



INSTITUTE OF TRANSPORTATION ENGINEERS

SOUTHERN CALIFORNIA SECTION

NEWSLETTER

2012 – 2013, Issue No. 7

April 2013

President's Message

Andrew Maximous, PE, TE



Dear ITE Southern California Members,

I would like to thank Ron Keith, Minjie Mie, John Thai, and Gabriel Murillo for their time and presenting to the March joint meeting with the San Diego Section. Their presentations on adaptive traffic signal control were very informative.

Election season is fast approaching. The ITE Western District Board voting gets underway on May 1. You will receive an email with voting instructions. For a list of candidates, please go to <http://westernite.org/2013/2013-western-district-candidates>.

Our Section is currently accepting nominations for this year's Young Transportation Engineer of the Year award.

Meeting Announcement

Wednesday, April 17, 2013

11:30 am

Monterey Hill Restaurant

3700 W Ramona Blvd

Monterey Park, CA 91754

(323) 264-8426

For Reservations Contact:

Neelam Sharma, TE, at

Neelam.sharma@urs.com

By 4:00 pm on Wednesday,

April 10, 2013

See Flyer for Details

This award is given annually to a local individual involved in the transportation engineering field. If you work with or are aware of a member who meets the above-mentioned criteria, please email our First Past President, Steven Itagaki at sitagaki@jmdiaz.com. Award criteria and further information can be found on the flyer at the end of the newsletter.

As of January 1, 2013, ten of our section members have become Life Members of ITE. These individuals must have been ITE members for 25 years. Please join me in congratulating:

- George Alvarez – City of Anaheim (Retired)
- John Boslet – The Irvine Company
- John Fisher – LADOT (Retired)
- Herbert Gluesing – Willdan
- Kern Jacobson (Retired)
- Jimmy Lin – KOA Corporation
- Thomas Mitchell – City of Glendale (Retired)
- Joe Provenza – PRO VEN Inc.
- Alan Willis - LADOT (Retired)
- Pai-Kang Wang – Port of Long Beach

The Southern California section will recognize each individual at an upcoming section meeting. Thank you all for your continued commitment and dedication to ITE.

Finally, a bit of trivia: Construction began on the Arroyo Parkway connecting Los Angeles and Pasadena with a groundbreaking ceremony on March 22, 1938. The Parkway had been planned for over 20 years and cost \$1,327,000 to construct. It was touted as one of the most modern in the nation, with "no grade crossings throughout its entire length." When it opened, the Parkway became the new alignment for U.S. Route 66. The old routing along Colorado Boulevard and Figueroa Street became the official Route 66 Alternate.

In 1953, a southern extension connected it to the Four-Level Interchange in Downtown L.A., linking it to the Hollywood, Harbor and Golden State Freeways. On November 16, 1954, its name changed to the Pasadena Freeway, as the northern extension of State Route 110. In 2010, Caltrans reinstated the original Arroyo Seco Parkway name. The six-lane, six-mile long highway was designed for 27,000 automobiles a day. Today, it carries more than 122,000 cars daily.



Image Courtesy of Pasadena Public Library

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
sitagaki@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@dkssassociates.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
nextech@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
bkli@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

April

- Wed 17th, 11:30 AM, ITE So Cal, Monterey Hill Restaurant, Monterey Park (see flyer)
- Mon 22nd – Wed 24th, TransForm's Transportation Choices Summit and Advocacy Day (www.transformca.org, see pages 3, 9)
- Wed 24th, APWA So Cal Complete Streets and Technology Conference, Carson Community Center, Carson (<http://southernca.apwa.net>, see page 9, flyer)

May

- Sun 5th, 11:59 PM, ITE So Cal May Newsletter Deadline (contact: Newsletter Editors)
- Wed 22nd, 5:00 PM, ITE So Cal/OCTEC, Student Chapter Presentations, North Orange County Location TBD

June

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

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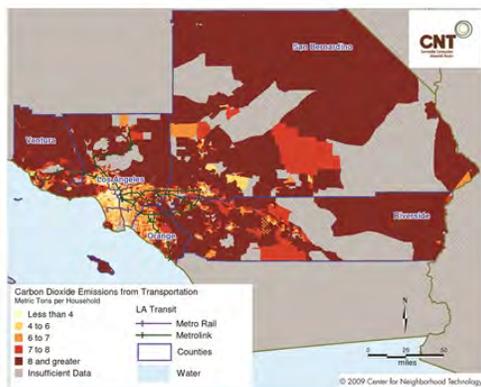
Transportation and Climate Change: More Choices, Fewer Emissions

Shannon Tracey, Interim Communications
Director, TransForm

With more and better fuel efficient vehicles hitting the roads throughout California, it's easy to overlook the impact that transportation engineering can have on reducing greenhouse gas (GHG) pollution. But since transportation accounts for nearly 40% of our state's CO2 emissions – the largest single source – we need to use every tool in the toolbox to tackle the problem of climate change.

At [TransForm](#), a Bay Area-based nonprofit working to create world-class public transportation and walkable communities, we think that engineering and community design are the most important tools we can use to reduce emissions and win additional benefits for all Californians. That's why our second annual Transportation Choices and Advocacy Day, April 22-24, is focusing on winning significant funding for public transportation, walking, biking, and affordable housing near transit from the state's new cap-and-trade program!

Map E: Greater Los Angeles Metropolitan Area, Annual Transportation-related CO₂ Emissions per Household Census Block



As we wrote in our 2009 report, [Windfall for All](#), providing strong public transportation options and developing in places and ways that are more efficient will help combat global warming. In California's four largest regions – the Los Angeles region, the Bay Area, the Sacramento region, and San Diego County – the difference in GHG emissions between households with the best public transportation access and those with fewer transportation choices are huge. Households in areas with longer driving distances emit many more transportation-related GHGs per household in a year.

