



# INSTITUTE OF TRANSPORTATION ENGINEERS

## SOUTHERN CALIFORNIA SECTION

# NEWSLETTER

2011 – 2012, Issue No. 7

April 2012

## President's Message

*Steven Itagaki, PE, TE, PTOE*



Dear ITE Southern California Members,

We had a great March mini-workshop joint meeting with the San Diego Section which was held at the El Adobe Restaurant in San Juan Capistrano. Although the morning weather started out a bit gloomy, the sun soon came out and almost made us want to move the venue outdoors. At the same time, the City was preparing their own Swallow's Day event which commemorates the legend of the return of the renowned swallows to the mission on St. Joseph's Day. After our meeting, some of our members donned their bike gear and trekked out into town, while others decided to bring their family and make the day a mini-vacation. Now regarding our meeting, our guest speakers were:

1. **Walter Okitsu, Founder of KOA Corporation & Current District Vice-President**, who spoke on "Issues in Bikeway Design" and an "Update on the ITE Western District".
2. **John Fisher, Assistant General Manager at LADOT**, who spoke on the "2012 California MUTCD" including how bicycle design is impacted.
3. **Christine Eary, Associate Planner at SANDAG**, who spoke on "Safe Routes to Transit Regional Plan".

In addition to our three esteemed speakers, we also had **John Lower, Associate Vice President at Iteris, Inc.**, who presented the firm's products and services as our Luncheon Sponsor.

See the Scribe Report on Page 4. You can also view the photos of this event at our website ([www.itesocal.org](http://www.itesocal.org)) under the Photos tab. As I mentioned in our previous newsletter, we have two nominees running for the District Secretary-Treasurer position. I encourage all of you to support our own Section member and Past-President, Carlos Ortiz.

Our April newsletter is sponsored by **Minagar and Associates, Inc.** We truly appreciate the support of our sponsors who help offset the costs of our events. See Page 12 for information on sponsorship opportunities.

News Note: The House passed a 90-day extension of funding for surface transportation projects. It did not consider the two-year, \$109 billion Senate bill. After the House vote, the Senate also voted for the extension to avert a shutdown of transportation projects. However, with no additional funding, the spending at current levels brings the Highway Trust Fund closer to insolvency.

Our next meeting will be at the **Monterey Hill Restaurant** in Monterey Park on **April 18th at 11:30 am**. Our guest speaker will be **Mark Christoffels, ACE Construction Authority Deputy CEO/Chief Engineer**, who will be speaking on "**Alameda Corridor-East Project Update**". See the flyer attached towards the end of this newsletter. Please be sure to RSVP with Sri Chakravarthy at [sri.chakravarthy@kimley-horn.com](mailto:sri.chakravarthy@kimley-horn.com) **before noon on Friday, April 13th**. Also, be sure to give Sri your menu choice.

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

- OCTEC/ITE So Cal Annual Golf Tournament on Friday, May 11th at the Green River Golf Club in Corona. See attached flyers.
- ITE Western District Annual Meeting in Santa Barbara, June 24-27, 2012 at the Fess Parker Doubletree Resort. You can find more information at the following website link: <http://westernite.org/santa-barbara-2012/>

See you there!

## Meeting Announcement

**Wednesday, April 18, 2012**

**11:30 AM**

**Monterey Hill Restaurant**

3700 W Ramona Ave

Monterey Park CA 91754-2105

(323) 264-8426

*For Reservations Contact:*

**Sri Chakravarthy, PE, TE** at

[Srikanth.chakravarth@kimley-horn.com](mailto:Srikanth.chakravarth@kimley-horn.com)

By 12:00 pm on Friday,

April 13, 2012

See Flyer for Details

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**Brief Look Ahead**

**April**

- Wed 4<sup>th</sup>, SCAG Regional Conference & General Assembly to adopt RTP/SCS (see page 14)
- Fri 13<sup>th</sup>, 12:00 Noon, RSVP Deadline for Section Meeting (contact: Secretary-Treasurer)
- Wed 18<sup>th</sup>, 11:30 AM, ITE So Cal Section Meeting at Monterey Hill Restaurant, Monterey Park
- Fri 27<sup>th</sup>, 11:59 PM, ITE So Cal Newsletter Deadline (contact: Newsletter Editors)

**May**

- Thurs 3<sup>rd</sup> – Fri 4<sup>th</sup>, Pedestrians Count! 2012 Workshop, Metro Headquarters, downtown Los Angeles (info: [https://californiawalks.org/Peds\\_Count\\_2012.html](https://californiawalks.org/Peds_Count_2012.html); Registration: <http://pedscount2012.eventbrite.com/>; See page 13)
- Tues 8<sup>th</sup>, 2:00 PM, Port of Long Beach Community Tour (tickets: [www.polb.com/about/ticketreservation](http://www.polb.com/about/ticketreservation)) (info: Mario E. Gonzalez, 562-283-7718, [Mario.gonzalez@gmail.com](mailto:Mario.gonzalez@gmail.com), see page 14)
- Fri 11<sup>th</sup>, 8:00 AM, OCTEC/ITE So Cal Golf Tournament, Green River Golf Club (Corona) (RSVP: Jim Summers, [jsommers@koacorp.com](mailto:jsommers@koacorp.com), 714-537-0317; or Ron Keith, [rkeith@octa.net](mailto:rkeith@octa.net), 714-560-5990) (see flyer)
- Wed 23<sup>rd</sup>, 5:00 PM, ITE So Cal+OCTEC Meeting+Student Chapter Presentations at Holiday Inn & Suites, Fullerton

**June**

- Wed 13<sup>th</sup>, 8:30 AM, ITE So Cal Mini Workshop Business Meeting at Monterey Hill Restaurant, Monterey Park
- Sun 24<sup>th</sup> – Wed 27<sup>th</sup>, ITE Western District Conference in Santa Barbara (info: [www.westernite.org](http://www.westernite.org))

**August**

- Sun 12<sup>th</sup> – Wed 15<sup>th</sup>, ITE International Annual Meeting & Exhibit, Atlanta Georgia (info: [www.ite.org](http://www.ite.org))

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**2012 City Traffic Engineers  
Association (CTE) Traffic  
Commissioners Workshop – A  
Success**

*Melissa Murphy, Sri Chakravarthy*

The City Traffic Engineers Association (CTE) hosted its Annual Traffic Commissioners Workshop on Saturday, March 17, 2012 (coincidentally St. Patrick's Day) in the City of Buena Park. Despite the driving wind and rain, over 50 people were in attendance at this all-day



workshop, including Commissioners, local agency staff, engineering consultants, and university students. More than 20 different agencies were represented from Los Angeles, Orange, and Riverside Counties.

The intent of the workshop is to educate participants on the role and duties of traffic commissioners as well as providing information relevant to current traffic engineering issues. The presentation topics included the Brown Act, Robert's Rules and legal issues, transportation planning, school area traffic safety, fundamentals of traffic engineering, neighborhood traffic calming, bicycle facilities and legislation, and complete streets. The event also served as an opportunity for Commissioners and agency staff to network and meet people from other agencies with similar responsibilities and facing similar challenges. The workshop has been held for over 18 years, though it had been several years since the last workshop had been conducted.

