



2013

Section Activities Report

March 3, 2014





March 3, 2014

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: 2013 Southern California Section Activities Report

Dear Mr. Kothari:

Please find attached the 2013 Section Activities Report for the Southern California Section of the Institute of Transportation Engineers. Our Section's focus in 2013 was to continue to actively engage our professional community through meetings and discussion boards and supporting our local student chapters. We hold ten monthly meetings within the section as well as several joint meetings with our neighboring sections, a student presentation night, an annual student traffic bowl, a joint ITE/OCTEC golf tournament, and technical field trips that were extremely well received and attended by our full members as well as our student members. Southern California ITE hosted our first Holiday Mixer with OCTEC and Riverside San Bernardino Section. The Mixer was casino themed and will likely become an annual event. Our members were also actively engaged in the technical activities at the ITE Western District meeting in Phoenix. 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.

We have had another successful year filled with technical activities, student and professional member engagement, increased membership involvement, and improved interaction among our members.

Regards,

A handwritten signature in black ink that reads 'Neelam Sharma'.

Neelam Sharma, T.E.
Vice President
ITE Southern California Section

cc: Sri Chakravarthy - President

Table of Contents

Elected Officers and Committee Chairs	1
Membership	2
Financial Report.....	3
Legislative Activities.....	4
By-Laws	5
Student Chapter Activities	5
Technical Activities	8
Section Meetings	9
Few Highlights of Monthly Luncheon Meetings.....	17
Awards & Special Recognitions	22
Newsletters	22
Sponsorships	23
Website	24

Elected Officers and Committee Chairs

Officer elections were held in May and June 2013, the final ballots were collected on June 19, 2013 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.

2013 Elected Officers

**President
Sri Chakravarthy**



**Vice President
Neelam Sharma**



**Secretary-Treasurer
Giancarlo Ganddini**



**First Past President
Andrew Maximous**



**Second Past President
Steven Itagaki**



2013 Committee Chairs

Technical Coordinator	Bernard Li
Membership Coordinator	Ted Mekuria
Legislative Analyst	Thong Ngov & Martin Varona
Student Chapter Liaison	Joshua McNeill
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	Clinton Quan & Amy Kim
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 June 2013

Membership Type	Number	Section Annual Dues
Honorary	0	N/A
Esteemed	0	N/A
Fellow	80	\$22
Member	441	\$22
Students	160	\$20
Institute Affiliates	13	\$22
TOTAL MEMBERS	694	

Over 95% of our regular memberships are members of International ITE. Student members comprise 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 finances for the reporting period.

Table 2 – Section Financial Summary

Data as of December 31, 2013

Balance of Funds on hand at the Beginning of the Reporting Period	\$197.52
Income for the Reporting Period	
Section Dues	\$10,311.45
Gross Income from Meetings	\$21,414.00
Advertising Income	\$2,631.00
TOTAL INCOME	\$34,356.88
Expenditures for the Reporting Period	
Newsletter Printing/Postage (email)	\$0.00
Travel	\$1,302.91
Meetings	\$23,921.38
Awards	\$1,364.26
Scholarships	\$6,500.00
Website Fees	\$115.39
Banking Fees, Stamps, Name Tags	\$123.66
Total Expenditures	\$33,327.60
Balance of Funds at the End of the Reporting Period	\$1,029.28

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 2013 that directly affects our profession included:

- ❖ SB 811: Caltrans will be required to consider further environmental and mobility impacts on neighborhood communities due to the expansion of the State Highway Route 710.
- ❖ AB 8: Adds Intelligent Transportation Systems (ITS) as a category of projects eligible for funding under Alternative and Renewable Fuel and Vehicle Technology Program (ARFVTP).
- ❖ AB 92: Will extend the time frame until June 30, 2017 for the Dept. of Housing and Community Development to provide grants and loans to cities, counties, and transit agencies that facilitate the development of higher density uses within close proximity to transit stations to increase public transit ridership.
- ❖ SB 286: Authorizes low-emission, hybrid, or alternative fuel vehicles to drive on carpool lanes (HOV) until January 1, 2019. This date was changed from January 1, 2015.
- ❖ AB 105: Creates the Active Transportation Program (ATP). The program encourages increased use of active modes of transportation by such as biking and walking and increase safety for non-motorized users. and bus projects in Los Angeles.
- ❖ SB 743: In September 2013, the Governor of California approved a Senate Bill 743 which aims to create a process to change analysis of transportation impacts under the California Environmental Quality Act. SB 743 requires an alternative to LOS for evaluating transportation impacts.

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

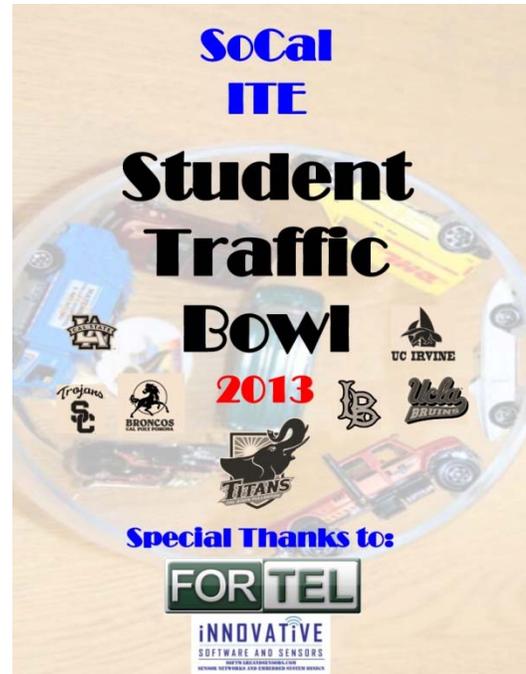
At the Section President's direction, Erik Zandvliet, the Section Administrator began a comprehensive revision of the Section's Bylaws in June 2012. The first revision since 1973 had been initiated in 2004, but was left unfinished. The Administrator reviewed both the current Bylaws as well as proposed 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. The Committee approved the bylaws in July 2013 and the Section membership voted to approve it in early 2014.

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.

Student Chapter Activities

Our student chapter liaison, Joshua McNeill, 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 2013 Student Chapter Traffic Bowl, hosted at California State University, Fullerton, 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 to associate with transportation professionals and guest judges from our District and International level cabinet (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 22, 2013 at the Knott's Berry Farm Hotel in the City of Buena Park, an annual joint meeting with OCTEC (Orange County Traffic Engineers Council) featured the following presentations from the student chapters:

- ❖ CSUF: The Effects of Soil Modification with Shredded Rubber Tires
- ❖ USC: Metro Gold Line: A Golden Opportunity?
- ❖ Cal Poly Pomona: Planning and Design of a General Aviation Airport
- ❖ UCLA: Santa Monica Parking Structure #4: Operational Impacts of Inbound Queuing
- ❖ UCI: Harvard Speed Study
- ❖ CSULB: Tsunami Evacuation Routes
- ❖ CSULA: Overhill Drive: Pedestrian Path and Bicycle Lane Design



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 2013 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 2013 ITE Western District Annual meeting in Phoenix. Below are just a few of the presentations from our members:

1. Technical Paper on "Metro Orange Line Extension; Four Years Early and \$61 Million Under Budget", Michael Meyer
2. Technical Paper on "Self-Sustaining 511 Traveler Information Systems", Alan Clelland
3. Technical Paper on "Relationship between Parking and Transit Oriented District in Los Angeles: Eight TOD Case Studies", Gary Hamrick
4. Technical Paper on "Can We Help You Spend \$906 Million to Improve Your Highways? The South Bay Cities Subregion Measure R Highway Program", Vigen Davidian
5. Technical Paper on "Gateway Cities SR-91/I-605/I-405 Congestion Hot Spot Feasibility Study", Gary Hamrick
6. Technical Paper on "ITE Netherlands Bicycle Scanning Tour", Rock Miller

7. Technical Paper on “Assessment of Hit-an-Run Crashes in Southern California”, Sahana Alam
8. Technical Paper on “Sight Distance to Prevent Right Hook Collisions on Separated Bike Lanes”, Walter Okitsu
9. Technical Paper on “Effects of Left Turn Treatments on Intersection Safety”, Azadeh Azad
10. Technical Paper on “Broadway and Third Street Protected Bikeway (aka Cycle Track) “Before” and 12-Month “After” Study in Long Beach, CA”, Min Zhou
11. Technical Paper on “Simulating Street-Running LRT Terminus Station Operations in Dense Urban Environments”, Shaumik Pal

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.

