on electricity, it does not use an overhead catenary system, thereby minimizing bird strikes while optimizing passenger viewing.

direction expands to seal to the inner surface of the tube, while the aft valve is retracted. As the power system evacuates air in front of the forward thrust valve, differential pressure increases, thereby generating thrust in a forward direction, causing the valves and thrust carriage (attached) to move in a forward direction. This atmospheric propulsion of the thrust carriage is transmitted to the transportation unit through the magnetic coupling between the thrust carriage and the truck assemblies.



The "below-track" system

The absence of on-board fuel and traction motors makes this system relatively light-weight. Stored energy in the power tube allows rapid acceleration without high energy spikes. The system operates at speeds in excess of 200 MPH (322 km/h) and climbs grades as steep as 10%. Therefore, it can be built within or adjacent to interstate right-of-ways.



Train on highest elevated point on outdoor guideway

APS is a product of 17 years of research and development. One APS company, Flight Rail Corp., has a 1/6-scale pilot model at their Ukiah (Mendocino County) facility called the VECTORR™ 260-01, operating on a 1400-foot-long (0.8-mile) outdoor test guideway. Pilot program testing to 1/6-scale shows the system is capable of transporting passengers for high-speed inter-city travel via energy-efficient APS technology. The design of a full-scale (1:1) prototype is currently underway.

APS uses vacuum (pull), pressure (push), and combination (push-pull) to propel a transportation unit along the guideway. To move the transportation unit forward, a pressure differential is created inside a power tube by stationary power systems located at intervals along the guideway. The power tube is a continuous pneumatic tube built within an elevated truss assembly. The transportation unit operates above the power tube on the parallel, spaced-apart, steel rails which receive, support, and guide the wheels of the truck assemblies of the transportation unit. There is no mechanical attachment between the transportation unit and a free piston located inside the power tube. This free piston or "thrust carriage" moves laterally on its own rails inside the power tube, and is magnetically coupled to the transportation unit. A thrust valve, located on each end of the thrust carriage, enables two directions of travel. The valve facing in the desired travel



Train on 10% grade

This system can fill a transportation niche for high-speed inter-city passenger rail in both (a) environmentally sensitive areas, and (b) transportation corridors with narrow right-of-ways and steeper grades. For more information or to book a tour contact Flight Rail Corp. at 707-463-1080 or visit www.flihightrail.com.

Note: Atmospheric rail transportation was first introduced in England in the 1840's. Yet the lack of durable materials, control systems, and consistent power generation, plus the development of steam locomotives shortened its application. Modern APS incorporates high-strength light-weight materials, superior magnetic materials, high performance plastics, solar cells, electric motors and wireless control and sensor capabilities that better maximize the full potential of the system.

High-Speed Rail Simulation Technology

Dr. Linda Brent, CEO (The ASTA Group LLC)

Technology affords us the opportunity today to use simulation to address multiple issues we have in the design, development, and operation of our rail systems. Simulation supports design aspects and human factors, such as how and where to put the controls for the operator, how to determine the best ways to display indicators and faults, and how to best manage energy use most efficiently through driving. Simulation is also used to address the design of new train lines, stations and platforms, by simulating anticipated passenger flow, emergency procedures, and the design of new track systems.

While simulation for design is common, little attention in the United States (US) has been devoted to the use of simulation for training operators and maintainers. Simulation has been used for training in other industries (e.g. aviation and defense) for many years. As in these industries, the operator of a train system is required to manage a multitude of tasks, avoid obstacles and pedestrians, effectively communicate and manage the train operations, and operate systems that are more and more complex. The demands on the operator today are often to the point of task saturation, with responsibilities for lives of hundreds of people on a daily basis and decisions required in a split second affect the outcome of many lives. Strong, capable decision making, communication, and consistent operational behaviors are key to success in these circumstances.

The capabilities of simulation today ensure that rail system operators and maintainers are effective and efficient in their roles. It has been consistently demonstrated that the use of simulation in training can reduce training time overall by at least 35% and in some instances up to 70%. The use of simulation for training also significantly reduces operating costs tied to track maintenance, equipment maintenance, and personnel time through the reduced use of rail time for training. This directly results in significant savings in time and money to the operational organization.