Several distinguished southern California Traffic Engineering professionals volunteered to present the seven sessions, including Mr. Mark Miller (Albert Grover & Associates), Ron Keith (Orange County Transportation Authority), Ed Norris (City of Downey), Ryan Snyder (Ryan Snyder Associates), Monica Suter (City of Santa Ana), Walter Okitsu (KOA Corporation), and Erik Zandvliet (Willdan Engineering).

The City of Buena Park graciously provided their new Heritage Hall facility to host the workshop and other sponsors of the event included the *Orange County Traffic Engineering Council (OCTEC)* and *South Coast Lighting and Design*. The City Traffic Engineers Association was very pleased with the support and response received, and plans to hold the next Traffic Commissioners Workshop in 2013. A very limited number of reference material binders are still available from the workshop and can be purchased for \$45 by contacting Melissa Murphy at [melissam@rpv.com](mailto:melissam@rpv.com). If you are interested in attending this workshop next year, or if your agency is interested in becoming a member of CTE to get periodic updates, please check the CTE website for more information: <http://www.citytrafficengineers.org/>



## March 2012 Scribe Report

*John Dorado, PE  
ITE So Cal Scribe*

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

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



**Mr. Okitsu** moved on to his next presentation regarding issues in bikeway design. He highlighted projects in the City of Long Beach which included the use of sharrows, bike tracks, bike/traffic signal design and bike boulevards along Vista Street. Then he moved on to highlight the planning/design efforts used for protected bike lanes on Rosemead Boulevard in City of Temple City where bike lanes are located between the sidewalk and landscaped planters.



Next up to bat, **Mr. Fisher's** presentation highlighted the "What you need to know's" regarding the latest edition (2012) of the California Manual on Uniform Traffic Control Devices (CMUTCD), most notably to pay attention to the "shalls, shoulds and mays..." which allows our creativity to prevail or conformance to standard practice.



**Mr. Okitsu**, opened this well attended mini-workshop with a basic overview of ITE's Western District status including its members, student chapters, committees and annual meetings.



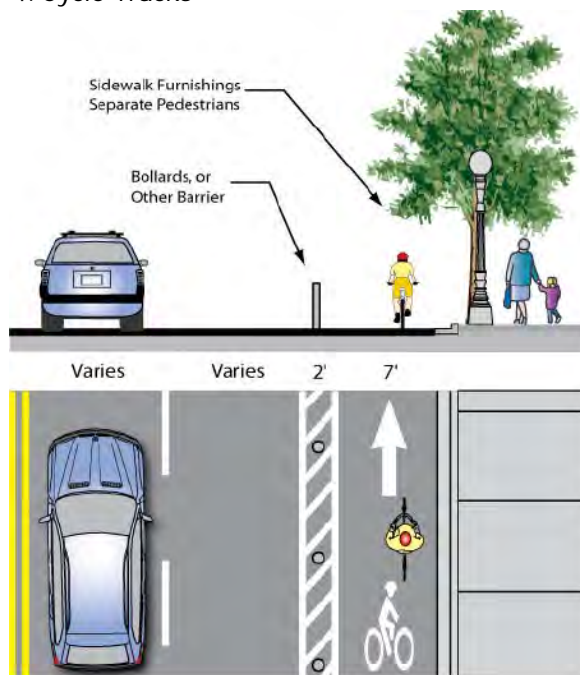
Some the other topics he hit were the use of blank-out signs, signage treatments on narrow to large median noses at intersecting streets, limit lines to be used with stop signs only, lane drops, the use of a double white striping , preferred signal head placement, default pedestrian walking speeds, pedestrian hybrid beacons (hawk) and school signage.



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

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

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



5. Bicycle Boulevards

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

## Legislative Analysis

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



The following bills will be heard in the April's Assembly and Senate session. Note that there are three separate bills amending or adding to Section 35401 of the California Vehicle Code for vehicle combination lengths.

### Legislative Bill Updates

#### Assembly Bill No. 1455 (Harkely)

Key Word(s): high-speed rail

Status: Introduced January 9, 2012; amended February 9, 2012

What this Bill will do:

Voters approved Proposition 1A at the November 4, 2008, for the issuance of \$9 billion in general obligation bonds for high-speed rail purposes and \$950 million for rail-related purposes. This bill would reduce the amount of general obligation debt from \$9 billion to the amount contracted as of January 1, 2013.

#### Assembly Bill No. 1696 (Cook)

Key Word(s): vehicle combinations; motorsports; length

Status: Introduced February 22, 2012

What this Bill will do:

This bill will allow the Department of Transportation or local authorities to issue a permit authorizing semitrailer in exclusive combination with a truck tractor is used primarily for motorsports if the combination length does not exceed 56 feet in length.

#### Assembly Bill No. 1722 (Alejo)

Key Word(s): Department of Transportation; changeable message signs

Status: Introduced February 16, 2012

What this Bill will do:

Currently, the Department of Transportation has full possession, control, and regulation of all state highways. This bill would require the department, by June 30 2013, to update its policies to allow local agencies to display specified messages on changeable message signs including safety messages, transportation-related messages, reminders to register to vote, and reminders to vote at elections.

#### Senate Bill No. 955 (Pavely and Rubio)

Key Word(s): employee's retirement; pension fund management

Status: Introduced January 5, 2012; Amended March 29, 2012

What this Bill will do:

This bill will possibly add hundreds of millions in investment for in-state transportation and infrastructure projects. This bill will allow established public retirement systems, including the Public Employees' Retirement System (PERS), the State Teachers' Retirement System (STRS), and various other governmental retirement systems to invest in an in-state infrastructure project over comparable out-of-state infrastructure projects.

#### Senate Bill No. 1155 (Cannella)

Key Word(s): vehicles; combination length

Status: Introduced February 21, 2012

What this Bill will do:

This bill will act to amend Section 35401 of the Vehicle Code specifying the total length of vehicles coupled together for exceeding 65 feet or 75 feet for certain combinations of vehicles. This bill would exempt, until January 1, 2018, the maximum 75 feet in length for certain combination vehicles and for driving conditions.

#### Senate Bill No. 1174 (Walters)

Key Word(s): vehicles; vehicles; length semitrailers; exemptions; motorsports

Status: Introduced February 22, 2012

What this Bill will do:

Existing law allows a combination of vehicles consisting of a truck tractor semitrailer combination to a maximum length of 46 feet from kingpin to rearmost axle measurement, if used primarily in connection with motorsport. This bill will exempt this combination of vehicles from the all length limitation if used primarily for motorsport.

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

## Carlos Ortiz and Ignacio Roman visit USC ITE in March

*Sam Levy and Justin Walker (USC)*

Carlos Ortiz of RBF Consulting and Ignacio Roman of AECOM both volunteered their time to speak to the USC chapter of the Institute of Transportation Engineers (ITE) at the chapter's two March meetings. Over pizza and soda, Mr. Ortiz and Mr. Roman met with students eager to learn about transportation careers at RBF and AECOM, and about the traffic and transportation fields. USC ITE arranged tours of LAX and the offices of Ferh and Peers in February, but some students who wanted to attend had class conflicts that prevented their participation in these field trips. In response, the chapter decided to bring speakers campus to try and make the chapter's transportation engineering activities as accessible as possible. The two speakers brought in an audience of undergraduate and graduate students, not only from the Astani Department of Civil and Environmental Engineering, but also urban planning students from the Price School of Public Policy.