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 Meetings*” that bring chapters and/or sections together for socializing, networking, training and sharing information. “*Special Meetings/Events*” include activities for our student chapters such as a meeting devoted to all seven of our Student Chapters as well as a joint golf tournament with OCTEC. The following is a summary of our meetings, workshops, and events for the year:

Regular Luncheon/Seminar Meetings



January 16, 2013 Monthly Meeting

Monterey Hill,
Monterey Park, CA

I-110 Express Lanes Update
by Kathleen McCune,
Transportation Planning
Manager, LA Metro

Attendance: 65



April 17, 2013 Monthly Meeting

Monterey Hill,
Monterey Park, CA

What Should
Transportation Engineers &
Planners Know About
Freight?
by Eric Shen, Transportation
Planning Manager, POLB

Attendance: 52





**September 18, 2013
Monthly Meeting**

Monterey Hill,
Monterey Park, CA

**What You Need To Know
About Ethernet
For Traffic/ITS
Communications by Donald
Wang, Etherwan & Kevin
Merril, City of Arcadia**

Attendance: 44



**October 17, 2013 Monthly
Meeting**

Knott's Berry Farm Hotel,
Buena Park, CA

**ARTIC Project Update
by Jamie Lai, PE Transit
Manager City of Anaheim**

Attendance: 66



Joint Meetings with Neighboring ITE Sections and other related Organizations



February 12, 2013

**Joint Meeting
with
Central Coast Section**

Los Robles Greens,
Thousand Oaks, CA



**ITE 2012 Scanning Tour of
Netherlands Bicycle
Facilities
by Rock Miller, PE,
Principal, Stantec**

March 15, 2013

**Joint Workshop Meeting
with
San Diego Section**

El Adobe Restaurant,
San Juan Capistrano, CA

**Traffic Signal Timing and
Adaptive Presentations
Workshop**

Attendance: 71



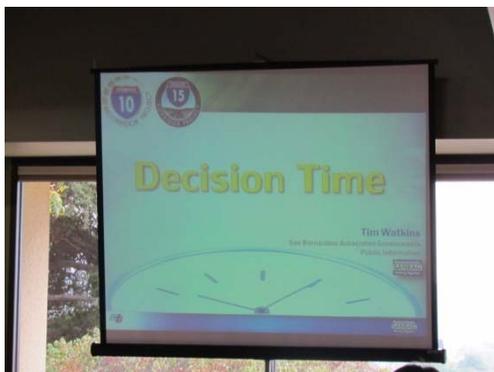
June 19, 2013

Joint Workshop Meeting
with
ITS SoCal

Monterey Hill,
Monterey Park, CA

ITS Tools for the Local
Traffic Engineer
Presentations Workshop

Attendance: 82



November 20, 2013

Joint Meeting with
Riverside / San
Bernardino Section

Kellogg Restaurant,
Pomona, CA

Decision Time
by Tim Watkins, Public
Information Analyst,
SANBAG

Attendance: 51

Special Meetings and Events



February 23, 2013

Student Traffic Bowl

Cal State Fullerton, Fullerton CA

Attendance: 50



May 10, 2013

ITE / OCTEC Golf
Tournament

Green River Golf Club,
Corona, CA



May 22, 2013
Joint with OCTEC Student Presentations Night
Knott's Berry Farm Hotel, Buena Park, CA Attendance: 110



June 19, 2013
Annual Business Meeting
Monterey Hill,
Monterey Park, CA
Part of Joint Workshop



August 21, 2013
Steak Fry

Police Academy,
Los Angeles, CA

Attendance: 50





December 10, 2013



First Annual Southern
California ITE / OCTEC /
Riverside San Bernardino
ITE

Holiday Mixer – Casino
Night



Los Coyotes Country Club,
Buena Park, CA



Few Highlights of Monthly Luncheon Meetings

JANUARY 2013

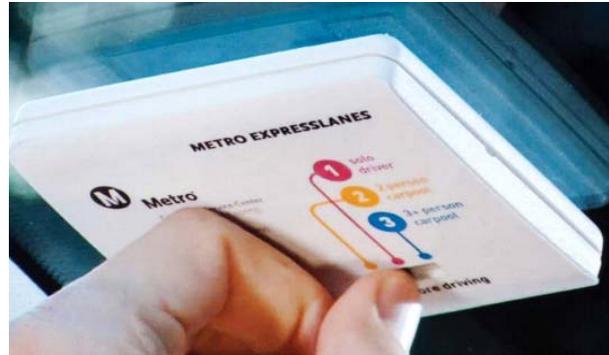
The Institute of Transportation Engineers Southern California Section held a joint meeting with the City Traffic Engineers on Wednesday, January 16, 2013 at Monterey Hill Restaurant in Monterey Park. The program topic was “I-110 Express Lanes Update,” and it was presented by Transportation Planning Manager Kathleen McCune of LA Metro. LA Metro is the major operator of bus and rail service in Los Angeles County.

The goal of Express Lanes is to move more people and not more vehicles. The I-110 Express Lanes are the first High-Occupancy Toll (HOT) lanes in Los Angeles County. It has a \$290 million program budget.

With the FasTrak™ transponder, solo drivers can pay a toll to use the Express Lanes and the FasTrak™ transponder can be used on all toll roads in California. Express Lanes also introduces congestion pricing to manage demand. The minimum toll is \$0.25 per mile and the maximum toll is \$1.40 per mile. Toll rates will vary within that range to ensure average speeds of forty-five miles per hour. The customer’s account will be automatically credited if there is a SigAlert.

Eligible carpools, vanpools and motorcyclists with FasTrak™ transponders can use the Express Lanes for free. There is also a carpool loyalty program which is the first in the state and customers are entered automatically for gas card drawings. The minimum carpool requirements will remain the same.

Metro has made improvements to the I-110 and I-105 transition which will make travel faster to both Downtown LA and LAX. There is an HOV direct connector between the I-110 and I-105.



For the I-10, there will be increased capacity in both directions for east bound and west bound commuters. Before, there was one HOV lane which stretched nine miles between the I-605 and I-710. Now, there will be two Express Lanes.

Enforcement for the Express Lanes will be a combination of photo enforcement and the California Highway Patrol. There is a \$25 penalty for the 1st notice and a \$30 penalty for the 2nd notice.

The Express Lanes will have a performance evaluation which will include arriving at your destination in less time in either the Express Lanes or general purpose lanes, changing from driving alone to carpools, increase in efficiency by moving more people on the Express Lanes and improved transportation access for low income commuters.



AUGUST 2013

The Institute of Transportation Engineers Southern California Section held their annual Steak Fry on Tuesday, August 13, 2013 at the Los Angeles Police Academy in Elysian Park. Our new President, Sri Chakravarthy of Kimley-Horn and Associates, Inc., welcomed all the attendees for his first event of the year. There were approximately fifty people who attended, including a number of students from Cal State Long Beach and UCLA.



SEPTEMBER 2013

The Institute of Transportation Engineers Southern California Section held a meeting on Wednesday, September 18, 2013 at Monterey Hill Restaurant in Monterey Park. There were 44 people who attended the meeting. The program topic was “What you need to know about” and it was presented by Donald Wang, Western Regional U.S. Manager of EtherWAN Systems, Inc. and Kevin Merrill, P.E., with the City of Arcadia. EtherWAN is a manufacturer of a full range of Ethernet network equipment specializing in Ethernet and fiber optic based hardened network equipment and has extensive knowledge in internetworking network communications protocols and advanced network topologies. The company was founded by senior NASA/JPL engineers in California and has 150 employees worldwide.



Ethernet is a communication interface specification such as cables, connectors, voltage levels and impedance. It also includes protocol which defines how two machines communicate.



