



# INSTITUTE OF TRANSPORTATION ENGINEERS

## SOUTHERN CALIFORNIA SECTION

# NEWSLETTER

2017 – 2018, Issue No. 4

January 2018

## President's Message

*Dean Lehman, PE*



Dear ITE Southern California Members,

I hope this New Year got off to a great start for you. Hopefully you were able to enjoy the holidays with friends and family.

On November 15<sup>th</sup>, we held our joint meeting with RSBITE at the Restaurant at Kellogg Ranch in Pomona. It drew 80 attendees. **Courtney Aguirre**, Sr. Regional

Planner at SCAG spoke about Transportation Safety Regional Conditions. I Thanks to Advantec for sponsoring this event.

Our Fifth Annual Holiday Mixer with RSBITE and OCTEC was held on December 6<sup>th</sup> at the Los Coyotes Country Club in Buena Park. This one drew 110 attendees. A big thank you to the following sponsors: Iteris, ITS-California, Advantec, Counts Unlimited, Econolite, Kimley-Horn, Michael Baker, South Coast Lighting, Albert Grover, AimTD, DDL Traffic, Fehr and Peers, Kittelson and Associates, Stantec, and Western Systems.

Our next meeting is a joint meeting with City Traffic Engineers on Wednesday, January 17<sup>th</sup>. Sam Morrissey, Associate Vice President with Iteris, will be presenting on "Agency Implications of Connected & Autonomous Vehicles". Thank you to our meeting sponsor **Stantec**. In addition, thank you to our newsletter sponsors **Trafficware**, **DKS Associates**, **Albert Grover and Associates**, and **Stantec**.

### Next Meeting

Wednesday, January 17,  
11:30 AM

**ITE SoCal/City Traffic  
Engineers Luncheon**

**Monterey Hill Restaurant**  
3700 West Ramona Boulevard  
Monterey Park, CA 91754

[https://itesocal.january.2018.ev  
entbrite.com/](https://itesocal.january.2018.ev<br/>entbrite.com/)

See 2017-2018 Calendar for  
Upcoming Section Meetings

## Brief Look Ahead

### March 2018

- Tuesday 6<sup>th</sup> to Thursday 8<sup>th</sup>, West Coast Rail Conference, Los Angeles Metro, [www.ushsr.com](http://www.ushsr.com)
- Thursday 8<sup>th</sup> to Friday 9<sup>th</sup>, Transit Oriented Development & Urban Real Estate Conference, Los Angeles Metro, [www.tod.org](http://www.tod.org)
- Friday 23<sup>rd</sup>, Statewide Infrastructure Symposium, Wilsey Conference Center, San Francisco, CA [www.caisregion9.org/2018](http://www.caisregion9.org/2018)

### June 2018

- Sunday 10<sup>th</sup> to Wednesday 13<sup>th</sup>, National Travel Monitoring Exposition and Conference, Irvine, CA <http://natmec.org>
- Sunday 24<sup>th</sup> to Wednesday 27<sup>th</sup>, Western District Annual Meeting, Keystone, Colorado, [www.westernite.org](http://www.westernite.org)

### August 2018

- Monday 20<sup>th</sup> to Thursday 24<sup>th</sup>, International Annual Meeting and Exhibit, Minneapolis, Minnesota, [www.ite.org](http://www.ite.org)

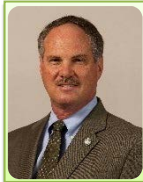
### October 2018

- Monday 1<sup>st</sup> to Wednesday 3<sup>rd</sup>, ITS California Annual Meeting, Anaheim Marriot, Anaheim, CA, [www.itscalifornia.org](http://www.itscalifornia.org)

**ITE Southern California Section**  
[www.socalite.org](http://www.socalite.org)

## 2017-2018 Southern California Section Officers

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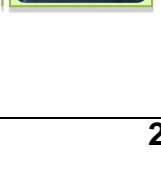
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## Communicating the Value of SB1

David M. Schwegel, PE (Precision Civil Engineering)



In April 2017, the Legislature Passed and the Governor Signed into Law SB1 (Road Repair and Accountability Act of 2017). This piece of legislation, authored by Senator Jim Beall (D-San Jose) is a “game changer” for our profession, marking the first time that the gas tax has been increased in nearly a quarter of a century. It took effect last November. Numerous transportation projects are in the “pipeline” for funding. Now that implementation efforts are well underway, nonprofits within the Transportation Industry are encouraging the Architectural & Engineering (A&E) community to communicate the value of SB1 to the citizens of California.

Transportation California has Fact Sheets and Video Clips on their website at

<https://www.transportationca.com>.

The League of California Cities has a Press Kit at <http://www.cacities.org/Top/News/News-Articles/2018/January/Updated-SB-1-Press-Toolkit-Available>.

Becky Moylan of the American Society of Civil Engineers (ASCE) ([www.asce.org](http://www.asce.org)) Headquarters produced the following Op-Ed with some editing help from Kenneth Rosenfield, Elias Karam, Michael Konieczki, Kwame Agyare, Matthew Socha, Elizabeth Ruedas, Lee Provost, and other members of the ASCE California Region Transportation Committee:

*After years of complaining about traffic and potholes, our legislators took deliberate and thoughtful action to improve our transportation network by providing much-needed funding to fix our transportation network through a small, but sorely needed gas tax increase. Now, with relief in sight and many projects in the works, all that was thoughtfully crafted be undone if a repeal to SB1 makes it onto the ballot this November.*

*The increased revenues from SB1 contribute \$5.4 billion in transportation infrastructure investments annually over the next decade. These investments are needed throughout the state, and emphasize projects that benefit our communities and promote a strong*

*economy: fix it first pavement repairs, traffic congestion relief, trade corridor improvements, improved transit and rail travel, and safer pedestrian and bike travel.*

*If SB1 is repealed, this progress would be delayed or even stopped without the adequate funding provided by the legislation. In addition, millions of dollars will be wasted as projects are scrapped midway or delayed because of funding shortfalls. Projects like the addition of sound walls and HOV lanes on I-5 may take multiple years to complete, if even undertaken at all.*