Mr. Ortiz, Vice President at RBF Consulting and a former President of ITE's Southern California (SoCal) Chapter, delivered a short technical presentation regarding construction of the City of Palm Springs' new traffic management center and upgrades to the city's signal interconnect network. Mr. Ortiz emphasized that the traffic engineering field keeps him on his toes with respect to learning the latest signal technology products and their potential application. He also described the value, as a professional consultant, of earning Traffic Engineer and Professional Traffic Operations Engineer (PTOE) designations. After his presentation, Mr. Ortiz was happy to take the time to speak to students about job search and the importance of non-technical skills.



Mr. Carlos Ortiz of RBF visited USC on March 7th

Ignacio Roman, Operations Manager at AECOM, was back at USC for a second time in three years. He discussed his career with various engineering firms and public agencies, and offered professional advice for current students. Mr. Roman pointed out that, despite the current economic downturn, many Los Angeles County opportunities will soon appear for young engineers and planners as a result of the Measure R County sales tax for transportation projects. He stressed the importance of students remaining actively involved in student and professional organizations now to build and strengthen relationships with practicing professionals. These relationships can lead to job offers in coming years. Students that make the effort now will stand out from other students who might merely be submitting resumes.



Mr. Ignacio Roman of AECOM visited USC on March 21st

The USC chapter of ITE was founded in the spring of 2011 by four USC graduate students under the guidance of Professor Eric Shen. The chapter consists of both graduate and undergraduate transportation enthusiasts pursuing programs across several USC schools. This small, but fast-growing chapter appreciates any and all support from fellow ITE members, whether it is in the form of cash donations, office and technical tours, or guest speakers such as Mr. Ortiz and Mr. Roman. Please contact us at [iteusc@gmail.com](mailto:iteusc@gmail.com) for more information on how you or your company can help the USC chapter of ITE!

**2<sup>nd</sup> Annual Student Traffic Bowl**

*Giancarlo Ganddini (Kunzman Associates, Inc)  
Co-Student Chapter Liaison*



On Saturday, February 25<sup>th</sup>, teams from each of the Southern California ITE student chapters convened at the University of California in Irvine for the ultimate showdown of brains, wit, and transportation engineering know-how. The student chapters of Cal Poly Pomona, Cal State Fullerton, Cal State Long Beach, UC Irvine, UCLA, and USC each competed in a Jeopardy-style tournament featuring a grab-bag of transportation and engineering trivia.

The day started off with a casual lunch, providing an easy-going networking opportunity for all present. It was great to see the student chapter advisors and several of our fellow SoCal ITE members come out to support and enjoy the competition. In a grand gesture of support, also in attendance were members from the International Board of Directors including Rock Miller (President), Zaki Mustafa (Vice President), and Monica Suter (Western District International Director).

Round 1 of the tournament began with a face-off between Cal Poly Pomona, UC Irvine, and newcomer USC. USC put it all on the table in an attempt to tie Cal Poly

Pomona in the final question, but to no avail. With none of the competitors able to catch up during the final question, Cal Poly Pomona secured its place in the Final Round.

Round 2 was a good contest between Cal State Long Beach, newcomer Cal State Fullerton, and UCLA, but it was clear that Cal State Long Beach didn't come here to lose. Their preparation certainly paid off as they advanced to the Final Round.

There was a lot on the line in the Final Round... bragging rights, a financial scholarship, and the highly-revered Traffic Bowl trophy itself. Defending champs Cal State Long Beach had tasted glory and were fighting to keep their title. Cal Poly Pomona had come so close last year and now had the Traffic Bowl in its crosshairs. Each team held the lead at one point or another, but Cal State Long Beach surged ahead leading into the final question and took the Traffic Bowl home yet again!

The success of this event was largely attributed to all the support and participation of everyone who attended, so a special thank you is owed to all who came out and to the UC Irvine student chapter for hosting the event. The Traffic Bowl winner and runner-up will be recognized at the Student Presentation Night in May and hopefully this event has better prepared all our student chapters for the upcoming Western District Traffic Bowl. Until next year....



**“The Grand Central Station of the West” Construction Is In Full Swing**  
*Emre Erzen (Balfour Beatty Infrastructure, Inc)*



Since August 2010, the people of San Francisco have been witnessing the steady progress on a major construction project, which will transform the downtown area into a major transportation hub. The new Transbay Transit Center, already heralded by the officials as “The Grand Central Station of the West” contends to be the largest transit-integrating inter-modal transit center west of New York City. The five-story, 1-million-square-foot facility will serve as the northern terminus for the California High-Speed Rail System and a multi-modal facility that will accommodate eleven transit operators and serve more than 45 million passengers a year. The Center will include one above-grade bus level, a ground floor entrance, concourse level and two below grade rail levels serving Caltrain and future California High-Speed Rail. The award winning architectural design incorporates a 5.4-acre living roof and a public park, as well as retail facilities within a five-story steel and glass composite structure. During the ground breaking ceremony in August 2010, the United States Secretary of Transportation Ray La Hood called the project “the most important and transformational public transportation project in America.”

The Transbay project is led by The Transbay Joint Powers Authority (TJPA), which is a collaboration of Bay area government and transportation agencies. TJPA also designs, builds, operates and maintains the Transbay Transit Center

associated facilities in downtown San Francisco, including the extension of the Caltrain commuter rail 1.3 miles into the new Transit Center, and accommodations for future California High-Speed Rail. The \$4.2-billion-dollar project is funded by various partners including the Federal Government, the State of California, the Metropolitan Transportation Commission, the San Francisco County and San Mateo County Transportation Commission Authorities and AC Transit, among others.

The mega project, awarded in 2009 to general contractor Webcor/Obayashi Joint Venture is divided into several major segments. The first phase of the contract, called the BSE (Buttress, Shoring, Excavation) package, accounts for excavating the site and providing supports and foundations for the remaining stages of construction. The \$187M BSE package was awarded to Balfour Beatty Infrastructure Inc. (BBII) (Consultant) a global undertaker of large scale heavy civil construction projects, in January 2011 and is scheduled to be substantially complete by the end of 2014.

Building a project of this scale on the epicenter of San Francisco’s busiest business and urban hub is a challenging task. The consultant utilizes the expertise it accumulated on similar large scale projects to face the challenges met during the execution of the contract. Many crucial items such as the shoring system, the foundation, the access trestle, and temporary bridges reaching over the excavation to connect the city streets are being designed and built by BBII. Some other tasks of the consultant include building a 100 feet deep, 3,500 linear feet of peripheral shoring wall, drilling of over two hundred pieces of 250 deep 7 feet diameter buttress shafts, and excavating 550,000 CY of soil and installation of a dewatering system that would function through the life of the entire project.