Compared to the 20 percent of households with the best public transportation access, *all other households* emit more CO₂ from driving by an average of

- 38 percent in the Los Angeles region
- 42 percent in the Bay Area
- 27 percent in the Sacramento region
- 30 percent in San Diego County

In the Los Angeles region, the 20 percent of households with the worst access to transportation choices emit more than double the

per-household GHG pollution of those with the best transportation choices. That's over 12.8 million metric tons of carbon dioxide emissions that could be prevented with better bus service, more light rail stations, and safer places to walk and bicycle.



As discussed in last month's article on out-of-pocket transportation costs, this dramatic difference has impacts on our economy, too – costing households thousands of dollars per year on transportation expenses, that could be used instead to support local businesses, family education, and other important aspects of household living. That doesn't even begin to incorporate the costs from the health impacts and long-term problems associated with GHG pollution. GHG emissions and other traffic-related pollution cause more illness, such as increased asthma rates and lung disease, which burden families and society with additional, preventable medical treatments. Anticipated long-term effects of climate change like more disease-carrying mosquitoes and extreme weather events will further add to the price tag.

Luckily, California's leaders have recognized the need to take on climate change with strong laws like AB 32, the Global Warming Solutions Act of 2006, which calls for reducing the state's total GHG emissions to 1990 levels by 2020, and SB 375, which actually requires regions to cut GHG emissions by reducing vehicle-miles traveled. Right now, these two laws could amplify one another's impact if the Legislature uses revenues from the new cap-and-trade program (created by AB 32) to fund public transportation, walking, biking, and affordable housing near transit (which would help meet SB 375 targets for GHG emissions reduction). We're working hard to make that connection, and leverage these new climate change laws for the greatest outcomes – for climate change reduction as well as more affordable living and better neighborhoods throughout California.

Transportation engineers can help us in this effort. Come to the Transportation Choices Summit and Advocacy Day, April 22-24 in Sacramento, to learn more about how advocates, professionals, and elected leaders can work together to transform transportation in California. Sign up online at www.TransFormCA.org/choices2013. If you can't join us in Sacramento, we'd love to help you get involved in educating local leaders where you live about the opportunities before us, from City Hall to the State Capitol. Contact Ryan Wiggins, Cap-and-Trade Campaign Manager, at rwiggins@transformca.org for more information about the Transportation Choices Campaign.

Legislative Analysis

Martin Varona, EIT
ITE So Cal Legislative Analyst

Here are some interesting new pieces of transportation-related legislation that is either currently under review or has already been implemented.

Legislative Bill Updates

AB 1446: Los Angeles County Metropolitan Transportation Authority: Transactions and Use Tax

The Los Angeles County Metropolitan Transportation Authority (MTA) is able to impose a “transactions and use tax” of 0.5% for up to 30 years to fund specified transportation-related purposes according to an adopted expenditure plan, pending voter approval. This bill would authorize the MTA to impose that transactions and use tax beyond its current duration, pending voter approval while requiring the MTA to include a new expenditure plan for the tax revenues. The bill would permit the MTA to secure bonded indebtedness payable from the proceeds of the tax imposed and would require that the proceeds from those bonds, and from the tax after repayment of bonded indebtedness, be used to expedite completion of specified projects and programs, as well as fund specified operations. Remaining proceeds after completion of designated capital projects and payment of bonded indebtedness would be used for specified long-range transportation projects.

AB 1465: Committee on Budget: Transportation

Current law includes an excise tax on gasoline. Gasoline sales tax was eliminated on July 1, 2010. A commensurate increase in the excise tax on gasoline was provided in lieu of the sales tax. The California Constitution requires gasoline excise tax revenues from motor vehicles traveling upon public streets and highways to be deposited in the Highway Users Tax Account, for distribution to city, county, and state transportation purposes. Existing law generally provides for legal allocation of gasoline excise tax revenues applicable to other modes of transportation, including aviation, boats, agricultural vehicles, and off-highway vehicles, to particular accounts and funds for expenditure on purposes associated with those other modes. This bill, with respect to the increase in gasoline excise taxes as a result of the elimination of the sales tax on gasoline, would instead shift the revenues attributable to aviation, boats, agricultural vehicles, and off-highway vehicles to the General Fund, commencing July 1, 2012, and ending June 30, 2015. Commencing July 1, 2015, the bill would instead shift these revenues to the Highway Users Tax Account for allocation to state and local transportation purposes.

AB 1706 Eng. Vehicles: Transit Bus Weight

Under existing law, the maximum per axle gross weight of a vehicle is 18,000 pounds, except for buses where the maximum per axle gross weight is 20,500 pounds. This bill would provide that these prohibitions do not apply to a transit bus, except as specified. The bill would, until January 1, 2015, prohibit a publicly owned or operated transit system or an operator of a transit system under contract with a publicly owned or operated transit system from acquiring through a solicitation process per which a solicitation is issued on or after January 1, 2013, a transit bus whose weight on any axle is greater than 20,500 pounds, with certain exceptions.

AB 1671 Department of Transportation: Retention Proceeds: State Contract Act: Bids

The Department of Transportation may not withhold retention proceeds when making progress payments for work performed by a contractor until January 1, 2014. This bill would extend these provisions through January 1, 2020. The State Contract Act, requires bids to be presented under sealed cover and accompanied by bidder's security via cash, a cashier's check, a certified check, or a bidder's bond, as provided. This bill would also allow an electronic bidder's bond by an admitted surety insurer, a signed bidder's bond by an admitted surety insurer, and cash, a cashier's check, or certified check, as provided.

AB 1770 California Transportation Financing Authority

Existing law creates the California Transportation Financing Authority, with specified powers and duties regarding issuing bonds to fund transportation projects that are backed by specified revenue streams of transportation funds, and toll revenues under specified conditions, to boost construction of new capacity or improvements for the state transportation system according to specified goals. Existing law defines “project” for such purposes to include rail projects. This bill would allow a rail project to include, rolling stock. Existing law requires such projects to be supplemental to or improve on existing facilities currently owned and operated by a specified eligible project sponsor. This bill would instead require a project to be supplemental to or improve on existing facilities currently owned or operated by the project sponsor.