Stresses can be easily introduced into the system to provide opportunities for the operator to handle varied and multiple situations that may be encountered but are difficult or dangerous to re-create in "real life" situations. Likewise, performance can be measured easily and consistently across operators and trainees, with opportunities to replay a situation for training purposes. The German Railways and the Stuttgart Tramways use simulation to teach operators energy-efficient driving. Their studies indicate that their energy consumption can be reduced by up to 20% using simulation, saving significant costs for the railway and operating organization.



German Railways Sophisticated High Speed Rail Cutting Edge Simulation Technology

Simulation provides opportunities to create realism in the design, development, and in the training of rail systems. It is cost effective, and efficient. The design and operational savings to be gained through the use of simulation is significant, and the safety and maintenance considerations are demonstrated. Improvements in operator accuracy, in energy saving driving, and in the handling of emergency situations can create for the rail community a safer, cost effective, and highly competitive choice for transportation in the US and around the world.



Realistic ICE (Inter City Express, Germany) Train Cockpit developed by Krauss-Maffei Wegmann - KMW

Author: Dr. Linda Brent is the CEO of The ASTA Group LLC. Her organization is a strategic partner with Krauss Maffei Wegmann, the world's largest provider of train simulation systems for the training of operators and maintainers.

Candidate Biography & Statements

Andrew Maximous, PE, TE
City of Santa Monica
President Candidate
Southern California Section



Sri Chakravarthy, PE, TE
Kimley-Horn & Associates
Vice President Candidate
Southern California Section



I would be honored to serve you as Vice President for 2012-2013 for our Southern California ITE Section and thank you for the opportunity to serve you as the Secretary/Treasurer for this past year. I have been involved in ITE for over 9 years now, eight of those in Southern California, and I've always had a special appreciation for our organization because of the support and encouragement it provides its members and our professional community.

As Vice President, I would like to continue accomplish the following:

- ✓ Continue our successful and long standing tradition of introducing and empowering the next generation of professionals, leaders, and new members and highlight the mutual benefits that our Section has to offer.
- ✓ Coordinate with our Officers, Chairs, and Members to identify, educate, and introduce upcoming, innovative technological advancements that will enter our profession.

Over the past several years, I have had the opportunity to serve our Section in various roles including:

- ITE Southern California Secretary/Treasurer, 2011-2012
- ITE Southern California Legislative Analyst, 2010-2011
- ITE Southern California Legislative Analyst, 2010-2011
- ITE Southern California Scribe, 2009-2010
- ITE Southern California Membership Coordinator, 2009-2010

I have also been fortunate to be a part of another organization, City Traffic Engineers (CTE) Association, for over three years serving as:

- CTE Chair, 2011, 2012
- CTE Secretary/Treasurer, 2009-2011

I have also had the opportunity to publish or present five technical papers in various journals related to our profession. Two of the papers were presentations at the ITE District 6 Annual meeting in Hawaii in 2006. The topic for one of the ITE technical paper presentations was about Traffic Engineering Safety and the other was about ITS Demonstration Projects.

I believe that I could utilize my experiences and I would like to continue to serve our ITE Southern California Section. I know that we have a great ITE family here in Southern California and I would like to do my part in serving this prestigious institution.

I look forward to your valuable support.

Candidate Biography & Statements

Neelam Sharma, TE
URS Corporation
Secretary-Treasurer Candidate
Southern California Section



I am honored to be nominated as a candidate for the Secretary/Treasurer position for the ITE Southern California Section. ITE is an important part of my engineering career, and I value every opportunity it has given me to expand my knowledge and build relationships with my peers. I look forward to continue serving the organization and to hopefully help this organization serve many others in the industry.

I've been a member of ITE since my undergraduate career at UC Irvine where I served as the Student Chapter President. I had the opportunity to become the Student Chapter Liaison for the SoCal Section in 2008 and have worked with our local student chapters since then. I am happy to say that we have two new student chapters this year and hope that we keep reaching out to promote ITE and transportation engineering to our students. In my time as Student Chapter Liaison, we began the now annual Student Traffic Bowl held during Engineers Week at one of our seven student chapter campuses. I have enjoyed my time as Student Chapter Liaison and will bring my experience in organizing the Traffic Bowl and Student Presentations Night meetings to the Secretary/Treasurer position. I have worked closely with the SoCal Section leadership as the Student Chapter Liaison and have come to understand what would be required of me in the role as Secretary/Treasurer. I understand that the position of Secretary/Treasurer is demanding on a daily basis, and believe that I am more than capable to serve the members and officers of our section.

