



INSTITUTE OF TRANSPORTATION ENGINEERS
SOUTHERN CALIFORNIA SECTION
NEWSLETTER

2017 – 2018, Issue No. 2

October 2017

President's Message

Dean Lehman, PE



Dear ITE Southern California Members,

Thank you **Cory Wilkerson** for your presentation of "Vision Zero in the City of Santa Ana". I found your presentation and passion for saving lives through Vision Zero very inspiring. Based on the number and types of follow up questions, so did most of our attendees.

The state reported in the 2015 California Strategic Highway Safety Plan (SHSP) that nearly 3,000 people die on California Roadways and nearly 11,000 are severely injured each year. They further reported that 38% of all fatal and severe injuries occur on State highway systems and 62% occur on local (City and County) roadways. These numbers show the need for more local agencies to consider implementing Vision Zero policies so we can collectively work towards zero deaths on our local roadways. The Vision Zero concept is built on the three E's, Engineering, Enforcement and Education. Many local jurisdictions are making engineering adjustments such as speed cushions, driver feedback signs, narrowing traffic lanes, road diets, bulb outs, and traffic circles, in an effort to lower speed limits and make our roadways safer for all users of the road. In Cory's presentation, he stated that by working closely with the Santa Ana Police Department and providing them with statistical data, he was able to have them focus on the locations with the highest concentration of violations and brought about a **50% reduction in the first year**. The need for education is evident as well as the state further reported in the SHSP that 46% of Californians believe that it is acceptable to talk on a cell phone while driving and that 41% believe that it is acceptable to drive 15 mph over the speed limit on a freeway. I encourage all of our members to place safety at the center of our efforts and to be a part of the solution to achieving zero deaths on our roadways in Southern California.

Our next meeting is on **Thursday October 26th** and is a joint meeting with OCTEC at the Orange County Mining Company. **Jimmy Lin, Mayor of Diamond Bar**, and **Fred Minegar, Mayor of Laguna Niguel** will be our luncheon speakers. The topic is "SB 1 Implementation: Perspectives from Two Mayors." Both are in the transportation industry and leading by example. With concerns of an SB 1 repeal being up to a vote in the 2018 state elections, I anticipate this luncheon will be sold out early for this timely topic so plan to register now! I want to thank our October newsletter sponsor **Econolite** and our October meeting sponsor **Iteris**.

Brief Look Ahead

October 2017

- Sunday 15th, 5:00 PM, Deadline for Abstracts for National Travel Monitoring Exposition and Conference, <http://natmec.org/abstracts>
- Tuesday 24th, 4:00-8:00 PM, TSA/OCTEC Vendor Show, Mile Square Golf Course, Fountain Valley, CA (flyer attached)

March 2018

- Tuesday 6th to Thursday 8th, West Coast Rail Conference, Los Angeles Metro, www.ushsr.com
- Thursday 8th to Friday 9th, Transit Oriented Development & Urban Real Estate Conference, Los Angeles Metro, www.tod.org

Next Meeting

**Thursday, October 26,
11:30 AM**

ITE SoCal/OCTEC Luncheon

Orange County Mining Co
10000 S. Crawford Canyon Rd,
Orange, CA 92869

<https://oct17-octec-ite.eventbrite.com/>

See 2017-2018 Calendar for
Upcoming Section Meetings

2017-2018 Southern California Section Officers

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The Transportation Community Responds to the Repeal of SB1

David M. Schwegel, PE (Precision Civil Engineering)

On Wednesday, April 5, 2017, numerous transportation stakeholders gathered on the East Steps of the Capitol to rally for the passage of Senator Jim Beall's Senate Bill 1 (SB1), allocating \$52 billion in transportation infrastructure improvements statewide over the next decade. On Thursday, April 6, after extensive deliberation, SB 1 passed both the Assembly and the Senate with a two-thirds supermajority. Senator Anthony Cannella, who happens to be an Engineer, was the only Republican who voted yes on the measure. Governor Brown signed SB1 into Law later that month. The passage of SB 1 brings to an end nearly a quarter-century long era of "kicking the can down the crumbling and pothole-ridden road". As Sacramento County Supervisor Phil Serna mentioned at the Fix Our Roads Rally, the last time the gas tax was raised in 1994, "Bill Clinton was President, Pete Wilson was Governor, and Arnold Schwarzenegger was starring in True Lies".