Los Angeles County Metropolitan Transportation Authority’s Transit Oriented Development Planning Grant Program

Rufina Juarez, Transportation Planning Manager and Grant Program Manager, Los Angeles County Metropolitan Transportation Authority



Round 1	Round 2	Round 3
<ul style="list-style-type: none"> Expo Light Rail Phase 1 & 2 	<ul style="list-style-type: none"> LA County Metrolink Stations 	<ul style="list-style-type: none"> All Metro Rail lines, existing, in construction and in planning
<ul style="list-style-type: none"> Crenshaw/LAX Light Rail 	<ul style="list-style-type: none"> South Bay Green Line Extension 	<ul style="list-style-type: none"> All Metro Bus transitways, existing and in planning
<ul style="list-style-type: none"> Foothill Gold Line Extension 	<ul style="list-style-type: none"> West Santa Ana Branch 	<ul style="list-style-type: none"> LA County Metrolink Stations

Sixty-one of Los Angeles County’s eighty-eight cities and all five of its sub-regional Councils of Governments were eligible for at least one of the rounds, as were several Joint Powers Authorities.

Evaluation: In evaluating applications, Metro staff focused on the existing regulatory constraints that impede TOD, local public support and key development opportunity sites near stations. First priority was given to those proposals that result in the elimination of regulatory constraints to TOD projects through the development of regulatory documents adoptable by local legislative bodies. Second funding priority went to proposals seeking to fund planning studies that are precursors to regulatory change. This could include model ordinances, guidelines or other planning tools.

Awards: Across the 3 rounds, a total of \$15.3 million in funds have been awarded to 22 projects. Together, these projects will improve TOD opportunities at 36 Metro Rail, nine Metrolink, and five Metro Transitway stations, as well as along a proposed transit corridor. Projects funded included specific plans, environmental impact reports (EIR), TOD Overlay Zones, design guidelines, initial studies, urban design plans, a TOD guidebook, master plans, streetscape plans, and updates/amendments to general and community plans. The table below provides more information about the 22 projects and the awardees

Los Angeles County’s public transit network is expanding rapidly, providing the County with an opportunity to steer development towards a more transit-oriented, sustainable path. In 2012, the Los Angeles County Metropolitan Transportation Authority (Metro) established a Transit Oriented Development (TOD) Planning Grant Program. This program supports local governments’ efforts to develop and adopt land use regulations that promote sustainable transit-oriented design principles. Three rounds of the program have been completed to date.

Eligibility: Each round focused on a specific set of transit corridors. Eligible applicants included Los Angeles County and its cities, Council of Governments and Joint Power Authorities with jurisdiction within ½ mile of a Metrolink station or within ¼ mile of a light rail or bus transitway station, along the corridors identified below

TOD Planning Grants Awards

Round 1: Awarded December 2011

Applicant	Project Description
City of Duarte	Development of Duarte Gold Line Station Area Development Specific Plan and Project-based EIR.
City of Inglewood	Creation of TOD Overlay or Zoning District, new TOD Design Guidelines, and related EIR.
City of Los Angeles	Amendment of Crenshaw Corridor Specific Plan and related EIR, new Specific Plan for Century/Aviation, new Specific Plan for Exposition Corridor and related EIR.
City of Santa Monica	Program EIR for a new Downtown Santa Monica Specific Plan.

Round 2: Awarded June 2012

Applicant	Project Description
City of Burbank	Evaluate development opportunities and related TOD planning requirements as part of a federally funded airport ground access study.
City of Glendale	Urban design plan, zoning designations, and parking standards for the Tropic District as part of the South Glendale Community Plan.
City of Lancaster	Transit Oriented Development Overlay Zone for two areas adjacent to the Lancaster Metrolink Station.
City of Lawndale	Transit Oriented Development Overlay Ordinance for cities of Lawndale, Hawthorne, and Redondo Beach.
Orange Line Development Authority	Transit Oriented Development Guidebook targeting Gateway Cities (10 cities) of Southeast LA County.

Round 3: Awarded February 2013

Applicant	Project Description
City of San Fernando	TOD Overlay Zone for area immediately south of Metrolink station.
City of Baldwin Park	TOD Specific Plan for Downtown Baldwin Park.
City of El Monte	Transit District Specific Plan for El Monte's Main Street area just south of Metrolink Station.
City of Huntington Park	Focused General Plan Update for the City of Huntington Park.
City of Lynwood	Transit Oriented District Plan for area around Long Beach Station and Alameda St/Imperial Highway Bus Corridor.

City of Long Beach	TOD Pedestrian Master Plan along the Metro Blue Line corridor in Long Beach.
Los Angeles Department of City Planning (DCP)	Amend community plans and ordinances. Modify, expand, and/or create parking districts and overlay zones. Create streetscape and specific plans.
Los Angeles County Department of Regional Planning	TOD Specific Plan around Metro Blue/Green Line Willowbrook Station.
City of Azusa	TOD Master Plan and General Plan/Development Code update for areas around Alameda Avenue and Citrus Avenue Stations.
City of Monterey Park	Transit Village Specific Plan for area around Garfield Avenue Station.
City of Palmdale	TOD Overlay Zone for area around the Palmdale Transportation Center and the Palmdale Regional Airport.
City of Glendale	South Glendale Community Plan EIR and a Multi-Modal Transportation Model.
Los Angeles World Airports (LAWA) and Los Angeles Department of City Planning (DCP)	Streetscape Plan for the Century Corridor TOD.
City of San Fernando	TOD Overlay Zone for area immediately south of Metrolink station.
City of Baldwin Park	TOD Specific Plan for Downtown Baldwin Park.
City of El Monte	Transit District Specific Plan for El Monte's Main Street area just south of Metrolink Station.
City of Huntington Park	Focused General Plan Update for the City of Huntington Park.
City of Lynwood	Transit Oriented District Plan for area around Long Beach Station and Alameda St/Imperial Highway Bus Corridor.
City of Long Beach	TOD Pedestrian Master Plan along the Metro Blue Line corridor in Long Beach.
Los Angeles Department of City Planning (DCP)	Amend community plans and ordinances. Modify, expand, and/or create parking districts and overlay zones. Create streetscape and specific plans.
Los Angeles County Department of Regional Planning	TOD Specific Plan around Metro Blue/Green Line Willowbrook Station.
City of Azusa	TOD Master Plan and General Plan/Development Code update for areas around Alameda Avenue and Citrus Avenue Stations.
City of Monterey Park	Transit Village Specific Plan for area around Garfield Avenue Station.
City of Palmdale	TOD Overlay Zone for area around the Palmdale Transportation Center and the Palmdale Regional Airport.