In addition, I have been a part of the Western District Annual Meetings since 2007. My Western District involvement includes:

- Volunteer at the Anaheim and San Francisco meetings
- MiteY Race Marshall at the San Francisco meeting
- Traffic Bowl coordinator at the Anchorage meeting
- MiteY Race and Traffic Hero coordinator for the upcoming 2012 Santa Barbara meeting
- Student Traffic Bowl Task Force panel to help plan the new guidelines for the district level student traffic bowl competition.
- Appointed to Career Guidance Chair for the 2012-2014 term

I currently work for URS in Santa Ana and am glad to have had their full support in my current ITE activities as well as their support to pursue the Secretary/Treasurer position. My experience lies in the area of traffic signal timing, transportation planning, traffic engineer, travel demand modeling, and corridor analysis.

I look forward to serving our Southern California Section and hope that I will have your support and vote. Thank you!

John Dorado, PE
DKS Associates
Secretary-Treasurer Candidate
Southern California Section



It's an honor be nominated for Secretary/Treasurer of our Southern California ITE Section. I've been a member of ITE for thirteen years and have served as our Section's Co-Scribe since 2008. I take great pride in our organization which allows us the opportunity to network and learn from our fellow colleagues and professionals throughout our industry. It is a small community, and one of my favorite things about ITE is the people, and developing relationships. This has allowed me to grow personally and professionally throughout the years. It would be a great honor to be able to continue the tradition and contribute the success of our section and serve as your Secretary/Treasurer. Your support is extremely appreciated.

If elected as your Secretary/Treasurer I will proudly carry out all of the duties for this position, and will go above and beyond to ensure our section's meetings, members and activities have continued success. I will be dedicated to keep up will all records and activities including membership and sponsorship opportunities.

I have over 13 years of experience in the field of transportation planning/traffic engineering. My interest in our profession began as intern for the City of Anaheim. From then on I've worked as a consultant and have had the opportunity to work on various projects to improve the quality of our "transportation" lives. In addition, I have worked closely and have been directly involved with the section's chairs and officers since 2008. I've attended several ITE meetings and conferences throughout the years, and have created and given several presentations as well. With that said, I have an understanding of the dedication and time it takes to be involved and I am willing to put forth the highest level effort.

I'm looking forward to serving as your Secretary/Treasurer. I look forward to your support ☺ Please vote for me! Thanks!



Carlos Ortiz, PE, TE, PTOE

CANDIDATE FOR
**ITE WESTERN DISTRICT
SECRETARY-TREASURER**

Carlos Ortiz, PE, TE, PTOE

As a member of ITE for over twenty-years, Mr. Ortiz has served in two ITE Sections as President, as well as in other board positions. This experience has provided him with invaluable knowledge of the Western District and how it functions at the national and local levels. Mr. Ortiz is committed to ITE and eager to serve the organization in a leadership role. If appointed to the Secretary-Treasurer position, Mr. Ortiz's goal is to proactively work with the District Board on setting ambitious goals and evaluating the best near- and long-term interests of the ITE Western District membership.



Primary Goals as Secretary-Treasurer:

- Increase ITE exposure locally, nationally, and internationally
- Control spending and maintain a healthy budget
- Foster increased membership and participation in local sections
- Encourage sponsorships by private firms and vendors/manufacturers
- Encourage members to support local engineering universities
- Increase participation in Annual District Meetings
- Continue support of the Student Endowment Fund



ITE Southern California Section

- Member, 1989 - 1996 and 2001 - Present
- President, 2008 - 2009
- Past President, 2007 - 2008
- Secretary-Treasurer, 2006 - 2007
- Committee Chair for Awards to Universities, 2011
- Annual Presentation to California State Polytechnic University, Pomona for the Past 10 Years
- Presentation to Cal Poly Pomona ITE Student Chapter, 2002 - Present
- Presentation to University of California, Los Angeles, ITE Student Chapter, February 2012
- Planned Presentation to University of Southern California, ITE Student Chapter