Running an around the clock project of this scale also requires close coordination with the city and its police force. Balfour Beatty engineers submit detailed traffic plans to the city’s approval before a major work is planned on the city streets. The pedestrian and vehicular traffic is managed by flaggers, who are assigned at every major street crossing. The consultant is also in close coordination with the city’s police department, which assigns off-duty police officers to assist the coordination of the traffic during the busy hours of the day, at night and over the weekends.

In line with its “Zero Harm” safety initiative, the consultant’s main goal is to minimize the impact on the environment and the surrounding communities while the construction is in progress. In order to achieve this, the consultant closely monitors the noise, vibration and the ground water levels. The consultant also participates in weekly community outreach meetings and follows the schedule of upcoming social events that may impact the traffic around the job site.

The team is proud to be a part of this landmark project that will define new standards for modern mass transit in San Francisco (and California).

## Transportation Projects in the News

*David M. Schwegel, PE*

### ROADWAY

1. **Bay Area Building Blitz:** State Bond money stimulates a Bay Area road building blitz of 19 projects totaling \$3 billion. Among the largest are: (1) I-80 ramp widening and metering between Carquinez and Bay Bridges (\$95.3M), (2) I-580 WB Carpool Lane between Livermore and Dublin (\$154.3M), (3) I-880 SB carpool lane between Oakland and San Leandro (\$108M), (4) SR-99 widening between Stockton and Manteca (\$500M), and (5) Hwy 101/San Juan Rd Interchange Rebuild in Gilroy (\$92.5M). ("State bonds propel road-building blitz across Bay Area," by Gary Richards, *San Jose Mercury News*, March 26, 2012)
2. **San Diego County:** \$600 M in roadway projects are underway, with an additional \$500 M in programs to begin later this year. Three major projects include: (1) SR-76 Expansion between Melrose and South Mission (\$171M), (2) SR-905 Expansion between I-805 and the Otay-Mesa Border Crossing (\$85M), and (3) I-805 North Express Lane between SR-52 and Mira Mesa Blvd (\$163M). ("Caltrans ramps up for \$1.1 B in highway projects," by Robert J. Hawkins, Feb 29, *U-T San Diego*, 2012)

### BRIDGES

1. **SR-520 Bridge (Seattle-Bellevue Washington):** Long regarded as a nationally-recognized "corridor in crisis" due to widespread congestion and frequent storm damage closures, construction of a replacement bridge begins this summer with six travel lanes and a bicycle path. ("First Look: New SR-520 Bridge," *KIRO-7 TV*, March 26, 2012)
2. **Ambassador Bridge (Detroit Michigan USA-Windsor Ontario Canada):** Michigan DOT plans to complete the \$230 M bridge project within a year. Michigan DOT took the project over from Detroit International Bridge Company. ("State Transportation Department aims to finish Ambassador Bridge Gateway Project in less than a year," by Bill Shea, *Crain's Detroit Business*, March 13, 2012)
3. **St Croix River Bridge (St Paul, Minnesota):** Foundation load tests start this summer, and the 3-year bridge construction project starts in 2014 at a projected cost of \$676 M. ("Mn/DOT announces goals, project team for St. Croix Crossing," *KARE-11 TV*, March 13, 2012)
4. **Tappan Zee Bridge (New York-New Jersey):** Soil sampling is underway and groundbreaking of this new \$5.2B bridge across the Hudson River takes place this summer, with a projected 2017 completion. ("Million-Dollar Tests for New YZ Bridge to Continue into Summer," by Kevin Zawacki, *Nyack-Piermont Patch*, March 13, 2012)

### AIRPORTS

1. **Heathrow (London England):** The world's busiest international airport recently kicked off construction of the \$6B Star Alliance Terminal, slated for a 2014 opening, the airport's largest project since Terminal 5's 2008 opening. ("Heathrow holds topping out ceremony

for new Terminal 2," by Joe Bates, *Airport World Magazine*, February 29, 2012)

2. **San Diego:** This \$1B Terminal 2 expansion reduces Terminal 1 congestion by adding 10 gates to accommodate 50 additional daily flights. ("Lindbergh Field Expansion Nears Halfway Point," 10 News <dot> com, March 19, 2012)

### TRANSIT TUNNELS

1. **Crossrail (London England):** The concept for this massive East-West underground railway route, one of the world's 7 colossal projects, started during World War II. Construction has been underway since 2009. Currently eight 150-meter-long, seven-meter-wide, 1,000-ton, \$20M boring machines excavate through 73 miles of dirt and rock. ("Giant Metal Moles are Tunneling through London," by Andres Tarantola, *BBC World News*, March 20, 2012)
2. **Light Rail Tunnel (Seattle Washington):** A 21-foot diameter drill has been digging since May 2011, and just finished 3 months ahead of schedule. This 2-mile tunnel, the riskiest part of the \$1.9B Seattle Light Rail project, has the highest ridership projections on the entire system, as the automobile journey between Capitol Hill and downtown Seattle typically takes 30 minutes during morning rush hour. ("New Light Rail Boring Machine Breaks through on Capitol Hill," by Jake Whittenberg and Chris Daniels, *KING-5 News*, March 21, 2012)

### TRAIN STATIONS

1. **Transbay Tower (San Francisco):** The latest plan for this 1,070-foot tower, San Francisco's tallest, 220 feet taller than the Transamerica Pyramid, was just unveiled with 60 stories, and 1.35 million square feet of office, accessible from First and Mission Streets. This tower is a significant component of the massive Transbay Center, the "Grand Central Station of the West." ("SF's Tallest Skyscraper Plans Revamped," by John King, *San Francisco Chronicle*, March 13, 2012)
2. **Renowned Stations Worldwide:** (1) Newport Station (Wales), connects both hemispheres of the City, and includes rainwater harvesting and an ETFE roof membrane to capitalize on natural daylight. (2) Liege-Guillemins TGV Station (Belgium), designed by Santiago Calatrava, joins Northern Europe's High-Speed Rail lines and spurs urban renewal. (3) Guangzhou South Railway Station (China) serves High-Speed Rail and boosts Pearl River Delta public transportation. ("6 Incredible Futuristic Train Stations," by Bridgette Meinhold, *Inhabitant Blog*, March 16, 2012)

### TRAIN SYSTEMS

1. **Sacramento Streetcar:** The Sacramento City Council just approved the "Streetcar Study" (a Sacramento Regional Transit, Yolo County Transportation District, City of Sacramento, and City of West Sacramento effort between 2006 and 2010), the subject of a 2009 Nor Cal ITE Meeting, connecting the Capitol and West Sacramento, successfully resolving Sacramento alignment and general funding issues. ("Streetcar study gets City Council support," by Melanie Turner, *Sacramento Business Journal*, March 2, 2012)
2. **BART Extension (San Jose):** Thanks to \$900M in federal funding, this \$2.3B project starts construction in April, serving Northeast San Jose by 2016. A future six-

mile phase, including a tunnel, brings BART to downtown San Jose and Santa Clara. ("San Jose BART extension starts work in April," by Michael Cabanatuan, *San Francisco Chronicle*, March 13, 2012)