*The American Society of Civil Engineers' 2012 Report Card for California's Infrastructure graded the state's transportation infrastructure a "C-", and it's easy to see why. Right now, Californians each waste on average \$844 a year from driving on roads in need of repair and state transportation funding has stagnated since 1994. Traffic congestion plagues many of our urban areas, with Los Angeles and San Francisco consistently ranking among the worst in the nation and Sacramento area commuters spending an additional 28 minutes in traffic each day. We know painfully well what it's like to sit in traffic, miss a kid's soccer game, arrive late to a meeting, or have a jarring ride down the road.*

*Our lawmakers in Sacramento heard our cries of anguish and made the difficult, yet reasoned, decision that everyone using our roadways should contribute to improved and safer roads with a slight increase at the pump and small fees for electric vehicles; saving us all time and money in the long run. It was the progressive thinking and hard work of our duly elected representatives by which SB1 became California's modernized transportation funding mechanism: a reliable user-fee based system that ensures those who use the system pay for it.*

*While no one likes paying more at the pump, we are already paying a higher price in the form of wasted time, decreased business productivity, and damages to our vehicles. The more we delay these projects, the more it will cost us and our regional and state economies.*

*The diversity of the groups that have come out in support of SB1 speaks volumes— it includes representatives from the business community, labor unions, mayors and local government officials, and experts in infrastructure.*

*Repealing SB1 is a U-turn the state cannot afford. It would put California back on the rutted path we were on a year ago: traffic jams, potholes, and inadequate transit options. The data—and our own experience—show that if we don't make these investments, then road conditions will only get worse. With 1,388 structurally deficient bridges around the state and 50 percent of our roads in poor condition, something*

*needed to change. It did with the passage of SB1, and it should be left intact.*

Versions of this Op-Ed have been sent to publications within the Sacramento region. It is currently being tailored for submission to other major publications statewide including some within the San Francisco, Silicon Valley, Los Angeles, Orange County, Inland Empire, and San Diego regions.

If you would like to submit a technical article for the ITE SoCal Newsletter, please contact David Schwegel ([davidmschwegel1@gmail.com](mailto:davidmschwegel1@gmail.com)) or Dina Saleh ([dzs@iteris.com](mailto:dzs@iteris.com)).

### **Legalized Marijuana in California – What to Do Now**

*Craig S. Neustaedter, TE (TEP)*

For better or worse, the new California marijuana laws came into effect on January 1 of this year. California has become the sixth state to allow licensed shops to sell recreational marijuana. Under the new law, marijuana can be consumed in homes or other private places and at a limited number of cannabis lounges. Just as with alcohol, it is illegal to consume marijuana while driving, or to drive while under the influence of marijuana. Marijuana continues to be illegal under federal law; however an amendment to the federal budget currently blocks use of federal resources from being used to go after individuals or businesses that are acting in compliance with their state's marijuana laws (this may change in the near future).

It is helpful to take note of how marijuana legalization has impacted traffic accidents in other states where the substance has previously been legalized. Use of recreational marijuana was legalized in Colorado in 2012. According to a recent article in the Denver Post, from 2013 to 2016 there has been a 40% increase in the number of all drivers involved in fatal collisions in Colorado. The number of drivers involved in these fatalities and who tested positive for marijuana use has jumped 145% from 47 in 2013 to 115 in 2016. This number may be higher because state law does not require coroners to test deceased drivers for marijuana use.

Washington is another of the first states to legalize recreational marijuana. According to NHTSA, both Colorado and Washington have seen similar trends in the number of traffic fatalities in which drivers test positive for marijuana.

Unlike alcohol which offers decades of scientific research and traffic data toward an understanding of its impact on a person's ability to drive, no one is really sure how marijuana impacts the cognitive functions necessary to drive a car safely, or how much is too much for different people, or how cognitive abilities are affected by the means of ingestion.

Also the potency of marijuana is a very serious problem, with an extreme lack of understanding about what today's marijuana really is. This is not the "weed" of the 1970s. Today the active ingredient in marijuana, THC, can be concentrated at levels that result in acute overdose.

One of the problems in dealing with cannabis impaired drivers is the difficulty of measuring the degree impairment in the field. In order to charge a driver with driving under the influence, first, a police officer must observe signs of impaired driving. Then the driver must be transported to a location where a blood test can be done by a phlebotomist. The blood test will show the concentration of THC in the driver's blood system.

Unlike alcohol which is exclusively consumed in a beverage form, marijuana is consumed via a variety of methods. It is smoked or ingested in various types of drinks and edible products. Ingested cannabis is absorbed through the stomach rather than the lungs.

Currently, there is no known threshold to measure marijuana intoxication. Some studies have found that intoxicated individuals never show any detectable level of THC in their blood system. With respect to frequent users, it has been observed that small amounts of THC can linger in the blood system for days and even weeks. A recent US DOT study concluded that "specific drug concentration levels cannot be reliably equated with a specific degree of driver impairment". Detecting and deterring marijuana impaired drivers remains a very significant problem for law enforcement.

ITE has adopted the Vision Zero strategy to eliminate all traffic fatalities and severe injuries while increasing safe, healthy and equitable mobility for all. It is focused on the elimination of traffic fatalities and serious injuries, not just the reduction. The new California marijuana laws are clearly a major challenge in our organization's efforts to implement this strategy. In retrospect, a go slow approach would've been preferable in which enforcement issues could be resolved before full legalization came into effect.

In confrontation with the onslaught of a prospective significant increase in traffic accidents and fatalities resulting from the legalization of recreational marijuana, it is frustrating that we as traffic professionals can do little to immediately mitigate this problem.



We can all aspire for early implementation of the autonomous vehicle fleet which eliminates driver error or impairment as factors contributing to traffic collisions.