Kevin Merrill, P.E., with the City of Arcadia discussed the use of Ethernet for Arcadia. The City of Arcadia has a population of approximately 50,000 and is primarily a residential community. It is also home to Santa Anita Park, the Los Angeles County Arboretum & Botanic Garden, Westfield Santa Anita and numerous restaurants and hotels. There are 72 signalized intersections in the City of Arcadia and 59 are City-controlled. The City has a closed network with a majority of the intersections using a 48 single mode fiber optic network and a few intersections use a wireless system. The network is shared with other city departments including Police, Fire and Public Works.

OCTOBER 2013

The Institute of Transportation Engineers Southern California Section held a meeting on Wednesday, October 16, 2013 at Knott's Berry Farm Resort Hotel in Buena Park. There were 66 people who attended, included a number of students from UCI.



Ms. Jamie Lai, P.E., with the City of Anaheim was our guest speaker and provided a presentation with the updates to the Anaheim Regional Transportation Intermodal Center (ARTIC) Project. The ARTIC Project will serve as a transportation hub for Orange County and the region. ARTIC services will include: Metrolink, Amtrak, OCTA bus, Anaheim Resort Transportation, taxis, intercity buses, international buses, tour and charter buses,

private parking, pedestrian and bicycle access and a planned streetcar project. Designed to be environmentally-friendly with a LEED Platinum goal, ARTIC will also include interior and exterior public plaza areas, public art, landscaping, amenities such as electrical vehicle charging stations, and bicycle access to the Santa Ana River Trail. When completed ARTIC will increase mobility options for residents, business, commuters and visitors to Anaheim, Orange County and the entire Southern California region. Construction started on September 2012 and the project is expected to be completed by late 2014.



DECEMBER 2013

The Institute of Transportation Engineers Southern California Section held its first Holiday Mixer with the Orange County Traffic Engineering Council (OCTEC) and the Riverside-San Bernardino Institute of Transportation Engineers (RSBITE) on Tuesday, December 10,, 2013 at Los Coyotes Country Club in Buena Park. There were about 90 people who attended the fun casino night themed event with tray passed hors d'oeuvres and drinks. Throughout the night, raffle prizes were given away including gift cards, Samsung Galaxy Tab3 tablets, and a trip to Las Vegas - the grand prize. Zaki Mustafa, the ITE International President, previewed the ITE promo [video](#).



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 2013 Mini-Seminar and Luncheon Meeting, which included:

Classic Transportation Engineer Award

The Classic Transportation Engineer Award was bestowed upon Allyn Rifkin by the ITE Southern California President, Andrew Maximous and ITE Southern California 1st Past President, Steve Itagaki.

Young Transportation Engineer of the Year

The Young Transportation Engineer Award was presented to Clinton Quan from Los Angeles Department of Transportation 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.

2013 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 the California High Speed Rail Business Plan and Funding Concepts, Creative Ways to Make the Case for Infrastructure Investment, 40 Burning Transportation Questions, Will High-Speed Rail become a Reality? Should it?, and How much does Roadway Congestion Cost Americans Annually?

Several guest authors provided content including TransForm's State Campaign Organizer Joshua Stark on "State Transportation Choices Legislation: 2013 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 2013. 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	Southcoast Lighting
February	URS Corporation
March	Kimley Horn & Associates
April	Albert Grove & Associates
May	Kunzman Associates , Inc.
June	Iteris, Inc.
September	KOA Corporation
October	Minagar & Associates
November/December	Southcoast Lighting

Website

We continually update our website to accommodate our members and guests. Vikas Sharma is our 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.



Home Page	Officers	Meetings	Photos
Newsletters	Professional Development	Links and Ads	Contact

PRESIDENT'S MESSAGE

Dear ITE Southern California Members,

I wish all our members a happy new year. I feel extremely honored and excited to be serving this wonderful organization and I look forward to successful, growth oriented activities. I would like to extend a special thank you to our chairs for their hard work in 2013. We are leaving 2013 in a great shape to have a tremendous 2014 year.



Following are some of our ongoing programs and what weaspire to achieve in the coming year:

READ MORE

UPCOMING

-  OCTEC Golf Toumament - May 9, 2014

MOST RECENT

-  Newsletter - January 2014
-  Winner - Large Section Award
-  2012 ITE SoCal Section Activity Report

RECENT EVENTS: [Google Calendar](#)

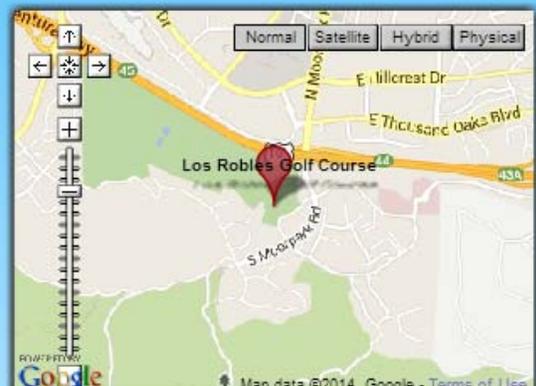
NEXT MEETING

**FEBRUARY JOINT MEETING
CENTRAL COAST SECTION**

When: Tuesday, February 11, 2014 @ 11:30 AM

Location: Los Robles Golf Course,
Thousand Oaks, CA

Reservations: Please register online at <http://www.eventbrite.com> or contact: Giancarlo Ganddini @ Giancarlo.ganddini@rbf.com (949-472-3505)



Attachment A

Sample Newsletter

June 2013



INSTITUTE OF TRANSPORTATION ENGINEERS

SOUTHERN CALIFORNIA SECTION

NEWSLETTER

2012 – 2013, Issue No. 9

June 2013

President's Message

Andrew Maximous, PE, TE



Dear ITE Southern California Members,

It has been a pleasure serving you as President over this past year. We would not be where we are today without the support from all of the officers and chairs. I would like to thank Sri Chakravarthy and Neelam Sharma for their support and incredible work this year and look forward to their leadership next year.

The Section Student Presentations Night meeting was held on May 22nd in Buena Park. Seven student chapters participated including Cal Poly Pomona, Cal State Fullerton, Cal State Long Beach, Cal State Los Angeles, UCI, UCLA, and USC. With

the generous donation and sponsorship from our colleagues at the Orange County Traffic Engineering Council (OCTEC), more than \$11,000 was awarded. I would like to thank Mark Esposito and Ron Keith of OCTEC for their commitment to making this evening a success every year.

The ITE Western District Board voting is here. You will receive an email with voting instructions. For a list of candidates and voting information, please go to <http://westernite.org/2013/2013-western-district-candidates>.

Thank you for making the section's first online voting process a success. So far we have seen at least double the amount of participation compared to previous years. The online process has made the election process greener, very easy to manage, and is more economical than traditional ballots.

Bylaws update: The Section Board has submitted the proposed bylaws to the District 6 board for review. We will soon be sending the document you all of you for ratification. The ratification vote will take place via electronic voting as well.

Finally, a bit of trivia: ITE was founded in 1930 and officially became a national organization on January 20, 1931. The major reasons for organizing ITE were to provide a central agency for correlating and disseminating the factual data and techniques developed by members of the profession, promoting the standards of traffic engineering and encouraging the establishment of traffic engineering departments in city and state governments whose techniques should make for safer and more efficient highway transportation.

Thank you.