3. **Orlando to Miami (Florida):** Coral Gables plans a 110-mph system carrying millions of passengers between Orlando and Miami by 2014, with future extensions to Tampa and Jacksonville. ("Rail company proposes \$1 billion Orlando-to-Miami train," by Dan Tracy, *Orlando Sentinel*, March 22, 2012)
4. **Dulles (Washington DC):** Metrorail plans an 11.4-mile, \$2.7B Phase 2 extension to Dulles International Airport, a \$1.1B drop from the initial \$3.8B estimate due to eliminating the underground stop at Dulles and "value engineering savings." ("Dulles rail project budget for Phase 2 is in," by Jeff Clabaugh, *Washington Business Journal*, March 6, 2012)
5. **Honolulu (Hawaii):** Honolulu Authority for Rapid Transportation (HART) proposes a 20-mile, \$5.3 billion elevated steel-on-steel rail project to bring 4,000 to 17,000 jobs and congestion relief to America's 12<sup>th</sup> most congested city. ("Honolulu Rail Sold to City Council, Public, on Jobs Boost, But Will the Promise Hold Up?" by Malia Zimmerman *Hawaii Reporter*, March 22, 2012)

### Transportation Issues in the News

David M. Schwegel, PE

#### EVALUATION

1. **National Infrastructure Report Card:** Since the 80's, the American Society of Civil Engineers (ASCE) ([www.asce.org](http://www.asce.org)) produced Infrastructure Report Cards, drawing attention the nation's infrastructure conditions and calling for funding. Presidents Bill Clinton and Barack Obama referenced these reports in speeches.
2. **California Infrastructure Report Card:** ASCE Region 9 released the California Infrastructure Report Card ([www.ascecareportcard.org](http://www.ascecareportcard.org)) on February 29, 2012 in the Capitol, a culmination of the efforts of 100+ civil engineering professionals. ("Report: California needs infrastructure upgrades," Matt Shaw, *Sacramento Business Journal*, March 1, 2012)

#### CONGESTION

1. **Total Cost:** Traffic congestion alone costs our nation's drivers over \$100B a year in time and fuel, encouraging the White House to pass a \$109B Senate Transportation Bill and a five-year \$260B House Bill. Meanwhile SAFETEA-LU extensions are needed to bridge the gaps between now and bill approval. Poor road conditions cost San Jose motorists \$756 and Los Angeles motorists \$746 in annual vehicle maintenance. Throwing in airport congestion, with special consideration that SFO-LAX is "America's busiest short-haul aviation market with 25% of flights delayed by an hour or more," brings annual congestion costs to \$156B. ("New Report: Road Congestion wastes 1.9 billion gallons of gas," by Gary Stroller, *USA Today*, March 26, 2012)
2. **Wasted Fuel:** \$3.98 per gallon (national average) times 1.9B gallons of wasted fuel equals over \$7B. Add car repair, depreciation, wear and tear; wasted time; absenteeism; stress; this figure soars to over \$100B.

("Traffic congestion equals 1.9B gallons of wasted fuel, *Sacramento Business Journal*, March 27, 2012)

3. **Urban Center Densification and Congestion Reduction:** The United Nations says that the world adds 2B people between now and 2050, bringing the total population to 9B. London's Planet Under Pressure 2012 Conference warns, continue with business as usual growth patterns since World War II, and "humanity's urban footprint" balloons by 580K square miles between now and 2030 (2 States of Texas, or 43,000 football fields a day, between now and 2030). Consider urban center densification strategies like Eco-friendly skyscrapers in our "anthropocene" age when the human species activities dictate our planet's future. ("World's cities to expand by more than twice the size of Texas by 2030," by Ian Johnston, *MSNBC World News*, March 28, 2012)

#### FUNDING

1. **SAFETEA LU:** The federal surface transportation reauthorization bill, SAFETEA-LU, expired March 31<sup>st</sup> curbing transportation funding until extensions are passed. The bill has had 8 extensions over 2 years. Both House and Senate reauthorization activities preserve transit funding, thanks to heavy advocacy from transit interests. (Madeline Grennan, *Midwest High Speed Rail Association* update, March 12, 2012)
2. **National Infrastructure Bank:** The California Infrastructure and Economic Development Bank offers record-low, 2.11%/20-year and 2.52%/30-year loans ranging from \$250K to \$10M for local governments, joint-powers authorities, and non-profits to fund infrastructure. ("Infrastructure bank offers low rates for government projects," by Michael Shaw, *Sacramento Business Journal*, March 1, 2012)
3. **Airport Cost Control:** The Associated General Contractors of America notes the escalating construction materials costs over the last decade trend continues at least 5 more years. Take a life-cycle perspective, implement periodic "value-engineering" processes, and evaluate exposure to market risk for airport cost control. ("Cutting the Cost," by Ralph Bauer, *Airport World Magazine*, March 19, 2012)
4. **Texas DOT:** TxDOT's \$2B surplus for road projects due to boosted federal funding, additional borrowing, and reduced construction costs for current projects, is being distributed among districts, adding projects previously shelved. ("TxDOT: \$2 billion more available for roads," by Ben Wear, *Statesman <dot> com (Austin)*, March 8, 2012)
5. **DesertXpress:** This 150-mph, \$6.5B Victorville to Las Vegas rail project seeks a \$4.9B federal loan. Projected benefits include prosperity to real estate bust ridden Las Vegas and shuttered-storefront intensive Victorville, and 80,000 new jobs. Such projects have been envisioned by Las Vegas since the Arab Oil Embargo of the 1970's threatened the City's "very lifeblood." Is it a "gamblers paradise at California's expense?" How willing are Los Angeles based motorists to make the traffic intensive drive to Victorville to park their cars and take a train through less congested roadways? What's the cost effectiveness of continuing the line into Anaheim as envisioned in the 1970's? How is the latest California High-Speed Rail Authority Business Plan (\$68B, a \$30B drop from the November 2011 draft) impacting project enthusiasm? What's the feasibility of boosting transit

between Victorville and Palmdale to connect with California High-Speed Rail and ease the traffic driving burden on Southern California motorists? (“Vegas rail plan seeks \$4.9 billion federal loan,” by Michael R. Blood, *Associated Press*, March 25, 2012)

#### SAFETY

1. **China High-Speed Rail Bridge:** Heavy storms collapsed the embankment of a new 300m High-Speed Rail (HSR) test section in Qianjiang, in China’s Hubei province, slated for operation in May. How much does this damper HSR enthusiast’s claims that HSR is the safest mode of travel? (“China railway workers repair ‘collapsed’ new line,” BBC News China, March 12, 2012)
2. **Bay Bridge:** Last fall, an expert review group was prompted by an investigation suggesting that foundation piles for the main tower were inadequately examined. The Toll Bridge Seismic Safety Peer Review Panel examined the foundation piles in March, and determined that they were tested in a manner that “meets or exceeds the state-of-practice.” (“Bay Bridge review panel says new span’s foundation is safe,” by Charles Piller, *The Sacramento Bee*, March 24, 2012)

#### MOU’S

1. **HSR and So Cal Transit Agencies:** The California High-Speed Rail Authority approved a Memorandum of Understanding (MOU) with the Southern California Association of Governments (SCAG), Los Angeles County Metropolitan Transportation Authority (Metro), Riverside County Transportation Commission (RCTC), San Diego Association of Governments (SANDAG), San Bernardino Associated Governments (SANBAG), and the Southern California Regional Rail Authority (Metrolink), allocating around \$1B in immediate rail improvements and easing concern of the \$3.3B federal funding not benefiting the population centers. (California High-Speed Rail Authority Southern California Update, March 2012)
2. **HSR and Nor Cal Transit Agencies:** At the March 13, 2012 Senate Hearing in Mountain View, California High-Speed Rail Authority Chairman Dan Richard expressed his enthusiasm for establishing similar MOU’s with Bay Area Transit Agencies to bring more immediate benefits to the project’s other bookend.