More practically today, municipal traffic engineers and planners may be of help by focusing on road safety management practices, specifically by ongoing monitoring of traffic collisions. In California the primary tool utilized for tracking traffic collisions is the Statewide Integrated Traffic Records System (SWITRS) maintained by the California Highway Patrol. It has been my experience that generally there is a high degree of cooperation between local traffic engineers and municipal police departments with the state agency to compile and maintain this database on an ongoing basis. However, frequently smaller cities in particular may be remiss in providing the degree of support that is necessary to maintain the SWITRS database for their respective jurisdictions. This should be corrected. In addition, the standard reports that are generated by the SWITRS database currently do not specifically identify THC impairment as a traffic collision factor. In light of the current legislative changes, it should be imperative that SWITRS protocols be modified to track for the impact of recreational marijuana use.

I urge the local ITE chapters and our district leadership to work with other concerned parties such as municipal law enforcement and the CHP to ensure that the tracking capabilities are in place to measure the impact of recreational marijuana legalization on traffic safety.

#### Sources:

The Denver Post August 25, 2017  
[www.thecannifornian.com](http://www.thecannifornian.com)

About the author: Craig Neustaedter is a California registered Traffic Engineer (TE) and a member of the American Institute of Certified Planners (AICP). He is President of the transportation consulting firm, TEP ([www.tep.net](http://www.tep.net)). He works as a Consulting Traffic Engineer to several public agencies in Southern California, and as an expert witness on traffic matters.



### Gearing Up for the 2019 Statewide Infrastructure Report Card

*David M. Schwegel, PE (Precision Civil Engineering)*

## 2017 INFRASTRUCTURE REPORT CARD

Several years ago, ITE produced an Infrastructure Report Card on Traffic Signals. The “D” grade drew attention to our nation’s chronic underinvestment in ITS infrastructure.

The American Society of Civil Engineers (ASCE) ([www.asce.org](http://www.asce.org)) has been producing Report Cards on America’s Infrastructure since the Reagan Administration. Several states and municipalities have followed suit. The most recent Report Card on America’s Infrastructure came out in 2017. Transportation-related categories included Aviation, Rail, Roads, and Transit. The recent power outage at our nation’s busiest airport, Atlanta-Hartsfield is a testimony to the underinvestment in both airport and power grid infrastructure. Rail combines both freight (“the envy of the world”) and passenger (Amtrak, recent significant derailment in DuPont, Washington) systems. The Roads category continues to be a hot topic here in California, with the quality of our urban roads ranking 50th among the states, and over half of them in poor condition, per the Washington Post (2015). The “D-minus” grade in the Transit category is no surprise given the significant media attention on the deteriorating condition of the New York Subway System. Look for our Southern California Region to be a potential “game changer” in this area as we gear up to host the 2028 Summer Olympics.

The California Region of ASCE is gearing up for its Third Report Card with a release event at the Capitol in early 2019. They could really use some expertise from our outstanding community of transportation professionals. Participants need not be ASCE members, as ASCE is looking to several outside organizations for specialized knowledge. To capitalize on this opportunity to further establish yourself as a subject matter expert, check out [www.infrastructurereportcard.org](http://www.infrastructurereportcard.org), identify the one transportation category of strongest interest, and send an email of interest to Co-Chairs Tony Akel ([takel@akeleng.com](mailto:takel@akeleng.com)) and John Hogan ([jhogan@deainc.com](mailto:jhogan@deainc.com)). Free training webinars continue to be offered by ASCE Headquarters in Reston, Virginia. ASCE has recently streamlined the production and messaging process for optimized efficiency and effectiveness.

### Gearing up for the Statewide Infrastructure Symposium

*David M. Schweigel, PE (Precision Civil Engineering)*



Ever since its debut in Sacramento in 2007, the California Region of the American Society of Civil Engineers (ASCE) ([www.asce.org](http://www.asce.org)) has been producing a Statewide Infrastructure Symposium during the first quarter of every year with parallel Transportation and Water programs. These Symposiums have the dual-purpose of educating delegates on some of the latest topics and issues impacting the profession, and encouraging them to take action on some of these key developments. Immediately following the Symposium in Los Angeles in 2017, members of the transportation community took action on SB1 resulting in an effective Fix Our Roads Rally at the Capitol and the successful passage of this “game changing” piece of Legislation with a Two-Thirds Supermajority. This annual Symposium rotates among the four California Sections (Sacramento, Los Angeles, San Francisco, and San Diego). The next one takes place on Friday, March 23, 2018 at the Wilsey Conference Center in San Francisco. All 16 speakers in the Transportation program are confirmed. Session highlights are as follows:

1. **Hot Topics in Roadways, Pathways, and Ports:** Kamesh Vedula of GHD will be presenting some of the latest design practices for “Roundabouts” and identifying several key reasons for their ever-growing popularity in California.
2. **Station Area Development/Technology:** Transbay Joint Powers Authority Executive Director Mark Zabaneh will provide an update on the “Grand Central Station of the West” since its Grand Opening last month.
3. **Implementation of SB1:** Senate Transportation Committee Chair and SB1 Author Senator Jim Beall will discuss how the passage of SB1 is a “Game Changer” for California and offer tips for messaging the value of SB1 in terms of commute cost reduction and quality of life improvements for California residents.
4. **Rail/Mass Transit:** High-Speed Rail Authority Northern Regional Director Ben Tripousis will

discuss the opportunities and challenges associated with “blending” the operations of America’s First True High-Speed Rail System and California’s Busiest Commuter Rail System along the San Jose to San Francisco Corridor.

For more information, and to register, go to [www.caisregion9.org/2018](http://www.caisregion9.org/2018).