Meeting Announcement

Wednesday, June 19, 2013

8:30 AM

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

For Reservations Contact:

Neelam Sharma, TE, at
Neelam.sharma@urs.com

By noon on Friday,

June 14, 2013

See Flyer for Details

2011-2012 Southern California Section Officers

President

Andrew Maximous, PE, TE
City of Santa Monica
 Ph. (310) 458-8291
andrew.maximous@smgov.net

Vice President

Sri Chakravarthy, PE
Kimley-Horn & Associates
 Ph. (818) 227-2790
srikanth.chakravarth@kimley-horn.com

Secretary-Treasurer

Neelam Sharma, TE
URS Corp.
 Ph. (714) 433-7664
neelam.sharma@urs.com

First Past President

Steven Itagaki, PE, PTOE
JMDiaz Inc. (JMD)
 Ph. (626) 820-1137
itagaki@jmdiaz.com

Second Past President

Lisa Martellaro-Palmer
City of Los Angeles DOT
 Ph. (213) 928-9665
lisa.martellaro-palmer@lacity.org

2011-2012 Southern California Section Chairs

Newsletter Editors

Jay Dinkins, PE
City of Santa Monica
 Ph. (310) 458-8963
jay.dinkins@smgov.net

Scribes

John Dorado, PE
DKS Associates
 Ph. (714) 597-8063
jad@dksassociates.com

David Schwegel, PE

Ph. (425) 466-5677
davidmschwegel@aol.com

Clinton Quan

City of Los Angeles DOT
clinton.quan@lacity.org

Industry Coordinator

Janna McKhann
NexTech Systems, Inc.
 Ph. (714) 289-8940
nexotech@cox.net

Student Chapter Liaisons

Neelam Sharma, TE
URS Corporation
 Ph. (714) 433-7664
neelam.sharma@urs.com

Legislative Analyst

Martin Varona, EIT
CSUF ITE – President & Founder
mvarona360@gmail.com

Giancarlo Ganddini

Kunzman Associates, Inc.
giancarlo@traffic-engineer.com

Membership Coordinator

Ted Mekuria
CH2M Hill
 Ph. (213) 228-8218
ted.mekuria@ch2m.com

Sponsorship Coordinator

Julia Wu, PE, PTOE
Port of Long Beach
 Ph. (562) 590-4143 x3322
julia.wu@polb.com

Section Administrator

Erik Zandvliet
Willdan Engineering
ezandvliet@willdan.com

FTA/FHWA Liaison

Lawrence (Jesse) Glazer
FTA/FHWA LA Metro Office
 Ph. (213) 202-3955
Jesse.Glazer@fhwa.dot.gov

Technical Coordinator

Bernard K Li, PE
Iteris Inc.
 (949) 270-9633
bkl@iteris.com

Webmaster Chair

Vikas Sharma
Kimley-Horn and Associates, Inc.
 Ph. (818) 227-2790
vikas.sharma@kimley-horn.com

Committee Chair for Awards to Universities

Carlos Ortiz, PE, PTOE
RBF Consulting
 (949) 855-3657
cortiz@rbf.com

Chair of Professional Development

Lisa Martellaro-Palmer
City of Los Angeles DOT
 Ph. (213) 928-9665
Lisa.martellaro-palmer@lacity.org

Brief Look Ahead

June

- Wed 19th, 8:30 AM, ITE/ITS So Cal Mini-Workshop/Annual Meeting, Monterey Hill Restaurant, Monterey Park (see flyer)

July

- Sun 14th – Wed 17th, ITE Western District Annual Meeting in Phoenix (see page 8 and flyer)
- Sun 14th – Wed 17th, “Sustainable Best Management Practices in Transportation” Workshop, Pittsburgh, PA (see page 8)

August

- Sun 4th – Wed 7th, ITE International Annual Meeting and Exhibit in Boston (see pages 8-9)

September

- Sun 1st, 11:59 PM, ITE So Cal September Newsletter Deadline (contact: Newsletter Editors)

In This Issue

- Windsor as a “Model Sustainable Community” 3
- 150 Million People Rode an Electric Bike Today! 5
- Legislative Analysis 6
- Opportunities for Newsletter Advertising and Sponsorship 7
- Opportunities for Newsletter Content 7
- Announcements 8
- Join us at the 2013 ITE Annual Meeting & Exhibit in Boston, MA 9
- What can we Learn from Public Comment at High-Speed Rail Board Meetings? 10
- Why did the Team with the Lowest Technical Score win the First High-Speed Rail Design/Build Contract? 11

Windsor as a “Model Sustainable Community”

Lois Fisher, CNU, LEED AP ND (President, Fisher Town Design Group; Chair, Windsor Planning Commission)

Debora Fudge (Planning Consultant; Council Member, Town of Windsor)

In 1994, members of the newly incorporated town of Windsor (population 27,000 today) about an hour north of San Francisco gathered to light their Christmas tree. The small group was huddled in a parking lot around a redwood tree in a median island next to the Safeway loading dock since there were no better options in the mostly suburban town. The lighted Christmas tree was not readily visible to Windsor residents. “It felt a bit sad,” says Council Member Fudge.

and regional awards. One of the most important legacy decisions that the Town Council made was to create a downtown plan that included a place for a town green on the west side of town. Parking was required to be placed to the back of the lot and future buildings were to be mixed use, three stories in height with shop fronts on the ground floor. The Council funded construction of the green and a key street using Redevelopment funds. Throughout town, 17 miles of class II bike lanes were added to 28 miles of collector streets and Windsor was the first city in Sonoma County to install colorized bike lanes.



Before Development of the Windsor Town Green (Credit: Town of Windsor)



After Development of the Windsor Town Green (2006) (Credit: Lois Fisher, Fisher Town Design)

Change needed to happen. During 1997, three members of the new Town Council went through a recall election because long-time residents questioned their ideas for a new pattern of development, away from the suburban sprawl model. The Council survived the recall, and set their minds on creating a sustainable town. Windsor is now considered to be a ‘model sustainable community’ and has earned national

As you can see in the before and after photos, Windsor underwent a dramatic transformation. Windsor is now on the map locally for vibrant summer music concerts, cycling events and triathlon competitions where it was not previously. The SMART (Sonoma-Marin Area Regional Transit) commuter train (connecting with the Larkspur Ferry Terminal to San Francisco) will be starting up by around 2017 and stopping at the downtown depot. People who live above the shops in downtown will then have the option to lower their carbon footprint even further. Per the article “Windfall for All” by

Transform

(<http://www.transformca.org/files/reports/Transform-Windfall-Report.pdf>)

a reduction in carbon emissions can be expected when these walkable hubs are created. The most walkable places in the Bay Area experience a 42% reduction in carbon emissions and a \$5,450 in cost savings per household as compared to the typical suburban neighborhood.

In terms of the economy, businesses have moved to the new downtown area from the shopping centers, lowering the vacancy rate to about 6%. Sales tax revenue from the downtown area has increased by 2% since 2003 in the downtown while simultaneously decreasing 1-4% in the outlying shopping centers.

The Windsor Town Council also acted to increase the sustainability of the water supply system. In 2001, the town expanded their existing wastewater program to include re-use of treated wastewater by plumbing an entire 500 home subdivision with recycled water for both front and back yards.

Windsor was the first city in California to pilot a PAYS program (Pay as You Save), where residents can have water and energy efficiency appliances and drought tolerant landscaping installed with no upfront costs. The residents pay the town back through the savings on their water and electrical bills. In the first year, 348 residences have saved 4.5 million gallons of water.

Windsor also just became the first city in Sonoma County to join Sonoma Clean Power, a community choice aggregation power agency.



*Christmas in Downtown Windsor in 2012
(Credit: Drew Jackson, www.drewjackson.net)*

Windsor used to be considered the poor step sister in Sonoma County, but is now considered a premier place to raise a family. Residents feel they are now a part of the community especially when it is time to light the new, town Christmas tree. It is now highly visible, located in the town green downtown, with the fronts of mixed use buildings cheerfully lit and watching over the annual gathering.

Lois Fisher is a Town Planner with Fisher Town Design (www.FisherTownDesign.com) and the Chair of the Windsor Planning Commission. Debora Fudge is a Planning Consultant and Council Member of Windsor since 1996.

150 Million People Road and Electric Bike Today!

Edward Benjamin, Chairman, Light Electric Vehicle Association (LEVA)

Almost completely under the radar of western vehicle makers and planning efforts, the Light Electric Vehicle Industry is shipping about 30 million units of electric bicycles, motor scooters, and light motor cycles every year. Since their debut at least 5 years ago, this means that about 150 million people rode an electric bike to work / market/errands today.

The majority of users are in China, with strong populations of ebike riders in Europe (about 6 million in use), Japan (about 2 million in use) and growing markets in India, USA, Turkey, Eastern Europe, and starting up in most nations worldwide.