High-Speed Rail: Next Steps

Jeff Windham, San Jose State University/Mineta
Transportation Institute

An Excerpt from "On Board with the United States – California High Speed Rail: Re-Aligned Strategies and Push Pull for the Future" (Oct 9, 2012)

Future funding for High-Speed Rail (HSR) is critical. There is consideration of California's "Cap and Trade" fees to be applied to HSR. However, there are legal challenges to Cap and Trade and questions on whether HSR would qualify for the monies.¹ Private Industry has been put off by the delays in project approvals. This was apparent at a turning point US High Speed Rail Association (USHSR) (www.ushsr.com) three-day conference in San Francisco at the Auto Desk Gallery which I attended. The contractors were fed up and wanted to hear something solid and see some light in the tunnel. Thanks to guest speakers Dan Richard of the California High Speed Rail Authority (CHSRA) (www.cahighspeedrail.ca.gov), Rod Diridon of the Mineta Transportation Institute (MTI), Leader Nancy Pelosi and others, some of their concerns were addressed. This conference which took place May 22-24, 2012 also provided an opportunity for these leaders to see the critical nature of the status quo for HSR in California. As fate would have it, things really began to move as stated in the history sections. Private Industry will begin to assess the positive steps forward and again respond to calls for work from the CHSRA. The stakeholders with the greatest investments at this time will begin to realize the advantages of getting in early and taking on more of the responsibilities and funding issues. TIFIA loans will add to these opportunities and consideration of a State Infrastructure Bank will be discussed.

The National Passenger Railroad Company (AMTRK) is advancing propositions for several lines to pursue speed increases. AMTRAK has stated a strong intention to bid on contracts for HSR development and operation throughout the United States. Al Engel the former VP of HSR for AMTRAK in statements made to class members stated the strong intent to pursue the future in rail transport of High-Speed Intercity Passenger Rail (HSIPR) and HSR. AMTRAK has right of way propriety over their passenger rail lines now in operation. Many questions remain unanswered regarding AMTRAK's future. Yet the organization continues to show improvements and has increased speeds on their prized asset, the North East Corridor, ACELA. As stated AMTRAK is the operator of the Altamont Corridor Express (ACE) line in the Central Valley for connectivity with the CHSR ICS.²

¹ CA Environmental Law, Stoel Rives, LLP. AAL.
http://www.californiaenvironmentallawblog.com/admin/mt-search.cgi?blog_id=237&tag=CARB&limit=20

² See <http://www.amtrak.com/ccurl/358/145/Amtrak-National-Fact-Sheet-FY2011-Final-v2.pdf> for current operations and aspirations. This author says sell half of your Preferred Stock to private industry (note: common stock is owned by original private passenger rail companies, now freight companies, conceived to

Governor Brown's Reorganization Plan calls for creating a Cabinet level Department of Transportation by combining CALTRANS, CHSRA, Department of Motor Vehicles and the California Highway Patrol. Per Malcolm Dougherty, the Director of CALTRANS who spoke to the MTM 201 class taught by Professor Haas, this will be taking place in the near future. Cabinet level decisions may free up money for the HSR project. In addition the Director detailed the employee and resource sharing efforts currently taking place between the organizations. Funding currently in place at all levels of government will aid in the feeder systems and station developments for HSR.

There are three law suits filed against the project. One from the Cities of Atherton and Menlo Park (Superior Court of California, Case # 34-2008-8000022), as other Peninsula Cities have appreciated the compromises of the blended approach, these Cities will have less influence and with minimal mediation efforts will be appeased. Two Valley Farm Bureaus and land owners in the Valley have filed a law suit requesting further EIS study (Superior Court of California, case # 34-2012-80001165). These are actually land acquisition issues, and as the court usually finds in favor of large projects, case law will likely settle these disputes. A third lawsuit challenging the Prop 1A funds usage based on changes to the projects scope (California Superior Court, case # 34-2011-00113919), will likely be settled on the basis of case law related to the need to adapt for environmental and safe operational considerations. The changes to the proposition add to some categories listed and it takes away less. The issues over rights of way with the freight companies are being settled through mediation.³ Past, present and future legal challenges tend to improve the overall offering, add costs and/or value, and/or allow for obstructionist interventions. They are certainly an aspect of the US and California navigable landscape and equitable cautions for infrastructure development.

The current political stalemate between parties is foolish in many regards and HSR / HSIPR and Transit development in general certainly was and will be again a bi-partisan issue. As other states begin to develop their programs, and as California comes on board as the first HSR project (due respect to the AMTRAK NEC and assuming no other state beats us to the finish line), with a completed IOS the benefits of HSR development will become apparent. The public and politicians will know that the hard choices of early proponents and the leadership of those before them were in the best interest of the State and for America.

have no value, the freight companies will not sell it to AMTRAK), allow for a five year 20% per annum subsidy drawdown and strict guidance for areas served. Also see US House Committee on Transportation, AMTRAK Hearings, Chairman Mica.
³ USDOT Federal Transit Administration, Office of Research and Innovation, "Sharing of Track by Transit and Freight Railroads: Liability and Insurance Issues",
http://www.fta.dot.gov/documents/Shared_Track.pdf

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	(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 **June 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. 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, May 5, 2013**. Thank you.