### Upcoming ITE Webinars



#### [ITE Smart Communities - The Path Forward](#)

January 16, 3:00 - 4:30 p.m. ET

#### [Breaking Barriers to Bike Share: Insights on Equity](#)

January 18, 3:00 - 4:30 p.m. ET

#### [Introducing the FHWA Speed Management ePrimer for Rural Transition Zones and Town Centers](#)

January 25, 3:00 - 4:30 p.m. ET

#### [Being Media Savvy: How to Position Your Projects](#)

January 30, 3:00 - 4:30 p.m. ET

#### [Understanding Finance for the Engineering/Planning Profession](#)

February 22, 3:00 - 4:30 p.m. ET

#### **Roadway Safety Data and Analysis Toolbox: Safety Management Start to Finish - *registration opening soon***

February 27, 3:00 - 4:30 p.m. ET

#### **Reliability of Roadway Safety Management Methods: Opportunities to Enhance Traditional Methods - *registration opening soon***

March 27, 3:00 - 4:30 p.m. ET

#### **Safety Data Management, Governance, and Integration - *registration opening soon***

April 19, 3:00 - 4:30 p.m.

Check out the [ITE Learning Hub](http://www.itelearninghub.org) for a listing of webinars.



### Associate Engineer: City of Pasadena - Department of Transportation

SALARY: \$91,868.61 - \$114,835.76 Annually

The City of Pasadena is seeking two Associate Engineers in the Traffic Engineering Division. One Associate Engineer will be managing traffic investigations related to complete streets programs and the other Associate Engineer is responsible for traffic operation activities, traffic signal timing, and managing signal operations. The ideal candidate will be a technical expert, with focus on traffic engineering and operations. Should have recent experience working on a diverse range of traffic engineering projects and should demonstrate excellent writing and problem solving skills, ability to present recommendations, initiative, boundless energy, and strong work ethics.

**Minimum Qualifications:** Bachelor's degree (civil engineering/ or related field) Engineer in Training (EIT) certificate issued by the State Board of Registration for Professional Engineers, and two years of recent professional experience.

**Desired Qualifications:** Master's degree (civil engineering/ or related field) a valid California Certificate of Registration as a Professional Engineer (PE) issued by the State of California, and five or more years of experience in Traffic Engineering or Traffic Operations.

**APPLY BY:** 01/25/18 ONLINE ONLY at [www.cityofpasadena.net](http://www.cityofpasadena.net)

### Sponsorship Opportunities

ITE Southern California Chapter lunch meeting sponsorships have been filled, but we are currently looking for newsletter advertisements sponsors and **May Career Fair** sponsors. Your sponsorships will help ITE SoCal in supporting our ITE Student Chapters for this year's Traffic Bowl, Student Chapter Night, and other ITE related events. The more our Section raises, the more we can give back to our Student Chapters. Please reserve your spot soon!

**Newsletter** package options are listed below. Please review the options to see which one will work for you. Thank you for your continued support of ITE SoCal! Please contact Meghavardhan Govindu at [mgovindu@gundacorp.com](mailto:mgovindu@gundacorp.com) for information related to the **May Career Fair**.

NEWSLETTER/LUNCH MEETING COMBINED PACKAGE						
	A la Carte price	PLATINUM PACKAGE <sup>#</sup>	A la Carte price	GOLD PACKAGE <sup>#</sup>	A la Carte price	SILVER PACKAGE <sup>#</sup>
Newsletter	\$1,250	• Full page ad • Three half page ads	\$500	• Two half page ads/or one full page ad	\$250	• One half page ad
Lunch Meeting*	\$500	• Display table • 2 attendee lunches (\$60) • 4 minute presentation during lunch	\$500	• Display table • 2 attendee lunches (\$60) • 4 minute presentation during lunch	\$500	• Display table • 2 attendee lunches (\$60) • 4 minute presentation during lunch
Value	\$1,750	<b>PACKAGE PRICE</b>	\$1,000	<b>PACKAGE PRICE</b>	\$750	<b>PACKAGE PRICE</b>
Package Discount	(\$180) 10% off	<b>\$1,570</b>	(\$50) 5% off	<b>\$950</b>	(\$40) 5% off	<b>\$710</b>

<sup>#</sup> In addition, the package sponsors get their company logo (clickable) posted on our website for the entire year.

\*Price is for 1 of our 8 monthly regular meetings; pricing for Holiday Mixer/Workshops/Student Chapter Night is not included in the package and will be provided separately a month prior to the event.

NEWSLETTER VOLUME DISCOUNTS				
	Base Price**	Two Newsletters**	Three Newsletters**	Four or More Newsletters**
Full Page Ad	\$500	-	\$475	\$450
Half Page Ad	\$250	\$240	\$225	\$215
1/4 Page Ad	\$125	\$115	\$110	\$100

\*\*Pricing is PER NEWSLETTER; ITE-SoCal Section issues ten (10) newsletters in a year.



**Holiday Mixer 2017**

The annual Holiday Mixer jointly hosted by ITE SoCal, RSBITE and OCTEC was held on December 6<sup>th</sup> at Los Coyotes Country Club in Buena Park. Thanks to our sponsors and to all who could join us, without whom this event wouldn't have been a success. Here is a look back at the event through the lenses.





# ALBERT GROVER & ASSOCIATES

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- Traffic Engineering Operations
- Air Quality/Emissions Analysis
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- GIS/Database Inventories