These battery electric two wheelers are usually homologated either as bicycles, or as mopeds, and motor scooters. Performance ranges from regulatory required top speeds as low as 12 MPH to the USA CPSC rule of 20 MPH. Some "type approval" and other faster bikes will go as fast as 60 MPH. (These are really light motorcycles or mopeds.) Range varies from 10 miles to 50-60 miles depending on many factors such as battery size and type, use pattern, etc.

In Chinese cities, the electric bike has replaced almost all ICE motorcycles – leading to much cleaner air, and far less noise than the days of two stroke ICE motorcycles. In most Chinese cities, only electric bikes and some natural gas powered scooters are allowed alongside the famous hordes of manually propelled bicycles.

In Holland, electric bicycle sales are about 1 to 3 times (ramped up over the period since their widespread introduction 5 years ago) the worldwide national average. In Germany, it's about 1 to 7. In Switzerland, it's about 1 to 9. In China, it's about 1 to 2.

The role of the electric bicycle is transportation. While they are interesting toys for retired couples and middle-aged engineers in the USA, the normal use in most places is to carry the rider to and from the metro station, the market, or work. Electric bikes are easily parked, can be taken indoors with no mess or smell, and many thousands can slip through a traffic jam in only moments.

In the USA, electric bicycles have had a halting growth. For most Americans, "transportation" is a car. A "bicycle" is for sports, fitness, and recreation.

So the growth, anticipated by a wide range of businessmen over the last 15 years, has been frustrating. But today it appears that the growth is starting to resemble Europe, a few years ago—doubling every year. This is predicted to continue until the USA will be buying about 1.5 million bikes per year.

Electric motor scooters – faster, and homologated as motorcycles, are expected to be a much bigger market. Suitable products are just now appearing on the market, and most Americans are not yet aware that such a market exists.

The forces driving the market in the USA are several:

- Parking difficulties at destination or at home
- Traffic congestion
- Total cost of operation (e bikes are very low cost)
- Environmental concerns
- Fuel costs for gasoline powered vehicles
- Increased interest in first/last mile solutions for commuters who use a metro or a bus.

And Generation Y (millennials, born between 1982 and 2000) has far less interest in cars than their parents, and is more accepting of electric bikes as a functional tool for transportation. This culture shift is intriguing and potentially "game changing" to American transportation.

The Light Electric Vehicle Association (LEVA) is a trade group that represents about 250 members / companies from 28 countries. The LEVA promotes the use of electric bikes, motor scooters, and other LEVs. www.LEVAssociation.com.

Edward Benjamin is the Chairman of the LEVA, as well as Senior Managing Director of eCycleElectric Consultants LLC. www.eCycleElectric.com. He promises to reply to any questions emailed to him. ed@eCycleElectric.Com.

Legislative Analysis

Martin Varona, EIT
ITE So Cal Legislative Analyst

Legislative Bill Updates

AB 1317 State Government Operations

Governor Brown's Reorganization Plan No. 2 revises the roles of state government among executive officers and agencies via an executive branch structure as follows: Business, Consumer Services and Housing; Government Operations; Corrections and Rehabilitation; Labor and Workforce Development; California Health and Human Services; Environmental Protection; Natural Resources; and Transportation. This bill implements changes consistent with those of the Governor's Reorganization Plan No. 2, and makes additional conforming name changes to properly reflect the assignment and reorganization of the roles of state government among newly established executive officers and agencies. This bill also reassigns certain duties of abandoned state entities and officers to established state entities and officers such as: reallocating specified duties of the abolished Business, Transportation and Housing Agency and its secretary to the created Transportation Agency and its Secretary of Transportation, and the duties of the abolished Commissioner of Corporations to the Commissioner of Business Oversight, as specified.

SB 811 State Highway Route 710

Caltrans possesses and controls the state highway system. Current law includes requirements for the development and implementation of transportation projects. This bill enforces added requirements on the department, or on another agency, if that agency agrees to assume responsibility as the lead agency with respect to the I-710 expansion project in the County of Los Angeles from State Highway Route 60 in East Los Angeles to Ocean Boulevard in Long Beach. The bill would necessitate the lead agency, in cooperation with all interested community organizations, to consider, within the environmental review process for the project, options to address the air quality, public health, and mobility impacts of a development on neighboring communities. The bill would require the final environmental document approved by the lead agency to include an outlay in identified mitigation measures for the affected communities and the Los Angeles River. This bill also requires the lead agency to submit a report to the Legislature at least 90 days prior to approving the final environmental document for the project. The bill would make legislative findings and declarations.

AB 1290 Transportation Planning

The California Transportation Commission has 13 members, including 11 voting members, including 9 appointed by the Governor subject to Senate confirmation and 2 by the Legislature. Plus, 2 members of the Legislature are appointed as ex-officio members without vote. This bill adds two more voting members of the commission to be appointed by the

Legislature. This bill also allows the Secretary of the Transportation Agency, the Chairperson of the State Air Resources Board, and the Director of Housing and Community Development to serve as ex-officio members without vote.

Existing law requires the Governor, in appointing members to the California Transportation Commission, to assure a geographic balance of representation on the commission. This bill also requires Governor Brown to assure that expertise in the transportation community traditionally underrepresented on the commission is well reflected in future appointments to the commission, with a particular emphasis on stakeholders involved and engaged in, among other things, efforts to make California's transportation system more sustainable. Check out this link for more information:

http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201320140AB1290

SB 203 Local Transportation Funds: Ventura County

Current law says that 1/4% of the local sales and use tax must be transferred to the local transportation fund of each county for allocation, as directed by the transportation planning agency, for various transportation purposes. The law identifies the allowable uses for local transportation funds, and mandates that these funds be used for transit purposes in urban counties, while in counties with a population under 500,000 as of the 1970 census and certain other counties, these funds may also be used for local streets and roads, if the transportation planning agency finds that there are no unmet transit needs or no unmet transit needs that are reasonable to meet, and for other specified purposes. Existing law, beginning July 1, 2014, for counties with a population of less than 500,000 as of the 1970 decennial census, but that have a population of 500,000 or more as of the 2000 decennial census or at a subsequent census, mandates the local transportation funds allocated to the urbanized areas of those counties to generally be earmarked for public transit, not streets and roads, except that cities in those counties with a population of 100,000 or less are exempt. Existing law exempts Ventura County. Instead the Ventura County Transportation Commission submits, by December 31, 2011, a report to the Legislature evaluating options for organizing public mass transportation services and spending local transportation fund revenues, along with a recommended legislative proposal. This bill repeals the provisions specifically relating to Ventura County and the expenditure of local transportation funds there. This bill also mandates that the Ventura County Transportation Commission send an annual report to the Legislature for 5 years, starting September 1, 2014, on county-wide transit service, thereby setting up a state-mandated local program.

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.

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	South Coast Lighting & Design
Feb-13	URS Corp
Mar-13	Kimley-Horn & Associates
Apr-13	Albert Grover & Associates
May-13	Kunzman Associates
June-13	Iteris
Sept-13	KOA Corporation
Oct-13	(Available)
Nov/Dec-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 Julia.wu@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 starting in **October, 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 informed 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 600 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 (davidmschwegel@aol.com) by the deadline. The deadline for the November Newsletter is **11:59 PM on Sunday, September 1, 2013.**

Announcements

Position Announcement: Senior Transportation Planner/Engineer, Iteris (Long Beach, Los Angeles, or Santa Ana) to develop and maintain regional and local travel demand and micro-simulation models and oversee model applications for using diverse software packages; and conduct highway capacity, transit, and multi-modal analyses for diverse project types. Requirements include a Bachelor's degree and 8 years of general consulting and/or public sector transportation planning experience (including 7 years in travel demand modeling and transportation capacity analysis and 3 years in marketing and business development). Info: www.iteris.com or Anne Bologna (amb@iteris.com, 949-270-9541).

Fast Forward: Want to encourage the next generation of transportation professionals? Check out "Fast Forward," the "electronic transportation magazine for students and educators" at <http://fastforward.unl.edu>. The publication comes from the University of Nebraska Lincoln (UNL).