*Fix Our Roads Rally on East Steps of Capitol
(Photo Credit: David Schwegel)*

On September 14, Thomas Hiltachk of Bell, McAndrews & Hiltachk issued a letter to Initiative Coordinator Ashley Johannson of the Attorney General's Office along with a \$2,000 check to kick off the signature gathering process for a measure that would repeal SB1. Specifically, Attorney Hiltachk argued that California already has extremely high taxes on gasoline and vehicle ownership, and SB1 was passed without a vote of the people.

Sacramento-based nonprofit Transportation California (www.transportationca.com) conducted an analysis of the repeal effort and discovered it was part of a Republican effort to break the Democratic supermajority in the Legislature. This effort had ties to Congressional

Republicans in Washington DC. Transportation California then organized a coalition of stakeholders to craft letters to key Congressional Republicans representing various districts within California. Stakeholders included the American Council of Engineering Companies (ACEC), the Associated General Contractors (AGC) of California, the Orange County Business Council, the Los Angeles Area Chamber of Commerce, and the League of California Cities among others. Letters went out to the Honorable Ken Calvert, the Honorable Paul Cook, the Honorable Jeff Denham, the Honorable Duncan Hunter, the Honorable Darrell Issa, the Honorable Steve Knight, the Honorable Doug LaMalfa, the Honorable Kevin McCarthy, the Honorable Tom McClintock, the Honorable Devin Nunes, the Honorable Dana Rohrabacher, the Honorable Edward Royce, the Honorable David Valadao, and the Honorable Mimi Walters. Attached to each letter was a spreadsheet listing the projects in their individual districts that would not get funded if SB1 were repealed.

While some engineering associations signed onto the letter, others like ASCE (www.asce.org) opted to take a messaging approach that did not entail referencing a particular political party. ASCE's message, currently under development, will emphasize that: (1) Legislators "took deliberate and thoughtful action" to provide desperately needed funding in a state where 1,388 bridges are structurally deficient and half the roads are in "poor" condition, (2) the gas tax has lost over half of its purchasing power since 1994 with boosted fuel efficiency and non-indexing for inflation, (3) citizens waste an average of around \$800 annually in vehicle repairs needed as a result of driving on poorly maintained roadways, (4) San Francisco and Los Angeles consistently rank among the nation's top 5 most congested regions, and (5) the repeal of SB1 is a "U-turn the state can ill-afford."

The Transportation Engineering Community is encouraged to: (1) hear the SB1 perspectives of Mayors Jimmy Lin (Diamond Bar) and Fred Minagar (Laguna Niguel) at this month's Section Meeting, (2) encourage stakeholders to not sign onto the petition to repeal SB1, (3) educate student chapters and community groups on what the implementation of SB1 means to them, and (4) collaborate with like-minded associations to craft op-eds for publication in newspapers statewide. Former Mayors Antonio Villaraigosa (Los Angeles), Chuck Reed (San Jose), Edwin Lee (San Francisco), Ashley Swearengin (Fresno), and Kevin Johnson (Sacramento) jointly crafted op-eds that were published in newspapers statewide to provide some clarification on aspects of the Statewide High-Speed Rail (www.hsr.ca.gov) project that were posing confusion to citizens such as why construction is beginning in the Central Valley. High-Speed Rail Authority Board Chairman Dan Richard continues to publish op-eds to

clarify some misconceptions of the project now that construction is well underway. Helpful points of clarification on SB1 include the profound economic and quality of life benefits from the infusion of an additional \$52 billion into our state's transportation system while pointing out that it's nowhere near the \$368 billion needed over the next 10 years as called for in the 2012 Report Card on California's Infrastructure www.ascecareportcard.org.

September 2017 ITE SoCal Section Meeting

Bendy Guan (LA County Public Works)

On Wednesday September 27, 2017, the ITE Southern California Section held its monthly meeting at Monterey Hill Restaurant in Monterey Park where **Cory Wikerson**, "the most unprofessional professional in the field" presented *Safe Mobility Santa Ana – A Vision Zero Plan*. This luncheon was sponsored by Econolite.