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## **Trafficware**

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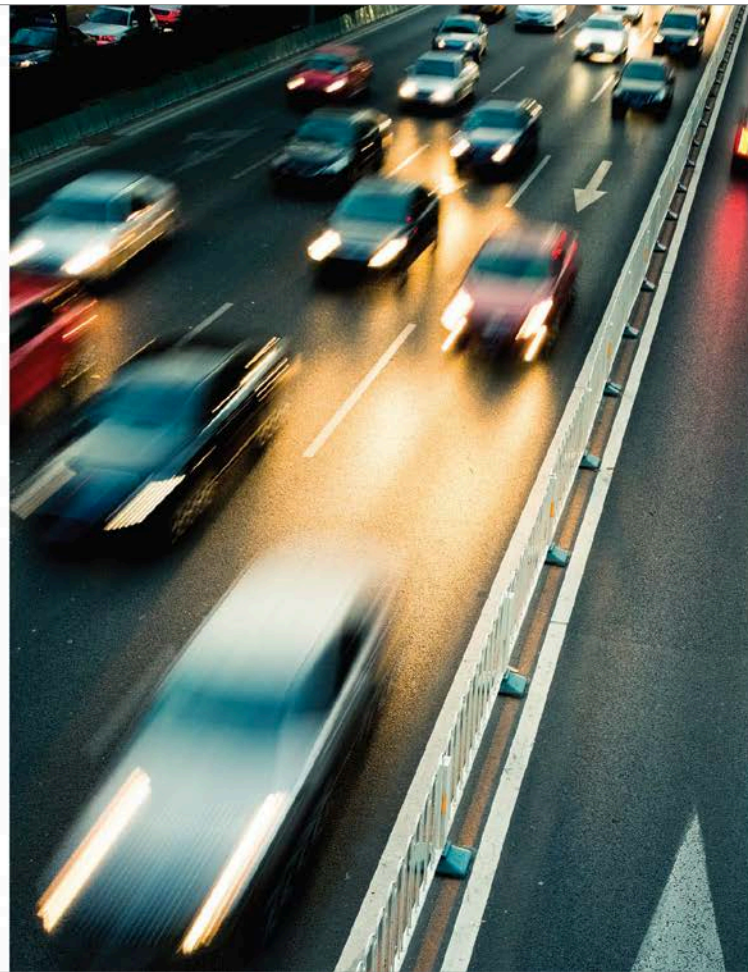
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## THE PEAK OF TRANSPORTATION



*SAVE THE DATE!!*

**2018 Joint Western and Texas Districts Annual Meeting**

**June 24 - 27, 2018**

**Keystone Resort and Conference Center**

[www.itekeystone2018.com](http://www.itekeystone2018.com)



## Keystone, Colorado

## NATMEC

NATIONAL TRAVEL MONITORING  
EXPOSITION AND CONFERENCE

**SAVE THE DATE!**



## 2018 CONFERENCE

**IRVINE, CA**  
**JUNE 10 - 13**



# 2017-2018 CALENDAR

INSTITUTE OF TRANSPORTATION ENGINEERS  
SOUTHERN CALIFORNIA SECTION

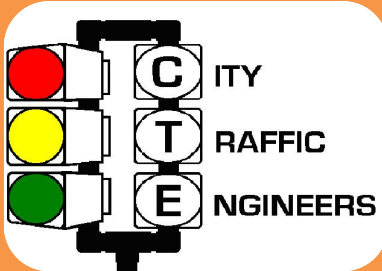


<p><b>AUGUST 2017</b></p> <p><b>ITE Annual Steak Fry</b> <b>Wed. Aug 23, 2017</b> Dinner – 5:30pm</p> <p>Police Academy Rock Garden, Los Angeles</p>	<p><b>SEPTEMBER</b></p> <p><b>Regular ITE Meeting</b> <b>Wed. Sept 27, 2017</b> Lunch – 11:30am</p> <p>Monterey Hill Restaurant, Monterey Park</p>	<p><b>OCTOBER</b></p> <p><b>Joint Meeting with OCTEC</b> <b>Thurs. Oct 26, 2017</b> Lunch – 11:30am</p> <p>Orange County Mining Company, Orange</p>
<p><b>NOVEMBER</b></p> <p><b>Joint Meeting with Riverside- San Bernardino Section</b> <b>Wed. Nov 15, 2017</b> Lunch – 11:30am</p> <p>The Restaurant at Kellogg Ranch, Cal Poly Pomona</p>	<p><b>DECEMBER</b></p> <p><b>Holiday Mixer with RSB ITE &amp; OCTEC</b> <b>Wed. Dec 6, 2017</b> Appetizers – 5:30pm</p> <p>Los Coyotes Country Club, Buena Park</p>	
<p><b>JANUARY 2018</b></p> <p><b>Joint Meeting with City Traffic Engineers</b> <b>Wed. Jan 17, 2018</b> Lunch – 11:30am</p> <p>Monterey Hill Restaurant, Monterey Park</p>	<p><b>FEBRUARY</b></p> <p><b>Joint Meeting with Central Coast Section</b> <b>Tues. Feb 6, 2018</b> Lunch – 11:30am</p> <p>City of Thousand Oaks Municipal Service Center</p>	<p><b>MARCH</b></p> <p><b>Joint Meeting with San Diego Section</b> <b>Fri. March 9, 2018</b> 10:00a – 2:00p Workshop, 12:00p Lunch</p> <p>El Adobe Restaurant, San Juan Capistrano</p>
<p><b>APRIL</b></p> <p><b>Regular ITE Meeting</b> <b>Wed. April 11, 2018</b> Lunch – 11:30am</p> <p>Caltrans District 7, Los Angeles</p>	<p><b>MAY</b></p> <p><b>Student Chapter Night Co-sponsored by OCTEC</b> <b>Wed. May 16, 2018</b> 5:30p Student Job Fair, 6:30p Dinner</p> <p>Knott's Berry Farm Resort Hotel, Buena Park</p>	<p><b>JUNE</b></p> <p><b>Mini-Workshop/Annual Business &amp; Joint Meeting with ITS SoCal</b> <b>Wed. June 13, 2018</b> 8:30a – 12:00p Workshop, 12:00p Lunch, 1:00p Business</p> <p>Monterey Hill Restaurant, Monterey Park</p>

NOTE: Some information is subject to change. Last Updated – September 5, 2017.