Highlights from the Thursday, June 6, 2013 issue:

- King Gee's story underscoring the importance of being proactive
- The Future City Competition where students use their imagination to research, design, construct, and defend futuristic cities (including the transportation infrastructure)
- The First Robotics Competition where students invent "mechanical marvels"
- FHWA's National Summer Transportation Institute giving high school students an introduction to transportation engineering and a glimpse of life on a college campus
- The ACE Mentor Program of America giving students an in-depth exploration of construction and engineering via full-scale mock design-and-build projects
- Tips on getting connected via professional engineering associations including the American Society of Civil Engineers (ASCE) (www.asce.org), "one of the world's leading associations for civil engineers"

Sustainable Best Management Practices in Transportation Workshop

July 14-17, 2013, Pittsburgh, PA

An information-packed workshop focused on practical reuse, recycling, waste management, stormwater compliance, environmental management systems, contamination, remediation, and risk management

Agenda:

<http://www.trb-adc60.org/LatestSchedule2013.pdf>

Registration: <http://trbadc60summer2013.eventbrite.com/> or <http://www.trb-adc60.org/2013ADC60Registration.doc>

More Information:

<http://www.trb-adc60.org/2013summer.html>

ITE Community: Got a topic of interest to the ITE International Membership? If so, post it on the All Member Forum on ITE Community (<http://community.ite.org>).

ITE International on LinkedIn: LinkedIn (www.linkedin.com), the business social media choice for 100 million users worldwide, has an ITE group. LinkedIn users, search for "Institute of Transportation Engineers," join the group, and weigh in on discussions pertaining to international transportation engineering issues.

ITE International Annual Meeting and Exhibit: The ITE 2013 Annual Meeting will be held August 4-7, 2013 in Boston, Massachusetts. To view the technical program please visit www.ite.org/annualmeeting and click on the "Agenda" tab. Please see article on page 9.

Eunice Chege Thoya
Meetings Technical Program Associate
Institute of Transportation Engineers

ITE Western District Annual Meeting: "Hot Transportation – Cool Solutions," July 14-17, Phoenix. For more Western District Annual Meeting information, see www.westernite.org and the flyer at the end of this newsletter.

One highlight is the presentation of the Young Professional Achievement, the Employer Recognition, the Best Paper by a Young Professional, the Outstanding Section, and the Outstanding Student Chapter Awards.

Public and private sector representatives are needed to moderate sessions. If you can help, please contact Arizona ITE Section Secretary Deanna Haase, PE (secretary@azite.org).

ITE So Cal Latest Information

www.itesocal.org

ITE So Cal Meeting and Event Photos

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

ITE So Cal on Facebook

Go to:

http://www.facebook.com/home.php?sk=group_174132915945907 or search for "Southern California ITE." Facebook users, please join the group and weigh in on discussions pertaining to local transportation engineering issues.

Join Us at the 2013 ITE Annual Meeting and Exhibit in Boston, MA

Eunice Chege Thoya, Meetings Technical Program Associate, ITE Headquarters

The ITE 2013 Annual Meeting and Exhibit is just around the corner, taking place August 4–7 in Boston, MA, USA. If you haven't made arrangements yet to attend, there is still time to register and take advantage of all the knowledge sharing, networking, and hands-on learning this meeting will deliver.

The meeting content will include a mix of presentation formats with hands-on practical application workshops. Sessions will focus on state-of-the practice, advancement of the profession, and emerging issues designed to benefit transportation professionals in the public and private sector, as well as students. Additionally, networking events will provide opportunities to connect with colleagues outside of the session rooms.

New to the meeting this year will be career link sessions designed to facilitate intuitive and ethical leadership and thought-provoking opportunities for professional development. Sessions will highlight strategies to adapt your transportation services to meet changing technological, demographic, political, financial, and environmental needs, and there will be implementation-focused workshops and seminars on safety, operations, planning, and design. The roundtable sessions will enable you to learn about and discuss solutions to your transportation challenges straight from your colleagues. The Exhibit as well as the sessions will highlight technology applications in terms of their impact on the industry, ITE, and you as a professional. As always, the meeting offers an opportunity for ITE to recognize outstanding industry papers, projects and programs, and individual achievements. Attendees will have the opportunity to root for their favorite college traffic bowl team at the Collegiate Traffic Bowl Grand Championship.

The meeting is being held at the Hynes Convention Center in Boston, with the Sheraton

Copley Place hotel serving as the host hotel. Located at the western end of the district known as Back Bay, it is an easy walk to several transit stations that provide connections throughout the city and the airport. The Boston 2013 Local Arrangements Committee (LAC) is excited to share the City with attendees. For those who attended the last ITE Annual Meeting and Exhibit that was held in Boston in 1997, the LAC wants you to know that a lot has changed in the past 16 years. While the city and metropolitan area continues to evolve with more construction, the "Big Dig" project that was just starting during that last meeting is now finished. With the project complete, a greenway has replaced the six-lane elevated expressway that once ran through the financial district to the North End. Logan International Airport has also seen its multi-billion dollar project completed with updated terminals and access roads, expanded parking facilities, enclosed walkways, a new runway, and low-cost carriers added to the mix.

The LAC reports that the South Boston waterfront is undergoing a remarkable transformation as the City's Innovation District, with new housing, retail, offices, and some great restaurants. All of these developments make Boston a perfect backdrop to discussing multimodal land use and urban design as you explore the city. A variety of workshops, bikeshops, and technical tours are being offered during the meeting, including a Boston and Cambridge Complete Streets bus tour and workshop, tours of Massachusetts traffic circles and MassDOT and MBTA Control Centers, and biking, walking, and bus tours of the Emerald Necklace area.

We invite you to include the ITE Annual Meeting and Exhibit in your professional development and travel plans this summer. Come to the meeting, arrive early or stay late, and be sure to take in everything Boston and the meeting have to offer. For more information, visit www.ite.org/annualmeeting.

What can we Learn from Public Comment at High-Speed Rail Board Meetings?

David M. Schwegel, PE

The California High-Speed Rail Authority (CHSRA) (www.hsr.ca.gov), the agency responsible for implementing the state's \$68 billion High-Speed Rail (HSR) project, held a Board Meeting on Thursday, June 6, at Sacramento City Hall. The meeting began with public comment (two-minute maximum per participant). The project connects Los Angeles (LA) with San Francisco (SF) with express travel times of 2 hours and 40 minutes, with future extensions to Sacramento (via Modesto and Stockton) and San Diego (via the Inland Empire). This is America's "first true HSR system."

What about courageous leadership? I opened up my comment with a reference to "courageous leadership." At the December 3, 2012 US High Speed Rail Association (USHSR) (www.ushsr.com) Conference at the LA County Metropolitan Transit Authority (MTA), USHSR Advisory Chair Rod Diridon referenced a 1950's study. This study deemed connecting LA and SF via HSR as an "excellent idea" longing for "courageous leadership." The current CHSRA Board and Staff is at the forefront of this "courageous leadership," that is joining the US (the "world's largest untapped HSR market") with the "world's largest infrastructure project" (Jean-Pierre Loubinoux, UIC International Union of Railways).

Why express empathy? Public comment suggests that the hardworking taxpaying public is skeptical of the potential for cost overruns on massive infrastructure endeavors. The \$24 billion Boston "Big Dig," was a phenomenal pioneering effort, encouraging other metropolises like Seattle to embark on similar efforts. Yet after \$24 billion, and significant scheduling delays and cost overruns, the Boston metropolis is still among America's five most congested. The Bay Bridge project ballooned from \$1 billion to \$6.4 billion with a questionable Labor Day opening. Empathize with such concerns without trying to justify. Instead point to California's great track record of rail success with both Amtrak's Capitol Corridor (Auburn to San Jose via Sacramento and Oakland) and Los Angeles Metro identified among the success stories in the American Society of Civil Engineers (ASCE) (www.asce.org) *Infrastructure Report Card (2013)* (www.infrastructurereportcard.org). Specifically note Metro's role in changing LA's designation from "car capital of the world" to "transit capital of America". Finally note how the "apparent best value proposer" came in at 1/3 below the engineer's estimate for the initial construction project starting this summer in the Central Valley. See article on page 11 for more information on determining the "best value proposer."