Attendees at the September Section Meeting
(Photo Credit: Bendy Guan)

Mr. Wikerson, who has been with the city of Santa Ana for 3 years as their transportation coordinator, spoke about the goals, challenges and progress of the implementation of Vision Zero in Santa Ana. Goals include safe mobility, reduced vehicle speeds, and reduced fatalities. Mobility safety is a social equality issue in Santa Ana. 55% of the residents do not have access to cars in a city catered toward cars and roads. There are lots of pedestrians and foot-traffic where intersections are wide and vehicles are flying through at high speeds. Mr. Wikerson and his team addressed this issue by enforcing increased safety over reduced commute time. Instead of focusing on vehicles, Santa Ana is looking to make its streets more friendly to bicyclists and pedestrians. Engineers recommended road diets, or "road buffets" as Mr. Wikerson likes to call them. The city partnered with the Police Department and reached out to community volunteers for

enforcement. Education was another strategy used. Educating the young and sending messages to target specific collision types was effective in making the public aware of these issues. In three years, the program has progressed quite well. Fatalities have been reduced by half and the city is continuing to work toward the ultimate Vision Zero goal of zero fatalities.

For More information on Mr. Wikerson's presentation and Vision Zero, go to www.santa-ana.org/smsa/.

AB 390: How Will It Affect Vision Zero?

Martin Varona (KOA Corporation)



California
LEGISLATIVE INFORM

Assembly Bill AB 390 is a bill that was recently approved by Governor Brown on October 2nd, 2017. This bill has garnered some attention due to its changes to how pedestrian will conduct themselves at a crossing within a signalized intersection. Prior to AB 390's approval, state law made it illegal for a pedestrian to step into a crosswalk after the red hand of a pedestrian signal head starts flashing (pedestrian clearance interval) and the countdown begins, regardless of the time remaining on the countdown timer. AB 390 amends Section 21456 of the CA Vehicle Code by authorizing a pedestrian facing a countdown signal to proceed across the intersection as long as the pedestrian completes the crossing before the display of the steady "DON'T WALK" or "WAIT" or approved upraised hand symbol when the countdown ends.

This bill has its origins in Los Angeles. It was introduced after Councilmember Jose Huizar authored a 2016 City Council resolution on the state to update crosswalk laws, which have impacted many pedestrians, particularly in Downtown Los Angeles. According to the Los Angeles Times, more than 17,000 citations were issued during a four-year period (prior to 2015) to pedestrians who stepped off the curb when the red hand of a pedestrian signal was flashing. When including base fines and other fees, the final cost of a citation can be nearly \$250. As such, this bill was likely introduced to protect pedestrians from being cited for crossing outside of the allowed crossing window.

AB 390 has been analyzed, and supporting and opposing arguments have been formulated. The California Highway Patrol (CHP) argues in opposition of the bill. The CHP states that "Clear and consistent standards, rather than individual judgment, should guide how pedestrians use roadways when they are likely to interact with motor vehicles." The CHP points to a steady annual increase in pedestrian collisions within

intersections between 2013 and 2016, from 5,819 to 6,757 (However, it is not clear if these numbers refer to collisions within Los Angeles area only). In addition, pedestrians have been found at fault – meaning they were in the crosswalk in disobedience of the signal – in the majority of pedestrian-related collisions. The CHP states that complying with existing signal requirements ensures the safest environment for pedestrians.

Arguing in support of this bill is the California Bicycle Coalition (CBC). The CBC argues that hurrying to cross a street within the time allotted by the countdown timer is reasonable behavior that causes no harm or delay to traffic traveling in the opposite direction. The CBC also states that penalizing a pedestrian who does this is unfair, discourages people from walking, and is counterproductive to the larger state goal of increasing active transportation modes.

Will this hurt Vision Zero efforts in California? Supporting and opposing arguments can be made.. How will this bill impact individual agencies? Is this codifying existing behavior or putting pedestrians at risk? Section members are encouraged to have meaningful discussions on the pros and cons of AB 390. This new law takes effect in January.

Two Station Area Development Events

David M. Schwegel, PE (Precision Civil Engineering)

Two Station Area Development Events took place in October, one at Los Angeles Union Station, and one at Sacramento Valley Station.