INSTITUTE OF TRANSPORTATION  
ENGINEERS



P R E S E N T

Our Joint January Lunch Meeting  
at

Monterey Hill Restaurant  
3700 W Ramona Boulevard  
Monterey Park, CA 91754

WEDNESDAY

1.17.2017

11:30 AM

## "AGENCY IMPLICATIONS OF CONNECTED & AUTONOMOUS VEHICLES"

**SAM MORRISSEY, MBA, PE, TE**  
ASSOCIATE VICE PRESIDENT  
ITERIS

**EARLY REGISTRATION ENDS ON 1.12.17**

Please register online at  
[https://itesocal.january\\_2018.eventbrite.com/](https://itesocal.january_2018.eventbrite.com/)

For questions, please contact:

Sowmya Chandrasekhar, P.E., T.E., PTOE  
Secretary

ITE Southern California Section  
[svc@iteris.com](mailto:svc@iteris.com)

Early Registration \$30 | Registration \$35 | Students \$20

*Thank you to our Event Sponsor!*



## THE E-BALLOT SITE WILL OPEN AT 12:01 A.M. ET, WEDNESDAY, FEBRUARY 14, 2018



January 1, 2018

Dear Voting Member:

The future of the Institute of Transportation Engineers (ITE) and the direction and course of its programs and activities are greatly influenced by the leaders you elect to represent you. The ITE Nominating Committee has nominated the following candidates for the offices of International President and International Vice President for 2018:

For International President:

**BRUCE BELMORE, P.ENG., PTOE, AVS (F)**

For International Vice President:

**JASON CRAWFORD, P.E. (F)**

**RANDY McCOURT, P.E., PTOE (F)**

**The Election Ballot will open on February 14, 2018 at 12:01 a.m. ET and will close at noon ET on Thursday, March 15, 2018.** Written consent to hold office, if elected, has been received from each candidate. The publication of this notice complies with Article V of the ITE Constitution.

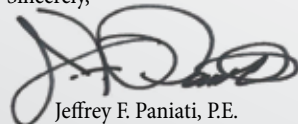
I encourage you to become familiar with the qualifications and visions of the candidates and exercise your right to shape ITE's future by casting your vote to select the 2018 ITE International President and International Vice President. The enclosed flyer has a brief resume and statement from each of the candidates. You can learn more by visiting the candidate websites at [www.ite.org/candidates](http://www.ite.org/candidates) and by attending either the virtual Town Hall on January 30, 2018 at 12:00 p.m. or the Facebook live event at 2:00 p.m. ET.

Please note, the length and time frame of the 2018 International President and Vice President campaign and balloting period has changed from previous years as a result of the Constitutional Amendments passed in 2017. New campaign conduct rules, for the candidates and ITE members, have been established by the Nominations Committee and are available on the ITE website at [www.ite.org/candidates](http://www.ite.org/candidates). I encourage all members to take a few minutes to become familiar with these new time frames and rules. With the early election of candidates, members will be provided with increased electronic and virtual candidate information. In lieu of campaigning at District and Section meetings, the election will conclude in time for the successful candidates to attend these meetings as International President-elect and Vice President-elect.

Once you have decided for whom you wish to vote, you may vote either by e-ballot or by mail. To vote by e-ballot starting February 14, 2018, 12:01 a.m. ET, eligible voters will be sent an e-mail with a personalized URL enabling them to vote. You must cast your e-ballot no later than noon ET on March 15, 2018. You will receive an e-mail confirmation of your vote. If you wish to vote using a mail ballot, you must request a ballot, in writing, no later than February 18, 2018 by e-mailing Marianne Saglam at [msaglam@ite.org](mailto:msaglam@ite.org). Your ballot must be received at ITE no later than noon ET on March 15, 2018.

Your vote will remain confidential. The election results will be announced on the ITE website on March 20, 2018 and in the April 2018 issue of *ITE Journal*.

Sincerely,



Jeffrey F. Paniati, P.E.  
ITE Executive Director and CEO

# FOR INTERNATIONAL VICE PRESIDENT



**JASON A.  
CRAWFORD, P.E. (F)**

Research & Implementation  
Division Head  
Texas A&M Transportation Institute  
Arlington, Texas, USA

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[www.jason4ite.com](http://www.jason4ite.com)

Facebook: @jason4ite

Twitter: @j\_crawford

LinkedIn: jason4ite

Periscope: @jason4ite

Like you, I am passionate about transportation and ITE. My passion has guided me for 26 years to develop a strong, proven leadership record through ITE Student Chapter, Section, District, and most recently, my International Board of Direction service completed in 2017. I am also a proud, inaugural *LeadershipITE* graduate.

My service to ITE has been through listening, collaborating, promoting fairness, and mentoring, focused towards serving both the needs of our members today and the next generation of transportation professionals. I was fortunate to serve on the ITE International Board of Direction at a transformational and transitional time that included hiring a new Executive Director, improving member communication, developing and passing constitutional amendments, releasing major publications, and developing partnerships with other associations.

I wish to continue my service to you, our membership, by working to complete the many initiatives under way and building on those successes into the future. To accomplish my vision, I am embracing four themes to **LEAD** our association.

**Leadership** – I will build on the success of *LeadershipITE* and Student Leadership Summits by delivering leadership training locally through Districts and Sections. I will advance efforts to educate and encourage our District and Section leaders on how to be an active voice for local transportation issues. Lastly, I will work to establish a strategic vision panel to advise the International Board on issues expected to impact our profession over the next 10 to 15 years.

**Engagement** – I will seek ways to engage our members at all organizational levels to both realize and seize the value of ITE membership. Being a volunteer-driven association, we need to improve the way we match passionate and energetic members with volunteer opportunities. Finally, we should work to expand our global membership by re-engaging our former student chapter members now back home in countries outside North America.

**Alignment** – I value the strength and connections that our vibrant sections and chapters offer. At the same time, we must ensure that our association's overall strategic direction is reflected in District/Section/Chapter initiatives and activities. I intend to increase our efforts to introduce and persuade all professionals that influence and impact transportation to join and be active in our association and to proudly represent their profession. We can improve information sharing between headquarters and its districts and sections to facilitate member recruitment and follow-up.

**Diversity** – I welcome ideas that challenge the norm and offer different perspectives. I believe we must attract and include in our leadership ranks greater professional, ethnic, and gender diversity that better reflects our general membership. I actively sought to remove barriers impeding membership growth through constitutional amendments and I will continue building on these efforts to grow the ITE membership and help ensure it represents the diversity of our strong, passionate community of transportation professionals.

I greatly value my ITE membership experience and network. I thank my mentors for their encouragement and support that ignited my desire to serve.