Announcements

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 100M 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 So Cal Latest Information: www.itesocal.org

ITE So Cal Meeting, Event Photos, Facebook:
<http://picasaweb.google.com/itesocal>

Facebook:
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.

Complete Streets and Technology Conference:

The Southern California Chapter of the American Public Works Association (APWA) is hosting a Complete Streets and Technology Conference on Wednesday, April 24, 8:00am to 3:30pm at Carson Community Center (801 E Carson St, Carson).

Topics include:

- Plans, Specs and Estimates (PS&E)
- Pavement 101
- Stormwater MS4
- California MUTCD/Traffic Control
- Construction Management and Inspection
- Complete Streets
- Dry Weather Diversion
- Social Media in Public Works
- Optimizing Maintenance \$\$\$
- Sustainability Programs and Certifications

For more information and registration, go to <http://southernca.apwa.net>.

Transportation Choices Summit and Advocacy Day:

Oakland-based TransForm (www.transformca.org) – a non-profit advocating for “Transportation Choices” holds its

“Second Annual Transportation Choices Summit and Advocacy Day” in Sacramento Monday, April 22 to Wednesday, April 24. Mobile walking and biking tours of Sacramento’s best land-use practices take place on the 22nd. The “Transportation Choices Summit” takes place on the 23rd, featuring presentations and discussions with experts on topics such as the future of transit, Cap-and-Trade, legislative reforms, “complete streets,” equitable land uses and housing, and effectively conveying transportation and land use reform messages to different audiences. The “Advocacy Day” on the 24th features a briefing on legislative issues followed by meetings with Legislators in the Capitol. Legislators asked ASCE “Day at the Capitol” (2006) participants, “Where have you been all of these years?” ITE places high value on education. Engineers are historically underrepresented at events like these, particularly advocacy days. Therefore, participation is strongly encouraged, particularly at the “Advocacy Day,” where you can testify as a transportation engineering professional. For more information and registration, go to www.transformca.org. For more information on TransForm in general or the event, see page 3. For more information on the need to boost public involvement among Transportation Engineers, see pages 10-11.

Engineering Technician I/II Job Opportunity (Costa Mesa):

<http://agency.governmentjobs.com/costamesa/default.cfm>



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How can we encourage increased Public involvement among Transportation Engineers?

David M. Schwegel, PE

Why the need for public involvement?

Both the Engineering and American Society of Civil Engineers (ASCE) (www.asce.org) Codes of Ethics stress "protecting the public health, safety, and welfare." Communicating to elected officials and the tax-paying public the benefits of our engineering services to improving their quality of life is fundamental. Providing clarification on confusing and complex projects and issues boosts their trust in us and encourages them to seek us out as resources.

Why transportation?

At a Women's Transportation Seminar (WTS) Gala Event in Seattle in 2004, Radio Commentator David Ross emphasized how "transportation professionals plan and design those systems his listeners complain about." Due to their high visibility, cost, and safety implications, transportation systems receive considerable media and public attention, and are thereby subject to widespread confusion and misinterpretation. Therefore, engineers are encouraged to exercise their role as "transportation infrastructure stewards" by providing clarification on safety, performance, cost effectiveness, and other areas on high-profile projects.

Why the public confusion?

The United States (US) has four percent of the world's population consuming twenty five percent of the world's oil, degrading its environmental stewardship perception among other nations. In fact, a European presenter at the US High Speed Rail Association (USHSR) (www.ushsr.com) June 2010 Los Angeles Conference noted, of 30 nations surveyed, the US is perceived as most unfriendly toward the environment. Yet certain industries with vested interests in excessive oil consumption continue to convey information in such a manner to keep citizens dependent on their products. They may have had something to do with CNN's recent attacks on High-Speed Rail (HSR).

In his *Smart Planet* article "Reframing the Transportation Debate" (October 19, 2011), Chris Nelder notes the tremendous grip oil has on the lives of Americans. According to Nelder, the US spends \$600 billion per year on oil and gasoline. In 2006 alone, the US spent \$133 billion on oil-related military operations. Nelder also cites Energy Analyst Gregor Macdonald's observation that fossil fuel and automobile interests outspend rail and renewable interests 100-fold on public relations. Fossil fuels and automobiles cannot attack rail directly, so they hire a "think tank." For more information, visit www.ushsr.com.

Why now in California?

At a 2009 world environmental conference, the question was posed to Randall Iwasaki (Caltrans), "what is the United States doing about climate change?" Iwasaki replied, "I cannot speak for the United States, but California is building an HSR system."

California is seen as a pioneer in sustainability. On September 31, 2010, before a crowd of 1,000 delegates at the Crest Theater in Sacramento, Governor Arnold Schwarzenegger explained the

greed of the out-of-state oil lobbyists. These lobbyists claim California's green regulations are escalating unemployment, and demand they be stopped until unemployment drops to below five and a half percent (Proposition 23). Apparently Schwarzenegger's message resonated quite well, as voters rejected the proposition in November.

With the groundbreaking of California's ambitious \$68 billion HSR project just around the corner (scheduled for July in Fresno), the public is confused about the safety, performance, and lifecycle cost effectiveness of the "blended system" (using existing right-of-way and tracks of the Caltrain and Metrolink commuter rail systems to reduce the cost by \$30 billion and minimize urban impacts, providing mutual benefits to both HSR and the local commuter rail agency). Specifically reporters claim that such a system is unsafe and cannot meet the 2 hour 40 minute Los Angeles to San Francisco travel time required by law. California High-Speed Rail Authority (CHSRA) (www.cahighspeedrail.ca.gov) Chairman Dan Richard cautions against publishing such claims without sufficient background knowledge. The CHSRA is committed to complying with the law, ensuring public safety, and minimizing impacts, especially personal property.