Los Angeles Union Station Master Commercial Developer Industry Forum, Friday, October 13:



Attendees watch the Link US Development Video
(Photo Credit: David Schwegel)

This event took place at the Los Angeles Union Station (LAUS), currently the state's busiest station in terms of Amtrak passenger volume. Metro CEO Phil Washington and Metro Board Director and Los Angeles County Supervisor Hilda Solis provided opening remarks. Jenna Hornstock, Executive Officer, Transit Oriented Communities provided an overview of the event. Ken Pratt, Deputy Executive Officer, Union Station Property

Management, provided a historical perspective of LAUS dating back to the 1930's followed by a discussion of activities since Metro took ownership of the station and the surrounding area in 2011. Then Jeanet Owens, Senior Executive Officer, Program Management provided an overview of the Link US (Union Station) Project with special emphasis on the proposed run-through tracks across US-101, transforming LAUS from its current cul-de-sac condition to a more integrated thoroughfare.



Left to Right: Jenna Hornstock, Ken Pratt, Jeanet Owens
(Photo Credit: David Schwegel)

Specific components of Link US in addition to the run-through tracks include the reconfiguration of the station entry tracks; the elevation of the station arrival and boarding areas by 15 feet; the construction of "a new multi-modal passenger concourse with retail, food services, passenger waiting areas, outdoor plaza spaces, vertical circulation elements, and other passenger amenities"; and the incorporation of both the West Santa Ana Branch Light Rail and the Statewide High-Speed Rail projects.

The goal is the completion of both the NEPA and CEQA environmental review processes, and identification of a preferred alternative by spring 2018; followed by a CEQA Notice of Determination by winter 2018, and finally a NEPA Record of Decision by spring 2019. The overall project is projected to cost around \$3 billion with a substantial portion of the funding coming from Metro and the High-Speed Rail Authority.

Metro is currently reaching out to industry to: (1) formulate a solicitation process that invites strong interest from innovative developers, (2) establish a relationship that will allow Metro to optimize achievement of development goals for LAUS, (3) foster creative and efficient station development solutions, and (4) identify innovative techniques to minimize project risks for all parties.

Metro is currently procuring developers "to plan, design, finance, construct, operate, and maintain high-intensity, mixed-use, transit-oriented development" within 50 contiguous acres including the station and the

surrounding area. Daily transit boarding volumes are projected to grow from 116,000 currently to 220,000 by 2040. Metro's vision for this development focuses on the principles of transit optimization, destination, and connectivity.

The site development potential includes a total of 473,800 square feet. Of this, 134,100 square feet is owned by Metro and ready for development; 114,200 square feet of new commercial buildings and retail leasing opportunities are developable within the Link US development sites; 85,000 square feet are available within the historic station, and the 140,500 square feet remainder is space that's owned by Metro and possibly suitable for development pending further exploration.

For the *Transforming Los Angeles Union Station Report*, go to

https://media.metro.net/projects_studies/union_station/images/LAUS_Design_Report-Final_10-9-15.pdf.

Sacramento Valley Station Master Plan Community Workshop, Monday, October 16:



This event took place at the Sacramento Valley Station, currently the state's second busiest station in terms of Amtrak passenger volume.

The event opened with remarks by Mayor Darrell Steinberg and Congresswoman Doris Matsui. Mayor Steinberg emphasized the important role this Master