#### QUALITY OF LIFE

1. **Panama Canal Expansion and Drinking Water Quality:** The \$5.25B Panama Canal Expansion project (projected 2014 completion, commemorating the structure’s 100-year anniversary) promises considerable economic and freight mobility benefits. Yet critics pose concerns over degrading Lake Gatun’s (Panama’s prime drinking water source) water quality and exaggerated economic benefits. (“Panama Canal expansion to ease international trade, with a grain of salt,” by David Francis, *Christian Science Monitor*, March 27, 2012)
2. **TSA and Customer Service:** On Monday, March 26, both Democrat and Republican House members noted “cattle-herding” and “order-barking” characteristics of Transportation Security Administration (TSA) staff treatment of airline passengers. Where do we strike the balance between congeniality and safety with the distant memories of September 11, 2001? How do express lanes for faster or higher-profile travelers this safety-mobility balance? (“Lawmakers call airport screeners

ineffective, rude,” by Larry Margarsak, *Associated Press*, March 26, 2012)

3. **Transforming Mundane Parking Lots:** Do we have alternatives to “paved paradise and put up a parking lot,” in Joni Mitchell’s “Big Yellow Taxi” hit song? Look beyond them as space to merely “store cars.” America’s 800 million parking spaces occupy 4,360 square miles (comparable to Puerto Rico) with Orlando and Los Angeles lots covering around 1/3 of the land, increasing storm-water runoff, damaging watersheds, and increasing the “heat-island” effect. Consider: (a) covering them with solar canopies to generate solar energy, (b) interspersing trees, permeable material, and landscaping to improve air quality and clean runoff, or (c) exploring Italian architect Renzo Piano’s Fiat Lingotto factory redesign in Turin, replacing islands and curbs with dense grids of tree rows, benches, and foliage, welcoming pedestrians. (“When a Parking Lot is So Much More,” by Eran Ben-Joseph, *New York Times*, March 25, 2012)

#### CALIFORNIA

1. **Transportation Pioneer:** The Chicago-based Midwest High-Speed Rail Association ([www.midwesthsr.org](http://www.midwesthsr.org)) fights for California High-Speed Rail (HSR) to open the door for HSR elsewhere in the nation for improved travel possibilities that reduce energy and fuel consumption while stimulating economic development. (Madeline Grennan, *Midwest High Speed Rail Association email*, March 26, 2012)
2. **Gas Consumption Reduction:** The California Board of Equalization (BOE) says November 2011 statewide gas consumption dropped by 2.6 percent from November 2010 levels with diesel dropping by 5.3 percent. BOE Chairman Jerome Horton says, “I’m keenly aware of the negative impact higher gas prices have on hard-working families trying to make ends meet. As we struggle through these challenging economic hurdles together, I’m committed to finding ways to help Californians get the assistance they need.” Boosted vehicle fuel efficiency, increased transit use, and economics in general, also contribute to the reduction. (“California drivers use less gas as prices climb,” by Melissa Weise, *Sacramento Business Journal*, March 1, 2012)

#### HARMONY

1. **To Feud or to Build:** Move L.A.’s Executive Director Denny Zane recalls I-10 traffic changing from “slushy to solid,” during the summer of 2007, with a consistent 20-kilometer (12-mile) back-up, the talk of the town. Meanwhile L.A. Metro announced exhausted funds for transit expansion despite a projected influx of 4M residents. L.A.’s congestion/funding situation resembled Vancouver, Montreal, Ottawa, and Toronto’s. But while Toronto feuded, L.A. passed a half-cent sales tax increase, generating \$40B over 30 years, with two-thirds going toward transit. (“While Toronto feuded, Los Angeles built transit,” by John Lorinc, *Toronto Globe and Mail*, April 2, 2012)

## Opportunities for Newsletter Advertising and Sponsorship

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

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

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

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

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

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

<b>Aug-11</b>	KHA
<b>Sep-11</b>	Sensys Networks, Inc.
<b>Oct-11</b>	Minagar & Associates
<b>Nov/Dec-11</b>	Iteris
<b>Jan-12</b>	KOA Corporation
<b>Feb-12</b>	Sensys Networks
<b>Mar-12</b>	Iteris
<b>Apr-12</b>	Minagar & Associates
<b>May-12</b>	Minagar & Associates
<b>June-12</b>	Iteris
<b>Sept-12</b>	Sensys Networks
<b>Oct-12</b>	Iteris
<b>Nov/Dec-12</b>	JMD
<b>Jan-13</b>	(Available)
<b>Feb-13</b>	(Available)
<b>Mar-13</b>	(Available)
<b>Apr-13</b>	(Available)
<b>May-13</b>	(Available)
<b>June-13</b>	(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 3<sup>rd</sup> Friday of the month prior to the following month's newsletter. Thank you in advance for your contribution to the ITE Southern California Section.

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

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

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

## Opportunities for Newsletter Content

*David M. Schwegel, PE*

The newsletter is also a perfect venue for keeping the membership apprised of a fascinating project you are working on or for educating the membership on a unique development of interest to the local transportation engineering community. Feel free to either provide an article, or if you are too busy to write an article, feel free to submit a fact sheet, and our technical writing team can either write the article for you or co-author the article with you. Typically 500 words and two photos fit on a single page. Articles should be objective and focus on the project, not the firm. This way they are not misconstrued as advertisements. Please submit content to Newsletter Editors Jay Dinkins ([jay.dinkins@smgov.net](mailto:jay.dinkins@smgov.net)) and David Schwegel ([davidmschwegel@aol.com](mailto:davidmschwegel@aol.com)) by the deadline. The deadline for the May Newsletter is **11:59 PM on Friday, April 27, 2012**. Thank you in advance for your valuable contributions to this great team effort.

## Announcements

### ITE So Cal Latest Information:

[www.itesocal.org](http://www.itesocal.org)

### Meeting and Event Photos:

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

### We Are Now on Facebook

[http://www.facebook.com/home.php?sk=group\\_174132915945907](http://www.facebook.com/home.php?sk=group_174132915945907) or search for "Southern California ITE"

### Regional Conference & General Assembly to adopt RTP/SCS

The Southern California Association of Governments (SCAG) holds a Regional Conference & General Assembly to adopt the **Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS)** on **Wednesday, April 4** at the **Bonaventure Hotel in Los Angeles**.



The draft RTP:

- meets the SB 375 target for greenhouse gas reductions in 2020 and exceeds the 2035 target achieves Clean Air Act conformity;
- reduces vehicle miles traveled (VMT) and traffic congestion over much of the region;
- anticipates much of new development occurring near transit giving more people options for getting around;
- increases funding for bicycle and pedestrian improvements.