What are some barriers?

Demanding public and private sector engineering work schedules pose public involvement barriers, particularly when such involvement is voluntary. Therefore, engineering professionals aspiring to boost their voluntary public involvement are encouraged to proactively plan their schedules and other resources to meet client obligations while simultaneously participating in voluntary activities that give a renewed perspective and meaning to engineering work. Participants in ITE, ASCE, and related organizations are to be commended for going above and beyond the call of duty in their volunteer efforts that are having a positive tangible impact in public awareness and understanding of transportation engineering services.

What about teamwork?

In the *21 Irrefutable Laws of Leadership*, John C. Maxwell emphasizes "teamwork makes the dream work." Consider teaming up with other professionals (especially coworkers) in public involvement opportunities, as testifying before hostile crowds can be intimidating.

Recall that our transportation system represents diverse modes including road, rail, bicycle, pedestrian, aviation, marine, and other modes. The key is "mode optimization" over "mode competition." The HSR mode is often viewed by stakeholders and the public as competing against roads, freight, and aviation. Discuss HSR's role in decongesting roadways and freight lines while boosting airport accessibility and reallocating airline gates from lower profit margin short-haul (less than 600 miles) to higher profit margin long-haul (greater than 600 miles) flights.

CHSRA Chairman Dan Richard emphasizes discussing HSR as part of a "statewide integrated system of mass transit and station area development." Discussing HSR's role in the *California State Rail Plan* boosts appreciation among regions like Yuba City (50 miles north of Sacramento) that are beyond the proposed HSR system.

What are some fundamental skills?

Three fundamental skills are communication, leadership, and human relations. Toastmasters International (www.toastmasters.org), Carmine Gallo's *10 Simple Secrets of the World's Greatest Business Communicators*, and Dale

Carnegie's *Quick and Easy Guide to Effective Speaking* provide helpful tips for clear and concise oral and written communication. John C. Maxwell's *21 Irrefutable Laws of Leadership* provides tips on leading the public to your way of thinking by emphasizing "they don't care how much you know until they know how much you care." Dale Carnegie's *How to Win Friends and Influence People* underscores the importance of beginning with "honest sincere appreciation." Of especially strong importance is: (a) encouraging thorough education before taking a position; and (b) remaining calm, cool, and collected, especially during heated meetings.

What about Millennials?

The January 2010 Serendipity Summit (www.earningserendipity.com) included a breakout session on understanding this generation born between 1982 and 2000. Among the observations: (a) technologically savvy, (b) cooperative, and (c) team oriented. While their insistence on 40-hour work weeks may pose confusion for other generations, consider collaborating with them to discover techniques for using technology to produce quality work products in less time, thereby boosting billing rates and public involvement time.

Millennials participated in public comment at the April 2012 CHSRA Board Meeting in San Francisco, conveying the message: "This is our turn. HSR represents how we will access our employment and vacation destinations. We will pay for it. Just get it up and running." Such comments resonated well with CHSRA Vice Chair Lynn Schenk. Repeatedly conveying this message eases public concern over escalating taxes while saddling future generations with debt.

What about student chapters?

The UC Merced "I Will Ride HSR" (www.iwillridehsr.com) student chapter had a strong presence at the February 2012 CHSRA Board Meeting in Sacramento, staging demonstrations and offering insightful public comments. Chapters have since sprouted and blossomed on many other UC and CSU campuses. Engineering student chapters are encouraged to ramp up their participation by offering performance, safety, mobility, and feasibility perspectives to the socioeconomic, labor, and environmental perspectives that are already being well propagated by these student groups.

What are some talking points?

The interactive ASCE Infrastructure Report Card (www.infrastructurereportcard.org) released in March 2013 offers fascinating talking points that may come in handy discussing HSR's financial feasibility during public comment before CHSRA and the California High Speed Passenger Train Finance Committee:

- America's annual roadway congestion invoice: \$101 billion
- America's annual roadway collision invoice: \$230 billion
- America's annual aviation congestion invoice: \$20 billion
- America's annual invoice due to deficient and deteriorating transit systems: \$90 billion
- Percent of American households without access to transit: 45%

The website also identifies the Los Angeles Metro and the Amtrak Capitol Corridor (Auburn to San Jose via Sacramento and Oakland) projects among the success stories.

What are some public comment guidelines?

Toastmasters World Champion of Public Speaking Randy Harvey (2004) notes a typical speech rate of around 150 words per minute and a comprehension rate of around 600 words per minute (or four times the rate of speech). Therefore, Randy's listeners may hear phrases like "hickory stick waltz" and "wailing in chords and crescendos" that add power and imagery to the words. HSR supporters may use taglines like "bargain of the century" or "golden opportunity for the "Golden State." CHSRA typically allows two-minute public comments. Therefore, start with around 500 words. Then pare it down to 250 words to allow for contingencies. Repeat taglines for emphasis. Dale Carnegie principles include "assemble and arrange your ideas beforehand," and "never memorize a talk word for word." Include brief ideas and statistics on a card. Avoid reading from a script. Instead try to make eye contact to gauge resonance. Personal stories with at least a small element of humor help considerably.

What are some recent success stories?

Precision Engineering CEO Ed Dunkel got the "last word" among 40 comments at a March 2012 CHSRA Board Meeting in Sacramento. His comment, every \$1 in construction returns \$7 to the economy, resonated well with engineers as they called Legislators who were "on the fence" prior to the July 2012 Vote.

Engineers (including at least 2 from the ITE Community) provided encouraging justifications and leading public comments in connection with a *Downtown Roseville Specific Plan* Amendment for the Oak/Washington Roundabout on March 20, 2013. A video was provided discussing the Glens Falls, New York experience. As a result, the public's cost effectiveness and driver familiarity concerns were diminished, all eight public comments were supportive, and the amendment was approved.

What about the media?