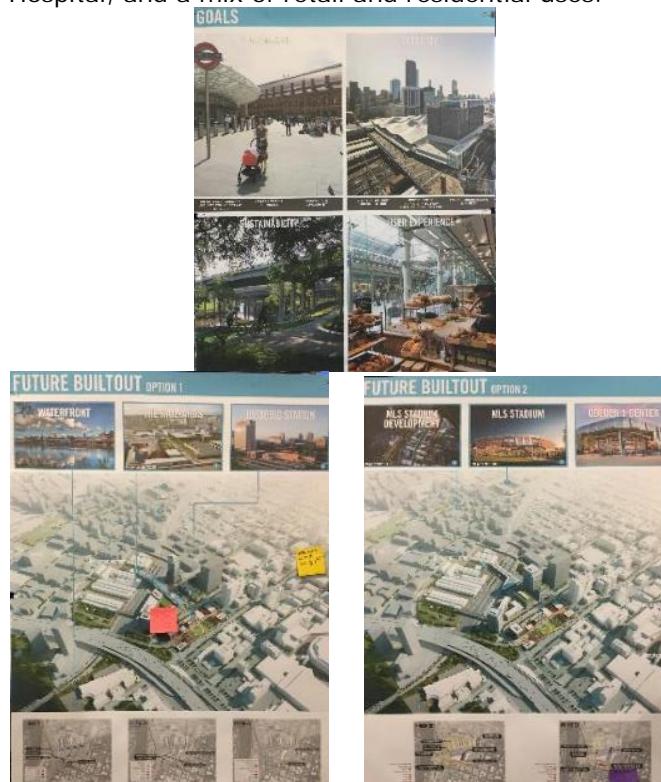
Plan plays in transforming Sacramento into a robust technology hub. Congresswoman Matsui reinforced how this Master Plan better integrates Sacramento into the national economy.



Sacramento Valley Station, Mayor Darrell Steinberg, and Congresswoman Doris Matsui (Photo Credit: David Schwegel)

Then Geeti Silwal of Perkins+Will outlined the goals and the two future buildout options. Goals include "place-making", mobility, sustainability, and the user experience. Future buildout option 1 focuses on the waterfront, the railyards, and the historic station. Future buildout option 2 consists of a new Major League Soccer Stadium, development around the stadium, and development around the recently opened Golden 1 Center.

To the north of the relocated station platforms and tracks is the Sacramento Railyards development, among the nation's largest urban infill projects. Aside from a few historic buildings to be preserved from the transcontinental railroad era of the 1850's, the nearly 300 acres of land is substantially undeveloped. Preliminary plans include a UC Davis Campus, a Kaiser Hospital, and a mix of retail and residential uses.



Goals, Buildout Option 1, Buildout Option 2
(Photo Credit: Perkins + Will)

For more information on the *Master Plan*, go to www.cityofsacramento.org/SVSMasterPlan.

The Transportation Professional's Role:

Transportation Planning and Engineering Professionals are encouraged to check out the *Draft 2018 State Rail Plan* (http://www.dot.ca.gov/californiarail/docs/CSRP_PublicReleaseDraft_10112017.pdf), explore the implications of SB 743 on transit priority areas, the opening of the Transbay Center in San Francisco later this year (www.transbaycenter.org), and follow the

activities and presentations of the High-Speed Rail Authority's Transit and Land Use Committee (http://www.hsr.ca.gov/Board/transit_land_use_comm_itee_meeting.html). Additionally, consider checking out these two events taking place next March at Los Angeles Metro Headquarters: West Coast Rail Conference from the 6th to the 8th (www.ushr.com) and Transit Oriented Development & Urban Real Estate Conference from the 8th to the 9th (www.tod.org).

Career Opportunity

Linscott, Law & Greenspan, Engineers (LLG) is seeking multiple positions:

Mid-Level Traffic Design Engineer in either our **Pasadena or Woodland Hills** office (candidate's choice).

Responsibilities:

- Manage and execute PS&E packages (contain traffic signal designs)
- Signing/striping plans
- Construction traffic control plans
- Complete streets concept plans
- Sight distance studies
- Roundabout design
- Project management

Qualifications:

- 5 years of design experience, preferably in metro LA
- Bachelors of Science degree
- Registered Civil Engineer

Preferences:

- Auto-Cad, Microstation, GIS, AutoTurn
- Work independently
- Client and agency interaction
- Great attitude, team player

To apply for this position, please email David Shender (Woodland Hills) Shender@llgengineers.com or Clare Look-Jaeger (Pasadena) at Look-Jaeger@llgengineers.com with a cover letter and resume.

Mid-Level Engineer / Planner in our **Woodland Hills** office.

Responsibilities:

- Assist with all aspects of traffic and transportation planning
- Field data collection
- Technical analysis
- Report writing
- Proposal writing
- Project management

Qualifications:

- 3-8 years of related experience
- Bachelors or Masters in Transportation Engineering

• Engineering-In-Training (EIT) registration
Preferences:

- Prior experience with Synchro or equivalent form of transportation planning software
- Great attitude
- Excellent interpersonal, communication and writing skills

To apply for this position, please email David Shender at Shender@llgengineers.com with a cover letter and resume.