Why a "deeper dive"? Public comment reveals confusion from a "shallow dive" for information. Chris Nelder provides a fascinating perspective on confusion generated by competing interests. His "Reframing the Transportation Debate" article in *Smart Planet* (October 19, 2011) notes US Energy Analyst Gregor Macdonald's observation that fossil fuel and automobile interests outspend rail and renewable interests 100 to 1 in public relations. Fossil fuels cannot attack HSR

directly, so they hire a "think tank" to slant information. Transportation professionals should encourage the public to take a "deeper dive" for information, studying the pros and cons closely, and recognizing the perspectives of the competing interests, before adopting positions.

Why take a generational perspective? High School Students Alec and Roman Cavinero from Venture Academy (Stockton) were among the public comment participants. They expressed excitement about HSR's possibilities and underscored the importance of successfully winning over skeptics. They cited the air pollution and travel time reduction, congestion relief, and state unification benefits. Following their comment, CHSRA Chairman Dan Richard remarked, "This is for you. Hopefully, we'll get to ride it too."

What about the fear of change? Humans naturally gravitate to the familiar, taking the path of least resistance. Change requires courage and sometimes involves adjustment pains. Agricultural interests are fearful of divided farms, noisy trains, and their cows' inability to produce milk – rumors primarily perpetuated and escalated from the fossil fuel hired "think tanks." Taxpayer interests are fearful of poor project management, general uncertainties, and escalating costs. The silent generation is fearful of saddling the Millennial (born between 1982 and 2000) generation with considerable debt beyond their already historically high college debt, despite the Millennials being among the most supportive generations of HSR (as evidenced by their comments at the April 2012 CHSRA Board Meeting in San Francisco).

What about the media? According to a presentation by Seattle's Sound Transit at a 2003 professional association meeting, following negative publicity, the media is interested in drama to sell their materials. Therefore, look for opposing interests to get considerable media attention. One of our roles as transportation professionals is education. Safe Routes to School Director Deb Hubsmith reminds us in a recent media relations workshop at TransForm's (www.transformca.org) Transportation Choices Summit, that "we're always on record." Therefore, be calm, cool, and collected when listening to views that differ from your own. Avoid trying to force your views on others without first listening and seeking to understand where they are coming from.

Why are drawbacks exaggerated? One of the great exaggerations came from an opponent likening the "pull the plug" warnings to Titanic's iceberg warnings that went unheeded. Such opponents may represent large groups that have traveled for miles, seeking popularity from their own group members over exercising the "common good".

What are the next steps? Focus on education over advocacy. Identify the pros and cons. Then formulate your own conclusions. Find out as much about the technology as possible from sources like the US High Speed Rail Association (USHSR) (www.ushsr.com). Keep abreast of the latest CHSRA news as www.hsr.ca.gov including progress on the Proposition 1A compliance lawsuit scheduled for a decision in late August. Respect the opinions of competing interests. Get elected officials and the public to seek out transportation engineers among the experts on this pivotal project.

Why did the Team with the Lowest Technical Score win the First High-Speed Rail Design/Build Contract?

David M. Schwegel, PE

At their Thursday, June 6, 2013 Board Meeting in Sacramento, the California High Speed Rail Authority (CHSRA) (www.hsr.ca.gov) took a critical vote. This vote authorized CHSRA CEO Jeff Morales to “negotiate final terms of the Design/Build (D/B) Contract for Construction Package 1 (CP-1)” with the “apparent best value proposer” among the five proposing Joint Ventures (JV’s). CP-1 goes from Fresno to Madera. All five JV’s submitted both technical and price proposals to CHSRA by the January 18, 2013 deadline.

What were the results? The CHSRA April 12, 2013 Press Release “California High-Speed Rail Authority Announces Bid Results on Central Valley Construction Project” identifies the following results:

Proposer	Price (billion)	Price Score (out of 70)	Technical Score (out of 30)	Total Score
Tutor Perini/Zachry/Parsons	\$ 0.985	70.00	20.55	90.55
Dragados/Samsung/Pulice	\$ 1.085	63.55	26.13	89.68
California Backbone Builders	\$1.366	50.49	27.71	78.20
California High-Speed Rail Partners	\$1.263	54.59	20.70	75.29
California High-Speed Ventures	\$1.537	44.87	21.41	66.27

Source: CHSRA Press Release (April 12, 2013)

Price was weighted 70%. Technical was weighted 30%. The engineer’s estimate was approximately \$1.5 billion, with the “apparent best value proposer” Tutor Perini/Zachry/Parsons (www.tutorperiniparsons.com) coming in around 1/3 below this estimate. Tutor Perini is headquartered in Sylmar. Zachry is headquartered in San Antonio. Parsons is headquartered in Pasadena.

How would I have picked initially? On initial examination, I would have picked Dragados/Samsung/Pulice for their favorable balance of low price and high technical score. That was before I understood the thoroughness of the selection process.

What did I learn by taking a deeper dive? All five JV’s passed the initial test of minimum technical competence. The other four went above and beyond the call of duty, providing extra “nice to have” technical research, thereby yielding higher technical scores. The highest technical score went to California Backbone Builders comprised of several firms headquartered in Spain with extensive experience constructing their nation’s HSR system, the Alta Velocidad Espanol (AVE).

CHSRA Board Member Rossi brings extensive financial experience to the table, having worked with Bank of America and Bank of Japan. He was also instrumental in reassuring skeptical Senators of CHSRA’s technical competence in managing the state’s most expensive infrastructure endeavor ever during last year’s State Assembly and Senate HSR Hearings. During the June 2013 CHSRA Board Meeting, he requested reassurance on the “apparent best value proposer’s” investment grade qualification, impairments of other JV’s, independent study of bond due diligence, and technical

score. Chief Program Manager Frank Vacca, and Chief Counsel Tom Fellenz provided the needed reassurance. Other Board Members raised similar questions and received comparable reassurance. The technical score was tested twice.

Now that I have a more thorough understanding of the selection process, the high-priority of effective financial stewardship in regaining the public trust on massive infrastructure projects, and the thoughtful and careful consideration by voting CHSRA Board Members (as reflected in their thorough questions to the Chief Program Manager and Chief Counsel), I would have agreed with their decision to move forward with the “apparent best value proposer.”

How rigorous was the selection process? A group of public employees in cooperation with CHSRA’s legal, financial, and program management consultants evaluated each JV’s SOQ in February 2013, and found them all qualified. A more thorough evaluation was conducted in March 2013, resulting in a technical score based on compliance with the provided Instructions to Proposers (ITP) plus extra “above and beyond the call of duty nice to haves.” In addition to numerous procedural safeguards, the ITP also stipulated providing proof of financial, administrative, and technical competence for pulling this project off. During the proposal preparation process, all JV’s capitalized on the opportunity to submit Requests for Information (RFI’s). CHSRA also worked with the Department of General Services (DGS) to use excess secure state-owned office space to make sure integrity and confidentiality were maintained in the selection process.

How did the other proposers respond during the protest period? A protest period was provided according to standard practices, should JV’s wish to participate by expressing concern with the quality of competing proposals. None opted to do so.

What about the recent negative press of the apparent best value proposer? Tutor-Perini did have some negative press questioning their financial performance. Yet the Chief Counsel and Chief Program Manager provided assurance that a detailed review of financial performance recently revealed no “impairments” that were “show stoppers.”

How did Mr. CEO Tutor himself weigh in? Mr. Ron Tutor (CEO of Tutor-Perini) weighed in after the CHSRA Board vote, acknowledging the financial concerns and the Las Vegas MGM issues from the press. Then he provided reassurance, noting his company’s net worth in excess of \$1 billion. He also noted his company’s involvement in much of California’s large civil works including the Richmond-San Rafael Bridge, I-80, BART, and the Altamont Corridor Express (ACE), and reassured the audience of his commitment to the success of “this very important project.”