SCAG encourages letters from individuals and groups, expressing their support for the RTP/SCS. Send letters to: Pam O'Connor, President, SCAG Regional Council SCAG, 818 W. 7<sup>th</sup> St., 12th Floor, Los Angeles, CA 90017.

[RTP@SCAG.ca.gov](mailto:RTP@SCAG.ca.gov)

### Pedestrians Count! 2012 Workshop

Thursday May 3 – Friday May 4

Metro Headquarters, Downtown LA

Information:

[https://californiawalks.org/Peds\\_Count\\_2012.html](https://californiawalks.org/Peds_Count_2012.html)

Registration: <http://pedscount2012.eventbrite.com/>

- Only event of its kind focused solely on pedestrians
- Collaboration of advocates, practitioners, and researchers to share best practices, ask and answer questions, work to integrate data across fields, and to continue to build a solid foundation for improving the pedestrian environment

Questions? Email Alexis ([akelso@walksacramento.org](mailto:akelso@walksacramento.org)) or Rhianna ([pedscount2012@californiawalks.org](mailto:pedscount2012@californiawalks.org)).

### Port of Long Beach Free Harbor Tour

Experience the sights and sounds of a major international seaport close-up on one of the free, 90-minute narrated harbor tours offered by the Port of Long Beach starting in May through October. But don't delay. All you need for the free excursion is a reservation.

Online reservations open up at 8 a.m. on the first working Monday of each month for tours the following month. On April 2, at 8 a.m., reservations will be available for the May tours, followed by June tour reservations on May 7, July tours on June 4, and so on. Seating is limited and spaces go fast, so reserve early.

Reservations for all tours, go to:

[www.polb.com/about/ticketreservation](http://www.polb.com/about/ticketreservation)

This year, the Port's tour program will be adding new elements, including special sunset tours that capture the Port at evening time. And be on the lookout for a special "social media" tour exclusively for followers from Facebook and Twitter. The sunset cruises start in June, and continue on the 4<sup>th</sup> Thursday of each month from 7:00 to 8:30 PM offering twilight views.

## Senate High-Speed Rail Hearings and the Transportation Professional

David M. Schwegel, PE

### SENATE HEARING

Californians for High-Speed Rail (CA4HSR) ([www.ca4hsr.org](http://www.ca4hsr.org)), "a grassroots statewide coalition of supporters advocating for the High-Speed Rail project approved by California voters in November 2008," inspired my 300-mile March 13 Mountain View journey to testify before Senators Simitian, Mark DeSaulnier, and Alan Lowenthal. A huge projected opposition (the meeting location's close proximity to the Mid-Peninsula, the heart of the opposition) and recent Facebook flack to my 'nothing is more important to America's future' comment eclipsed my journey obstacle.

I reiterated my Facebook remark and noted: (1) \$98 billion (now \$68 billion) is miniscule relative to America's annual \$156 billion (congestion-related expensive) and 43,000 roadway fatalities (Japanese *Shinkansen* carried 10 billion passengers over ½ a century with 0 fatalities) payments, and (2) new technologies (such as those from HSR) prosper Silicon Valley as in the Great Depression aftermath (<http://www.youtube.com/user/CA4HSR>).

CA4HSR Co-Founder and Executive Director Daniel Krause praised the "blended system" (upgrading existing tracks in the LA Basin and Bay Area "book-ends" to accommodate HSR). Mr. Krause works part-time as a transportation planner in San Francisco and Pasadena with the balance going toward CA4HSR activities. His wife, Sharon Sim-Krause, runs a Public Relations (PR) firm, Sim-Krause Consulting. During CA4HSR's pre-event dinner meeting, participants practiced their testimonies and offered feedback. Mrs. Krause's feedback to me was 'open up with your journey length,' hence my opening comment, "I drove 150 miles to tell you, we must move forward with the largest, most profitable rail line in America and a top 5 in the world."

Steven Maviglio's March 14 "High-Speed Rail Gets Strong Support at Senate Hearing" article on "The California Majority Blog" notes the presence of construction workers, business groups, and transportation advocates with signs reading "We Want High-Speed Rail," "HSR is California's Future," and "HSR=Jobs" to get the Legislature to pitch in \$2.7 billion to the feds \$3.3 billion to fund the Initial Construction Segment (ICS). They noted HSR: (a) meets California's mobility needs (60 million people and 24 million jobs by 2050), (b) cleans the air, and (c) connects the north and south economic centers. San Jose Mayor Chuck Reed noted, "Improving the connections between our State's economic and tourist centers will create jobs and benefit the entire high-speed rail system." San Francisco Mayor Edwin Lee noted, "California High-Speed Rail will cultivate greater travel and tourism in our State, cut greenhouse gas emissions and pollution, and reduce dramatically our dependence on oil."

Concern came from: (a) HSR Peer Review Group Chairman Will Kempton, (b) Farra Bracht and Brian Weatherford of the Legislative Analyst's Office (LAO), and (c) Senator Lowenthal himself. The Peer Review Group noted Interstate Highway

System funding was more certain on inception than for this HSR project. The LAO noted the small size (of the 54 staff members, only 29 are full-time) and the high-turnover of the High-Speed Rail Authority staff. Senator Lowenthal noted the high cost and a potential forced "take it or leave it" decision. Authority Chairman Dan Richard and Board Member Jim Hartnett addressed these concerns, noted the MOU with So Cal Transit Agencies, and expressed desire for a similar MOU with Bay Area Agencies. The Authority released their *Final Business Plan* in Fresno on Monday, April 2, showing a \$68 billion price tag (a \$30 billion drop from November 2011).

### TRANSPORTATION PROFESSIONAL

- 1. Transportation and PR:** Daniel and Sharon's marriage is a reminder of the "Transportation and PR" marriage. Nor Cal ITE's ([www.norcalite.org](http://www.norcalite.org)) Endicott Communications consultation, logo redesign, and flyer and t-shirt production are further reminders. Charles Huffine ([chuck.huffine@jacobs.com](mailto:chuck.huffine@jacobs.com)) urges us to join the Western District ([www.westernite.org](http://www.westernite.org)) PR Committee. Email Mr. Huffine. Join it. Combat our profession's negative stereotypes like lack of: (a) leadership in a sustainable world (per ASCE Committee on Sustainability finding), and (b) empathy toward communities of poverty and color (per California Pan Ethnic Health Network, CPEHN, [www.cpehn.org](http://www.cpehn.org)) discussions. Note: (a) HSR opponents feel socialists drive this project that's "powered by 100% renewable energy." Explain on Facebook ([www.facebook.com/CaliforniaHighSpeedRail](http://www.facebook.com/CaliforniaHighSpeedRail)) how engineers are among the drivers. Also note: (b) CPEHN gave us a warm reception at their May 5 Oakland meeting. Partner with them.
- 2. Priority:** The Engineering Code of Ethics ([www.asce.org](http://www.asce.org), search "Code of Ethics") reminds us: "protect[ing] the public health, safety, and welfare" is top priority all the time, not just when convenient. I shook fearfully knowing my message would not resonate with many in the audience.
- 3. Partnerships:** ITE and ASCE's 501(c)3 status encourages testifying before elected officials, but limits lobbying. ITE holds community education in high regard. ITE Washington testified before the Senate Transportation Committee. ASCE holds legislative days at the Capitol. The California High-Speed Rail Authority ([www.cahighspeedrail.ca.gov](http://www.cahighspeedrail.ca.gov)) invites public comments at their meetings. Those wanting to lobby should connect with lobbying organizations like ACEC CA (private sector) ([www.acec-ca.com](http://www.acec-ca.com)), PECG (public sector) ([www.pecg.org](http://www.pecg.org)), and CA4HSR (HSR) ([www.ca4hsr.org](http://www.ca4hsr.org)). Check out CA4HSR's Declaration of Support ([www.ca4hsr.org](http://www.ca4hsr.org)).
- 4. Respect:** HSR is integral to a balanced transportation system. Respect the value of other modes. If California HSR were in place, my Mountain View journey still would have been via roadway due to the circuitous route (Sacramento-Merced-Gilroy-San Jose) and the distance of origins and destinations from stations. Seattle journeys would still be via air due to the long distance.