Entry-Level Engineer / Planner for a full-time position in our **San Diego** office to assist with all aspects of traffic and transportation planning from field data collection, technical analysis, report writing, traffic engineering design and concept plans.

Qualifications:

- 1-3 years related experience.
- Bachelors or Masters in Transportation Engineering.
- Engineering-In-Training (EIT) registration.

Preferences:

- Prior experience with Synchro or equivalent form of transportation planning software.
- Proficiency in AutoCAD and GIS.
- Excellent interpersonal, communication and writing skills.

To apply for this position, please email John Boarman at boarman@llgengineers.com with a cover letter and resume.

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

Save the Date!

August 2018 ITE International Annual Meeting at the Hilton in Minneapolis



Minneapolis 18

Annual Meeting and Exhibit

August 20 – 23

Sponsorship Opportunities

ITE Southern California Chapter is still seeking sponsors for 2017-2018! Our lunch meeting sponsorships have been filled, but we are currently looking for newsletter advertisements sponsors and additional sponsors for our March Joint Meeting with ITE San Diego and June Joint Meeting with ITS-CA. 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!

The 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 for more information.

NEWSLETTER/LUNCH MEETING COMBINED PACKAGE				
	A la Carte price PLATINUM PACKAGE[#]	A la Carte price GOLD PACKAGE[#]	A la Carte price SILVER PACKAGE[#]	
Newsletter	\$1,250	• Full page ad • Three half page ads	\$500	• Two half page ads/or one full 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
Value	\$1,750	PACKAGE PRICE	\$1,000	PACKAGE PRICE
Package Discount	(\$180) 10% off	\$1,570	(\$50) 5% off	\$950
				PACKAGE PRICE
				\$710

* 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.

THE PEAK OF TRANSPORTATION



The Peak of Transportation



Keystone Colorado

ite= Joint Western & Texas District Meeting

SAVE THE DATE!!

2018 Joint Western and Texas Districts Annual Meeting

June 24 - 27, 2018

Keystone Resort and Conference Center

www.itekeystone2018.com

Keystone, Colorado

2017-2018 CALENDAR

INSTITUTE OF TRANSPORTATION ENGINEERS
SOUTHERN CALIFORNIA SECTION



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

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

INSTITUTE OF TRANSPORTATION
ENGINEERS



OCTEC

P R E S E N T

Joint Meeting with OCTEC
at
Orange County Mining Company
10000 Crawford Canyon Road
Orange, CA 92705

THURSDAY
10.26.2017
11:30 am

SB 1 IMPLEMENTATION: PERSPECTIVE FROM TWO ITE MAYORS

Jimmy Lin, Mayor, City of Diamond Bar

Fred Minagar, Mayor, City of Laguna Niguel

EARLY REGISTRATION ENDS ON FRIDAY 10/20

Please register online at <https://oct17-octec-ite.eventbrite.com>

Please contact Archie Tan, OCTEC (atan@octa.net) or
Joshua McNeill, ITE (jmcneill@iteris.com) for the Promo Code for registration.

Early Registration \$20 | Late Registration \$30 | At Door Registration \$35 | Students \$15

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October Meeting

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sponsoring our October Meeting

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Tsa & Octec

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2017 Vendor Show and Social Night

In Fountain Valley

It's time for our annual TSA Vendor Show and Social Event!

THANKS TO OCTEC FOR SPONSORING THE FOOD!!

There will be plenty of hors-d'oeuvres served from 4:00 PM until the conclusion of the evening.
Drinks will of course be available for purchase from our bar.

This year's show will start at 4:00PM and end with the gala prize raffle starting at about 6:00PM.

Vendors, don't forget to bring donations for the raffle, it's a great way to advertise your company and support TSA.

Mark your calendars - Please let your employees know!

When: Tuesday – October 24th, 2017

Where: Mile Square Golf Course
10401 Warner Ave
Fountain Valley, Ca 92708
PH # 714-962-5541

Time: Social & Vendor Show - 4:00PM till 8:00PM

Questions? Comments?

Contact Dan Eichmann at dan@ddltraffic.com or 714.321.7513

SEE YOU THERE!