At a 2003 American Public Works Association (APWA) meeting in Seattle, a Sound Transit representative noted that drama sells the news products (print media, digital subscriptions, mobile applications). Therefore, do not be discouraged when media personnel immediately gravitate to a vocal opponent. Instead, be glad that the media found the topic newsworthy. Encourage deeper education. Perhaps the opposition will come around. Madera County recently withdrew their lawsuit against the CHSRA recognizing that the job creation benefits outweighed the farmland encroachment drawbacks. The UK Campaign for HSR notes how negative publicity provides the opportunity to "set the record straight."

What are some upcoming opportunities?

California High Speed Rail Authority Board Meetings (www.cahighspeedrail.ca.gov) take place monthly, with call in locations throughout California. Check the Authority's website for meeting specifics. Participate in public comment.

TransForm's (www.transformca.org) "Transportation Choices Summit & Advocacy Day" takes place April 22 (Mon) – 24 (Wed), featuring technical tours, presentations from transportation choices experts statewide, and meetings with Legislators in the Capitol. Network with transportation professionals outside of the engineering profession. Provide a Transportation Engineering perspective in meetings with Legislators.



Rectangular Rapid Flash Beacon (RRFB)

Purpose

According to the National Highway Traffic Safety Administration, there were a total of 14,340 pedestrian fatalities and 193,000 pedestrian injuries resulting from pedestrian-vehicle crashes nationwide during the 2004-2006 period. Rectangular Rapid Flash Beacons (RRFB) can enhance safety by reducing crashes between vehicles and pedestrians at unsignalized intersections and mid-block pedestrian crossings by increasing driver awareness of potential pedestrian conflicts.

Alternative Names

Light Emitting Diode (LED) Rapid-Flash System, Stutter Flash or LED Beacons.

Operation

- RRFBs are user-actuated amber LEDs that supplement warning signs at unsignalized intersections or mid-block crosswalks. They can be activated by pedestrians manually by a push button or passively by a pedestrian detection system.
- RRFBs use an irregular flash pattern that is similar to emergency flashers on police vehicles.
- RRFBs may be installed on either two-lane or multi-lane roadways.

Potential Benefits

- RRFBs are a lower cost alternative to traffic signals and hybrid signals that are shown to increase driver yielding behavior at crosswalks significantly when supplementing standard pedestrian crossing warning signs and markings.
- An official FHWA-sponsored experimental implementation and evaluation conducted in St. Petersburg, Florida found that RRFBs at pedestrian crosswalks are dramatically more effective at increasing driver yielding rates to pedestrians than traditional overhead beacons.
- The novelty and unique nature of the stutter flash may elicit a greater response from drivers than traditional methods.
- The addition of RRFB may also increase the safety effectiveness of other treatments, such as the use of advance yield markings with YIELD (or STOP) HERE FOR PEDESTRIANS signs. These signs and markings are used to reduce the incidence of multiple-threat crashes at crosswalks on multi-lane roads (i.e., crashes where a vehicle in one lane stops to allow a pedestrian to cross the street while a vehicle in an adjacent lane, traveling in the same direction, strikes the pedestrian), but alone they only have a small effect on overall driver yielding rates.



This summary is one in a series describing Innovative Intersection Safety Treatments. The summaries identify new technologies and techniques to improve intersection safety developed since NCHRP Report 500, Volumes 5 and 12, were published in 2003 and 2004, respectively. These treatments show promise for improving safety but comprehensive effectiveness evaluations are not yet available.



Figure 1: Activated, solar-powered RRFB on a center island at an unsignalized intersection—beacons flash using an irregular flash pattern that is similar to emergency flashers on police vehicles



Figure 2: Activated, solar-powered, roadside RRFB at a mid-block crosswalk



Figure 3: Combined roadside and median system of solar-powered RRFB

Learn More

Michael Frederick, St. Petersburg Neighborhood Transportation Manager

727.893.7843

michael.frederick@stpete.org

Ed Rice, Intersection Safety Team Leader
FHWA Office of Safety

202.366.9064

ed.rice@dot.gov

See Also:

http://mutcd.fhwa.dot.gov/resources/interim_approval/ia11/stpetersburgprpt/intro.htm
http://www.stpete.org/pdf/ite_paper_07.pdf

Agency Experience

“An Analysis of the Effects of Stutter Flash LED Beacons to Increase Yielding to Pedestrians Using Multilane Crosswalks,” along with “The Use of Stutter Flash LED Beacons to Increase Yielding to Pedestrians at Crosswalks,” presented at the Transportation Research Board Annual Meeting in 2008, summarized the results of two studies on the effects of RRFBs when used to supplement standard pedestrian crossing warning signs at crosswalks¹.

The former found that going from a no-beacon arrangement to a two-beacon system, mounted on the supplementary warning sign on the right side of the crossing, increased yielding from 18 percent to 81 percent. There was a further increase in yielding behavior, with a four-beacon system (with two beacons on both the right and left side of the crossing) to 88 percent. “An Analysis of the Effects of Stutter Flash LED Beacons to Increase Yielding to Pedestrians Using Multilane Crosswalks” also evaluated the sites over a 1-year period, and found that there was little to no decrease in yielding behavior over time.

Implementation Considerations

- Including RRFBs on the roadside increases driver yielding behavior significantly. Including RRFBs on a center island or median as well can further increase driver yielding behavior, although with a lower marginal benefit than roadside beacons.
- RRFBs can use manual push-buttons or automated passive (e.g., video or infrared) pedestrian detection, and should be unlit when not activated.
- RRFBs typically receive power by standalone solar panel units, but may also be wired to a traditional power source.

Manual on Uniform Traffic Control Devices (MUTCD) Specifications

- The MUTCD gave interim approval to RRFBs for optional use in limited circumstances in July 2008. The interim approval allows for usage as a warning beacon to supplement standard pedestrian crossing warning signs and markings at either a pedestrian or school crossing; where the crosswalk approach is not controlled by a yield sign, stop sign, or traffic-control signal; or at a crosswalk at a roundabout.
- The MUTCD interim approval memo also contains other provisions for the implementation of the device and should be reviewed (http://mutcd.fhwa.dot.gov/resources/interim_approval/ia11/fhwamemo.htm).