Please join me as we work together to serve, to **LEAD**, and to move our profession forward.



# FOR INTERNATIONAL VICE PRESIDENT



**RANDY  
MCCOURT, P.E., PTOE (F)**

Principal, DKS Associates  
Portland, Oregon, USA

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LinkedIn: [www.linkedin.com/in/  
randymccourt](http://www.linkedin.com/in/randymccourt)

Facebook: [www.facebook.com/  
randy.mccourt.74](http://www.facebook.com/randy.mccourt.74)

My journey with ITE has been a road traveled for more than 40 years. The people I have met have inspired me personally and professionally to serve others and share industry knowledge both nationally and internationally. My commitment is that I will serve as an ambassador to ITE—an active listener to our members' needs, seek feedback, and hold the dignity of our profession to the highest standard.

**Vision:** To advance our volunteer members' careers through meaningful ITE experiences in **leadership, partnerships, and technical expertise.**

Our members are why we exist and the nucleus in which we serve. We are dawning a new era in the transportation profession. Our industry has radically evolved in ITE's 90 years. Each transformation has been exciting, allowing us to implement our expertise while playing a pivotal role in making a difference in our communities. My quest to serve as ITE International Vice President is focused serving the needs of students, public agencies, active and retired members, and international partners through:

**1. MEMBER DEVELOPMENT:** Deliver high value learning and networking experiences through engagement, action, and implementation. My primary goal is to facilitate a balance of listening to our membership with the need for action and implementation to advance the 21st century transportation experience. This includes such topics as advances in trip/parking generation, greater access to MUTCD best practices, before/after studies, and understanding of transportation equity.

**2. INDUSTRY OUTREACH:** Today, we are challenged as a profession to work collaboratively to help identify the future of transportation. This requires **us to go further in developing partnerships with partner organizations.** As smarter mobility evolves, we must work together as a unified transportation profession between public, private, industry, vendors, and academic experts.

**3. LEADERSHIP ADVANCEMENT:** With emerging voices and disruptive technology, it's critical for ITE leadership to manage change affecting our members and their careers. This means an ITE that serves as a meaningful resource to our members by staying at the forefront of emerging technology; providing mentorship and guidance to our members; active involvement with students studying transportation engineering; and fostering career advancement. We are the ITE that is invested and committed to giving back to each member and our industry.

You will find more on each of these topics on my website [www.Randy4ITE.com](http://www.Randy4ITE.com) with platforms to share your thoughts, ideas, and opinions on how we can deliver high value to our membership and their employers.

There is nothing I, and our members, love more than waking up to new challenges, such as vision zero, autonomous vehicles, or complete streets. These are the opportunities that the transportation industry creates for us daily. As mobility experts, we can affect this change. As ITE International Vice President, I will seek active engagement from our members to ensure we are delivering on the future that transportation innovation has for our communities.

This is an exciting time in our industry as it is changing at a record-setting pace. **Join me in the dream of a new transportation future that involves you.**

# FOR INTERNATIONAL PRESIDENT



**BRUCE BELMORE, P.ENG.,  
PTOE, AVS, (F)**

Western Canada Transportation  
Planning Director, WSP Group  
Regina, SK, Canada

[bruceb4ite@gmail.com](mailto:bruceb4ite@gmail.com)  
[www.bruceb4ite.com](http://www.bruceb4ite.com)

**Who am I?** I am a **devoted transportation professional** with more than 25 years of experience and I am **passionate about ITE**. Every day through my work, I strive to make our communities a better place to live, work, and play. I am in a great position to positively impact the future of ITE. I have served ITE at the Section, District, and International levels. My involvement includes recently completing a three-year term on the International Board of Direction. From this experience, I have become familiar with the issues, challenges, and opportunities facing ITE. Further, I believe in giving back to the engineering community as an adjunct professor at the University of Regina. I intend to **build upon the hard work and initiatives already started**, and **continue to develop ITE as a leading organization** in operating and delivering services to members.

**Goals.** I will focus on the following five areas:

1. **Communication** – we need to reflect how members like to communicate and receive information today. Whether it's through ITE Community, social media platforms, or cloud-based document sharing, we need to **ensure that information is timely, relevant, and readily accessible** by our members in a broad range of formats.
2. **Collaboration** – we need to **work more closely with other transportation organizations** to cooperatively develop technical resource material. These other organizations bring different perspectives and skills. By sharing knowledge and resources, we can produce technical reference documents faster, at a shared cost, and with full recognition of our members' contributions.
3. **Knowledge** – we need to look at new funding mechanisms for producing technical documents and better ways to recognize the contribution of our many outstanding volunteers. We also need to **streamline the approval and release of technical documents** so that valuable resource materials are in our members' hands quicker.
4. **Growth** – we need to **grow our membership to remain a healthy, vibrant organization**. Key to this growth and our long-term stability is developing new student chapters and encouraging highly active sections. We also need to start new sections outside of North America where there is growing interest in ITE membership. This allows us to share more ideas and experiences from around the world.
5. **Member development** – we need to **develop the skills of members, including technical skills, soft skills, and leadership skills**. We need well-rounded transportation professionals in our industry; ITE can lead through both online training and face-to-face opportunities for skills growth.

**Here's an Idea.** I would like to see members who are unable to attend the Annual Meeting and Exhibit in person be able to access technical presentations online through a video-on-demand system. We have the ability to broadcast the presentations—potentially reaching nearly 15,000 members with meeting content rather than just the 1,000 or so who currently attend. More members would gain needed continuing education credits and ITE would reach a broader audience with conference content.

I have the **desire to see ITE grow and succeed**. Simply, **I have something to contribute and am in a position to serve**.