ITE Riverside-San Bernardino Section

- Member, 1996 - 2001
- President, 2001 - 2002
- Past President, 2000 - 2001
- Secretary-Treasurer, 1999 - 2000
- Assisted in Development of Section Logo/Branding



Western District

- Attendance at Western District Annual Meetings for Past 15 Years
- 2002 Annual Meeting, Palm Desert, California Local Arraignment Committee – Transportation Chair
- Presented at 2006 Annual Meeting, Hawaii



National

- Member, Transportation Consultant Council
- Member, Management and Ops/ITS Council
- Member, Traffic Engineering Council
- Attendance at ITE Annual Technical Conference

Experience

- 22 Years Professional Experience
- 20 Years at RBF / Baker
 - Manage Traffic Engineering Group
- Professional Licenses:
 - PE Civil (California and Arizona)
 - TE (California)
 - PTOE
- Served 2 Years as Intern at Caltrans
- Served as As-Needed Traffic Engineer for Various Agencies in Southern California



Professional Societies

Orange County Traffic Engineers Council (OCTEC)

- Member, 1989 - Present
- President, 2005 - 2006
- Secretary, 2004 - 2005
- Treasurer, 2003 - 2004
- Membership Coordinator, 2002 - 2003
- Member, Protected-Permissive Signal Technical Group, 1993

American Society of Civil Engineers (ASCE)

- ASCE Student Presentation, January 2012
- Member, 1989 - Present
- Member, Orange County ASCE Transportation Technical Group
- Young Member Forum, Orange County Branch, President

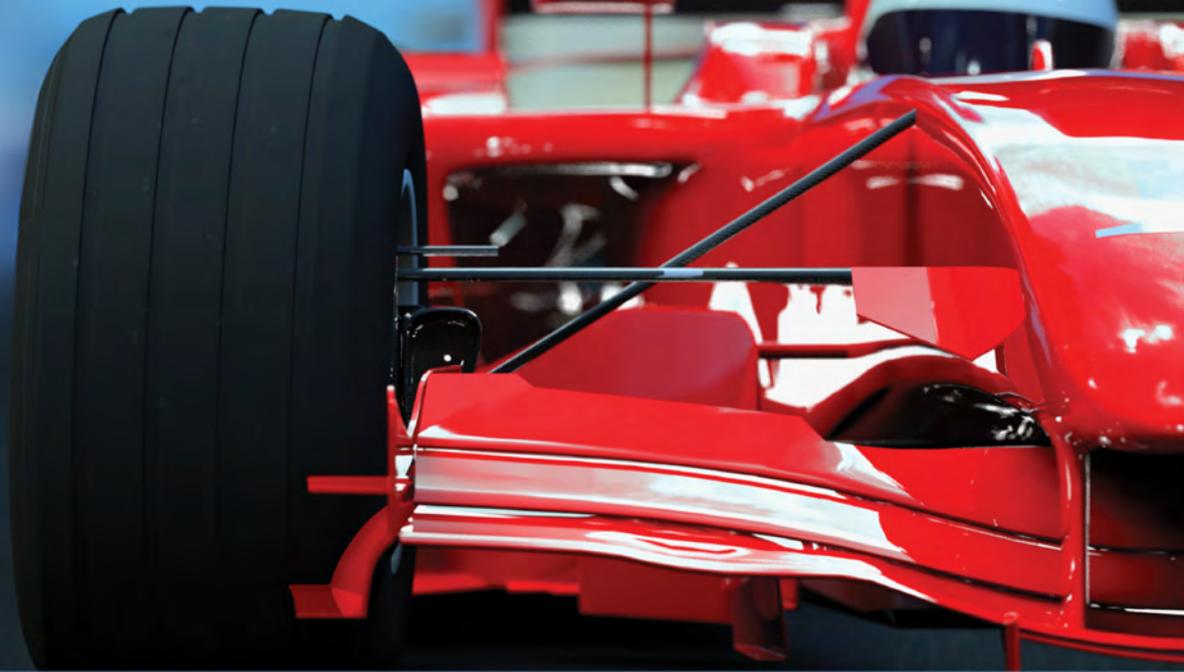
ITS California

- Member, ITS Southern California, 2009 - Present
- Attendance at ITS California Annual Meeting and Exhibition
- Attendance at ITS America Annual Conferences