Costs

- Cost is approximately \$10,000 to \$15,000 for purchase and installation of two units (one on either side of a street). This includes solar panels for powering the units, pad lighting, indication units (for both sides of street) with RRFBs in the back and front of each unit, signage on both approaches, all posts, and either passive infrared detection or push buttons with audio instructions.
- Costs would be proportionately higher for additional units placed on a median island, etc.

¹The two known studies of stutter flash were both conducted in Florida—one in Miami Beach and one in St. Petersburg. They are:

Sherbutt, J., R. Van Houten, and S. Turner. “An Analysis of the Effects of Stutter Flash LED Beacons to Increase Yielding to Pedestrians Using Multilane Crosswalks.” Presented at the Transportation Research Board Annual Meeting, Washington, DC, 2008.

Van Houten, R., R. Ellis, and E. Marmolejo. “The Use of Stutter Flash LED Beacons to Increase Yielding to Pedestrians at Crosswalks.” Presented at the Transportation Research Board Annual Meeting, Washington, DC, 2008.

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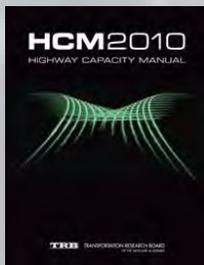
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We Keep Traffic Moving

Candidates for ITE 2014 International Vice President



International Vice President

Jeff Arey, P.E. (F)

Vice President, Reynolds, Smith and Hills, Inc.
Jacksonville, FL USA

ITE has an opportunity over the next several years to enhance its image in the transportation industry and increase its membership with value-added services. Individuals working in

the transportation profession have choices to make in spending their membership dollars. ITE must earn these dollars by providing current and relevant information that individuals need to do their jobs in public agencies, as consultants or in academia. I want to be a part of this effort and ask for YOUR SUPPORT to allow me to participate.

ITE

The organization needs a branding around which the membership can rally and on which the staff can focus.

MEETINGS

- Opportunities for a joint or combined mid-year meeting with other organizations or ITE districts should be investigated.

MEMBERSHIP

- Rebuilding ITE membership in major cities in the U. S. and Canada is essential for the future growth of the organization.

LEADERSHIP INSTITUTE

- The ITE Leadership Institute will add value to ITE membership as it will provide training that is vital for career advancement and to develop future leaders of ITE and the Transportation profession.

TRANSPORTATION FUNDING

ITE must become recognized as a player in the reauthorization process. ITE members must be energized at the local level and provided with information to discuss reauthorization with their representatives.

WHY JEFF?

- **Involvement** - joined as a student Member in 1965 at North Carolina State University; chaired and served on numerous ITE committees at all levels; ITE International Director for the Florida/Puerto Rico District from 2008–2010.
- **Leader** - served on the Board of Governors of NSPE; President of 3 State Engineering Societies; Vice-chair of Florida Engineering Management Corporation; VP of 3 major transportation companies; recognized by peers by being selected Engineer of the Year in both Northeast Florida and Florida.
- **Understands** - that volunteers make ITE function; the need to listen to the members; the need to act; the time commitment needed to work with the members, the Board and staff to make ITE the Transportation Organization of choice.



John J. Kennedy, P.E., PTOE (F)

Senior Principal, Vanasse Hangen Brustlin, Inc.
Watertown, MA USA

Understanding the needs of our members is integral to guiding ITE's growth. My extensive background and passion for the profession and Institute provide me with a unique perspective, and what I believe to be

a true understanding of our memberships' needs. My priority is to serve ITE's primary membership base—practicing engineers and planners and educators—by providing the tools we need to do our jobs in an evolving and rapidly changing environment. One of the many components of this will be to provide better connections between practitioners and the research and products of our university colleagues, and the students they are training as our future replacements. I also believe that we must remind ourselves of our roots, which will allow us to better understand and question the output of the models that we rely so heavily on, and to think about the application of standards and guidelines we use in design. And, we must do this in a cost-effective manner, recognizing the Institute's revenue and expense streams. I am ready to take this on.

My traffic engineering career spans more than 40 years and I'm still very active on the technical side. I'm a registered Professional Engineer and I've been a PTOE since the program started in 1999. A 38-year member of ITE, I've held technical and elected positions at the District, Section, and Chapter levels, and served on the International Board of Direction and Coordinating Council. I'm a co-founder of Vanasse Hangen Brustlin, Inc. (VHB), a 900-person transportation, land engineering, environmental, and energy firm established in 1979. I believe that my diverse experience will enable me to effectively lead ITE and I look forward to continuing to make a positive impact on the organization.

Balloting starts July 1 and I would appreciate your support. Regardless, ITE is your organization—please participate in electing the leadership that will help guide its future.

If you'd like to get to know me better and learn about my vision for ITE, review my brochure and campaign statement at www.ite.org.



14TH ANNUAL COMPLETE STREETS AND TECHNOLOGY CONFERENCE

Presented by the Southern California Chapter of America Public Works Association

Wednesday April 24, 2013

8:00am—3:30pm

Carson Community Center. 801 East Carson Street, Carson, CA

Don't miss out on the latest developments in public infrastructure as it relates to design, operations, maintenance and funding. Potential topics are as follows:

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Pavement 101
Stormwater MS4
California MUTCD/Traffic Control
Construction Management and Inspection
Complete Streets (Full Day)

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(cost includes lunch and lunch program "The Glorious History Of Asphalt")

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Questions? Call Sylvia Robles, 714-647-5674

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On Wednesday,
April 17, 2013
At 11:30 a.m.

April SoCal Meeting

What Should Transportation Engineers and Planners Know About Freight?

by **Eric Shen**, Director of Transportation
Planning, Port of Long Beach

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(Before 4:00 p.m., Wednesday, April 10)
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