#### 4-4 Campaign Conduct

- A. The International Board of Direction recognizes the importance of assisting the membership in making an informed choice in electing the International leadership, and thereby provides guidance on appropriate communication between candidates and members. Professional organizations characteristically rely on the published statements and résumé of experience for each of the candidates for office.
- B. Conduct of ITE Headquarters/Board of Direction/Nominations Committee
1. The Chairperson of the Nominating Committee shall notify all candidates of the campaign conduct requirements.
  2. The Executive Director/CEO shall inform the general membership of the nominees and about campaign rules regarding endorsement of candidates.
  3. Candidate actions during the campaign are primarily monitored by the Executive Committee assisted by the Board of Direction. Should a candidate willfully violate any of the procedures outlined, the International Board may consider sanctions. Any variance to campaign rules will be addressed by the Executive Committee, which will have the authority to bring the issue to the Board of Direction for review and vote.
  4. The list of candidates nominated by the Nominating Committee shall be posted on the ITE website no later than December 15 of the year preceding the election.
  5. Elected officials on the Executive Committee and International Board will remain impartial and treat all candidates equally. ITE Headquarters staff will treat the candidates even-handedly regarding exposure in the *ITE Journal*, and through other media.
  6. ITE will host and maintain website for candidate information (videos, brochure and bio).
  7. ITE will host and moderate opportunities for candidates to reach out to and engage with the general membership which may include webinars, podcasts, Q&A sessions, etc.
- C. Conduct of Districts/Sections/Chapters
1. The Executive Director/CEO will contact the Districts/Sections/Chapters as soon as practicable after the nominations are announced to notify them of the nominees and inform them of these candidate campaign conduct rules, particularly the following:



Districts, Sections, and Chapters shall treat candidates equally with respect to publishing campaign statements, reading campaign statements at meetings, advertising the campaign and providing opportunities for candidates or supporters to address their membership. Support and communication provided candidates by Districts, Sections, and Chapters shall be equal with respect to publishing campaign information in newsletters and on websites.

#### D. Conduct of General Membership

1. Members shall conduct themselves in a professional manner during the campaign. No member shall distribute the named endorsement of other members for a candidate without their express written approval from those members.
2. Members expressing support for a candidate by mail or electronically shall only do so as an individual. Multiple-member or group endorsements are not allowed.

#### E. Conduct of Vice Presidential Candidates

1. As soon as potential candidates submit their documents expressing interest in candidacy for International Vice President they must conform to the Campaign Conduct procedure and, after that time, they may retain any volunteer positions in the Institute they held prior to that time but they are not to accept any new volunteer positions in the Institute.
2. Each candidate may prepare written and video statements of their candidacy as well as a brochure stating their background and qualifications that conform to guidelines established by the Executive Director/CEO.
  - a. The written statement shall be no longer than 500 words and will appear in the ITE Journal, and on the ITE Website. This statement will be forwarded to all District, Section, and Chapter newsletter editors by the Executive Director/CEO for their consideration for publication.
  - a. **The candidate's** video statement shall be no longer than **2** minutes in length and will be posted on the ITE Website. A brochure that expands upon the candidate's written statement to include biographical information and qualifications pertinent to the position shall be no longer than 2-pages in length on 8.5 x 11-inches paper format. This brochure will be created only as an electronic (PDF) downloadable document for posting on the ITE Website.
  - b. Photographs of ITE members in campaign brochures shall require the member's permission and must include a caption.
  - c. The use of other logos besides those of ITE is not allowed.
  - d. Candidates or others on behalf of a candidate shall not refer to any ITE Council, committee, and task force, District, Section, Chapter or ITE position (current or former) in writing or verbally in such a manner that implies endorsement by such groups.
2. Each candidate may create an Internet website to promote themselves and establish an email address for members to contact them. The candidate's website will only be hosted by ITE Headquarters and should include similar material to that in their candidate brochure and video. The website contents shall conform to

guidelines established by the Executive Director. Inclusion of links to or from employers, firms, or vendors of products will not be allowed.

3. A campaign presence on social media is permitted.
4. ITE will create a Vice President Community Group on the ITE Community for materials and messages to be posted. Campaigning on other groups of the ITE Community by the candidate or by others on their behalf will not be permitted or tolerated.
5. Candidates may not contact Districts, Sections, and Chapters for the purpose of advertising or endorsing their candidacy.
6. Bulk mailing and direct advertising techniques are not allowed. Bulk mailing for this purpose is defined as mailings of the same enclosures to more than 1 person. Bulk mailing encompasses both postal and electronic mailing.
7. One on one personalized email communication is allowed by a candidate or by others on behalf of a candidate. ITE Headquarters will not provide to the candidates mailing labels or electronic files of member addresses or email addresses.
8. All deadlines provided to candidates by the Executive Director/CEO will be adhered to for publication of brochures, placement of website information on ITE's website, issuance of information to District, Section and Chapter newsletter editors, etc. A failure by one or more candidates to provide the information by its deadline will not delay the subject activity.
9. To avoid possible conflicts with the Institute's tax-exempt status, it is important that no solicitation of funds or other tangible support activity of financial value be undertaken by, or voluntarily on behalf of, any candidate. It is intended that a candidate's experience, involvement in Institute affairs, and published statement shall stand on their own merit as testimony to the nominee's individual qualifications for office.
10. Vice Presidential Candidates may attend District, Section, and Chapter meetings during the time period of their candidacy. Candidates may present on matters unrelated to their candidacy. They cannot present a campaign speech at any meeting. This does not preclude the candidate from carrying out their duties as an officer of a District/Section/Chapter or as an International Director or retaining a currently-held volunteer position. However, candidates are not allowed to accept new appointments to ITE committees during the campaign.
11. To avoid the possibility of non-compliance with the campaign rules, candidates are encouraged to provide these campaign conduct rules to anyone intending to assist them in their campaign.
12. Candidates participating in International, District, Section or Chapter individual ITE donation programs shall not be recognized for their donation or change in donation level during the campaign.

13. Contributions to the Institute by the candidates are not limited. But contributions and/or gifts to voting members, such as, but not limited to, raffle tickets or apparel are a violation of campaign rules. Sponsorships of golf tournaments within or outside of sections or districts are allowed.
14. There is to be no malice toward other candidates and any such postings on social media or websites shall be removed

Board Approved 11/3/17