ITE Southern California would like to thank our June Newsletter sponsor:

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Mini-Workshop and Annual Business Meeting Wednesday, June 20, 2012 – 8:30 AM to 2:00 PM

Registration & Continental Breakfast begins at 8:30 AM / Presentations begin at 9:00 AM

Workshop Presentations Theme – ITS Video Technologies:

“Video Detection – Where the Industry has Been, Where we’re Headed”

Greg McKhann, Iteris, Inc.

“Latest ITS Video Camera Technologies”

Curt Duplack, Cohu

“Non-Intrusive Detection as an ITS Solution”

Dave Candey, Econolite

“Video Innovations in Transportation”

Todd Jackson, Xerox

“Caltrans District 7 District-Wide Video Systems Upgrade”

Allen Chen, Caltrans

“Los Angeles County Video Distribution System”

Jane White, LACDPW

Lunch Presentation:

“Video Detection for Adaptive Signal Systems”

John Thai, City of Anahiem

Place:

Monterey Hill Restaurant, Monterey Park, CA

3700 West Ramona Boulevard, Monterey Park, (323) 264-8400

Menu Choices:

- Roast Prime Rib of Beef
- Fresh Atlantic Salmon
- Vegan Plate (No Animal Products)

Price:

\$35 with Reservation; **\$10** for Students w/ID.

At the Door – add \$10

Payable upon check-in. Cash or Checks only.

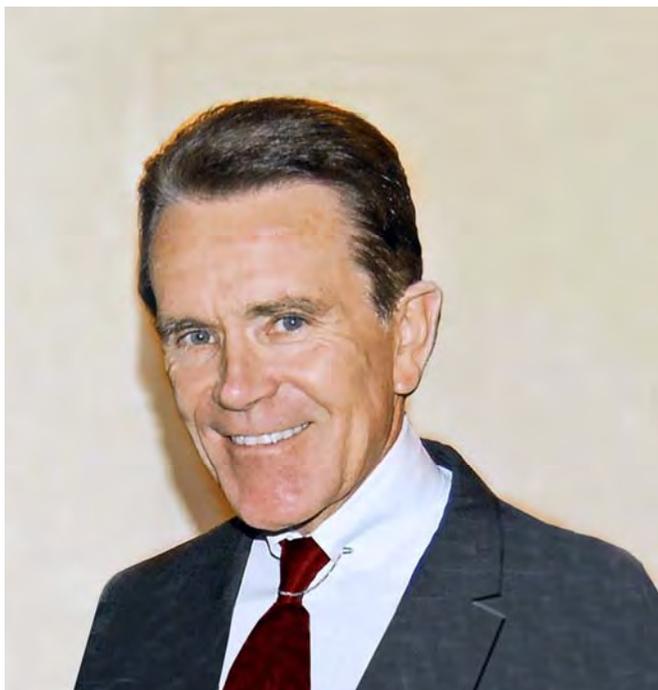
Reservations:

Sri Chakravarthy, sri.chakravarthy@kimley-horn.com (INCLUDE YOUR MENU CHOICE WITH RSVP)

Reservations Due by Noon, Friday, June 15



Farewell Dinner for **John Fisher** after 39 years with **LADOT**



Kyoto Grand Hotel
Ballroom, 2nd Floor
120 S. Los Angeles Street

Thursday June 28, 2012
5:00 PM Reception with Cash Bar
6:00 PM Dinner and Presentations

Menu: Green salad, stuffed chicken Florentine,
fresh fruit tart, coffee and tea. Vegetarian plate on request.

\$50 per person; Couples Welcome
RSVP by June 18, 2012 Cash payment or
Check made to CASH at time of reservation.
Reservations without payment may not be honored.

RSVP to: Melissa Crisan (213) 928-9692, Melissa.Crisan@lacity.org
Annette Nagos (213) 928-9621, Annette.Nagos@lacity.org
Barbara Porter 818 374-4683, barbara.porter@lacity.org
Send Checks to Melissa Crisan at 100 S. Main St, 9th Floor LA CA 90012