What are our next steps? Keep an eye on the summer “groundbreaking,” the outcome of the Prop. 1A compliance lawsuit (decision expected in late August), environmental clearances, and future construction packages that will further extend the project south as close to Bakersfield as the initial \$6 billion funding will go. Subscribe to US High Speed Rail Association’s (USHSR) (www.ushsr.com) free weekly eNewsletters to boost your understanding of HSR technology in general, as the public is now starting to see the connection between HSR and Engineering. There is no CHSRA July Board Meeting, so keep an eye on outreach events and industry forums. Network with elected officials. Senator Cathleen Galgiani, the “godmother of HSR” was in attendance at the CHSRA June 2013 Board Meeting. Elected officials frequent HSR events. You never know who might show up. Let them know Engineers are here as a resource on high-profile, technically complex infrastructure topics like HSR.

Benefits

Iteris offers associates one of the most comprehensive benefits programs in the industry.

A number of these benefits reflect our unique workplace and provides associates with opportunities to celebrate the culture, continue their education, and achieve their personal and professional goals.

Iteris offers a wide variety of benefits, services and programs designed to make it easier convenient for employees to juggle work and everyday life.

- Incentive-based bonuses
- 401(k)/Retirement savings plan
- Comprehensive medical and dental coverage
- Vision plan
- Life insurance
- Medical reimbursement plans
- Disability coverage
- Generous time-based benefits (paid time off, holiday schedule)
- Family friendly programs (dependent care, flex-time/alternative work week)
- Professional support benefits
- Comprehensive education assistance program
- Home computer purchase assistance program
- In-house training programs
- Travel and entertainment discounts
- Legal services

CAREERS WITH MOBILITY

Current Listing of Opportunities with Iteris:

Iteris, Inc. is a leader in providing intelligent information solutions to the traffic management market. We are focused on the development and application of advanced technologies and software-based information systems that reduce traffic congestion, provide measurement, management, and predictive traffic analytics, and improve the safety of surface transportation systems.

We are seeking the following individuals to join our dynamic team:

Senior Transportation Engineer/Associate Vice President

Open to location anywhere in the U.S.

This position will assist us in growing our bus transit business. Responsibilities include business development activities, pre-marketing for upcoming projects, developing innovative pursuit strategies, writing proposals, making presentations to clients, conducting interviews and negotiating contracts with major transportation clients. We are seeking a degreed individual with at least 15 years applicable experience.

Senior Transportation Engineer/Planner

Based in Southern California (Long beach, Santa Ana or Los Angeles)

This position will serve as a key member of Iteris transportation planning and modeling practice. Responsibilities include business development activities, developing and maintaining regional and local travel demand models, micro-simulation models, and overseeing model applications for multiple projects. The qualified individual will assist in developing and applying advance modeling techniques, research, analysis and training. We are seeking a degreed individual with at least 8 years of consulting and/or public sector experience in the transportation planning field and at least 3 years performing marketing & business development activities.

Sr. Analytics Consultant

Open to location anywhere in the U.S.

This role as Senior Transportation Engineer/Senior Analytics Consultant will lead business development efforts, manage projects, and performing technical tasks on ITS projects related to performance measurement. We are seeking a degreed individual with 5 - 10 years direct experience in Traffic Operations and/or ITS Project Management consulting.

We have additional opportunities available throughout our growing offices across the U.S.

Visit our website for more information and to apply online: www.iteris.com

If you are interested in being a part of a team dedicated to excellence while making a profound difference and impact in the transportation industry, join Iteris.

Confidential resumes or letters of inquiry can be sent to jobs@iteris.com.

Iteris, Inc. is an Equal Opportunity Employer

ITE WESTERN DISTRICT ANNUAL MEETING REGISTRATION IS OPEN

Arizona Biltmore Reservations – Rooms are filling up with over 240 room nights already reserved. Room rate is **\$149.00 night including resort fees**. The rate will be honored three days before and after to conference. Visit the website <http://www.arizonabiltmore.com/> and use the Group Rate Code “ITE” when making your reservation.



Vendor/Sponsor Registration – We would like to thank the exhibitors and sponsor that have already registered. For vendor and exhibit hall registration and availability visit the website (<http://www.azite.org/2013meeting/>) and click the Vendor & Sponsor Link at the right of the page. Select **“REGISTER NOW”**. For more information on vendor/exhibit registration and sponsorship contact Kim Konte at Kimberly.konte@nov.com.

Technical Registrations – Registration is open with the early registration closing on June 14th, 2013. For on-line registration visit our website at (<http://www.azite.org/2013meeting/>) and click the Registration Link at the right of the page for more instructions. For more information on registration contact Cathy Hollow at catherine_hollow@tempe.gov.



Conference/Technical Program is available at www.azite.org/2013meeting. The technical program and registration cost includes a half day workshop on the **Interactive Highway Safety Design Model (IHSDM)**. See the brochure for details and instructions prior to attending the conference. Contact Ray Yparraguirre at ray.yparraguirre@kimley-horn.com if you have questions or comments



Opening Remarks - Greg Stanton, Mayor of Phoenix

Monday, July 15th Keynote Address – Jason Schechterle “Beyond the Flames”



Monday, July 15th Lunch Guest Speaker – “Unstoppable” Anthony Robles is born with one leg and became 3-time all american and the 2011 NCAA National Champion in Wrestling.

Monday, July 15th Technical Tour – Light Rail Transit System and Sky Harbor Train with 50 person maximum capacity



Tuesday Morning, July 16th Technical Tour – Arizona Canal Bike Tour with 20 person maximum capacity



Tuesday Afternoon, July 16th Technical Tour – ADOT Traffic Operations Center with 30 person maximum capacity





Cathy Leong, P.E. (F) for ITE Western District Secretary-Treasurer

I am honored to be selected as a candidate for Secretary-Treasurer for the Western District. As the Chair of the Student Endowment Fund Committee, I have become acquainted with a number of Western District officers at the section and district levels. Through this interaction, I have developed a keen understanding of the goals and needs of the District, and look forward to the opportunity to continue serving ITE.

ITE Service and Leadership Roles

During my 18 years as an ITE member, I have had the opportunity to serve in a variety of service and leadership roles that have provided me with first-hand experience regarding the needs of members at both the student and full member levels. The following are a few highlights of my ITE service:

- Student Endowment Fund Committee Chair (2008-present). I have worked diligently with my committee over the last 5 years to grow the Endowment Fund from \$50k to over \$330k. I continue to work on new and exciting ways to raise awareness of the fund including Annual Meeting events. We held a Student Raffle in Anchorage, AK, Traffic Hero and MiteY Race events in Santa Barbara, and will be hosting another MiteY Race event in Phoenix, AZ this year.



Promoting the Student Endowment Fund at the 2010 Western District Annual Meeting in San Francisco

- Mentor for University of Hawaii at Manoa ITE Student Chapter for their Western District Data Collection Fund projects. In 2007, they were not selected for a District project, but I arranged for local funding so they could complete the project.
- LAC General Chair for the 2006 Western District Annual Meeting held in Hawaii. The meeting was a great success with over 400 attendees.



With LAC Vice-Chair Richelle Takara at the 2006 District 6 Annual Meeting.

- President (2003-2004), Hawaii Section

Vision and Goals

- Continued support for the Student Endowment Fund and student initiatives programs. The implementation of the strategic and investment plans that I helped to develop for the Endowment Fund will ensure the sustainability of our student programs.
- Advocate fiscal responsibility for our District including promoting the affordability of District meetings and events.
- Improve District responsiveness to the needs of our members. Coming from the Hawaii Section, I understand that rapid responses are necessary to overcome the physical separation between our sections and chapters.

ITE and Professional Awards

The following are a few of the ITE and professional awards that I have been fortunate to receive during my career.

- 2011-2012 ITE Individual Achievement Award
- 2007-2008 ITE Young Professional Achievement Award
- 2007 Young Engineer of the Year, Hawaii Society of Professional Engineers (HSPE)
- Presidential Proclamation, 2005, for service as 2006 Annual Meeting LAC General Chair



Professional Qualifications

The following is a summary of my professional qualifications:

- Project Manager and Senior Traffic Engineer with the Traffic and Transportation Group at Wilson Okamoto Corporation in Honolulu, Hawaii (1997-present)
- Registered Civil Engineer — Hawaii
- MS in Civil Engineering with an emphasis in Transportation, University of California, Berkeley
- BS in Civil Engineering, University of Hawaii at Manoa