**The California Infrastructure Report  
Card and the Transportation  
Professional**

*David M. Schwegel, PE*

#### CALIFORNIA INFRASTRUCTURE REPORT CARD

On February 29, ASCE ([www.asce.org](http://www.asce.org)) Region 9 (California) released the *ASCE California Infrastructure Report Card 2012* (CA IRC) ([www.ascecareportcard.org](http://www.ascecareportcard.org)) at the Capitol to evaluate California's infrastructure and call for funding. California's Infrastructure GPA of "C," is a slight improvement over "C-" in 2006. Transportation improved slightly from D+ to C- thanks to recent roadway and transit improvements. Aviation improved significantly from C- to C+ thanks to Sacramento's newly opened Terminal B and other airport modernizations statewide. Yet the annual investment need (for "B" achievement) grew from \$37 billion in 2006 to \$65 billion in 2012 because the cost per grade point increases with time. At December's US Conference of Mayors, LA Mayor and Conference Leader Antonio Villaraigosa said, "If we don't build HSR now, we will build it later and it will cost more." The Bay Bridge's West Span went from less than a billion to over \$6 billion thanks to decades of drama. Check it out at PECG's ([www.pecg.org](http://www.pecg.org)) "The Bridge So Far: A Suspense Story."

CA IRC Co-Chairs Yaz Emrani and Mike Kincaid, ASCE Society President-Elect Greg DiLoretto, and ASCE Region 9 Chair Jennifer Epp served as keynote speakers at the release event. Mr. Emrani notes calling attention to infrastructure inadequacies is part of our job to "protect the public health, safety, and welfare." Emrani recalls his dentist telling him, "You only need to floss those teeth you want to keep." Mr. Kincaid notes how \$1 invested today saves \$5 to \$16 tomorrow. Mr. DiLoretto notes the billions in annual economic consequences if we fail to hit the "B" investment levels by 2020, specifically citing the I-405 traffic blackout. Mrs. Epp praises the improvements over 2006, but notes they're not nearly enough to preserve and enhance the quality of life Californians want now and into the future. She also urges engineering professionals to join ASCE's Key Contacts (Legislative Communication and Outreach) program. Brian Pollasch, of ASCE's Outreach Department notes, of the 140,000 ASCE members, only 8,900 are Key Contacts. Of those, only around 2,600 have strong working relationships with their elected officials. Have we become our own worst enemies?

Keynote speakers outside of ASCE included Senator Bob Huff, Paul McIntosh of the California State Association of Counties, Senator Kinella, and Bob Lasley of the Economic Business Council. Senator Huff notes: (1) "An ounce of prevention is worth a pound of cure," and (2) "aim at nothing, you'll surely hit the target." Mr. McIntosh correlates SAFETEAU's reauthorization with keeping California moving and productive. With business as usual, today's 6% road failure rate balloons to 25% by 2020, saddling future generations with debt. Senator Kinella applauds engineers - among the "brightest in the State." The world's 8<sup>th</sup> largest economy and 13% of the US GDP (\$1.3 trillion in commodities) is reaping the rewards of Governor Pat Brown without adequate

investment in the future. Mr. Lasley thanks engineers for their training and expertise and notes with a higher concentration of engineers, the legislature would be a much better place.

#### TRANSPORTATION PROFESSIONAL

1. **Awareness:** Eva Kaplan Leiserson's "Consistently Mediocre" article (National Society of Professional Engineers *PE Magazine*) poses the public's question, "what does an engineer do?" Doctors and lawyers speak for their profession while engineers speak for their specialties. An opponent to my Facebook comment about the importance of HSR said, "He's just saying that because he works for the Authority." I explained, as an engineer charged with "protecting the public health, safety, and welfare," I promote safety including the safest form of transportation. Use social media, publications, television programs, and news media to explain that we "protect the public health, safety, and welfare." Encourage colleagues to do likewise. Rebut the lie that engineers produce report cards to create work for themselves.
2. **Participation:** A follow-up ASCE Region 9 Board meeting to the 2006 Report Card Release noted how poor turnouts at Release Events at the Capitol seriously degrade our credibility as professionals. Sadly the turnout at 2012's rainy day event was comparably dismal. Californians for High-Speed Rail ([www.ca4hsr.org](http://www.ca4hsr.org)) notes huge turnouts at Rally/Press Conference events supplemented by Declarations of Support signed by numerous organizations and elected officials are essential for convincing the Legislature to approve \$2.7 billion for HSR this year.
3. **Appreciation:** ASCE's *10 Teamwork Principles* says "don't be stingy with your appreciation," and underscores the importance of appreciation from managers, peers, and subordinates. A follow-up ASCE Region 9 Board meeting noted initially little appreciation was expressed to the hundreds of volunteers who gave sacrificially to the 2006 Report Card effort. The Region took corrective action by giving Co-Chair Yaz Emrani the Outstanding Section Leader Award. Other ASCE entities significantly ramped up their appreciation.
4. **Inclusion:** The public is confused on why debt-ridden California with its severe poverty and significant financial challenges should invest \$2.7 billion for High-Speed Rail (HSR). While Vision California indicates impoverished rural families could save \$10,000 a year by moving to affordable housing in the HSR station vicinity, the 2012 report card is silent on HSR.
5. **Specialization:** ITE did a national Traffic Signal Report Card. Signals came in at a "D." They encourage local report cards in this and other areas. Break Aviation down further like Airport Circulation, Parking, Signage, Check-in, and Security. Break Transportation down by mode. How can we improve the grades without additional investment? Also, what's the cost of public opposition?



ANNUAL  
**OCTEC**   
GOLF TOURNAMENT  
FRIDAY, MAY 11, 2012

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FOUR MAN SCRAMBLE

SHOTGUN START AT 8:00 AM

REPORT IN BY 7:30 AM

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# ANNUAL OCTEC / ITE GOLF TOURNAMENT

## FRIDAY – MAY 11, 2012

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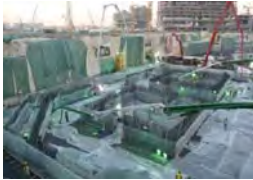


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	<b>2009</b> Winner of the Caltrans' 2009 Excellence in Transportation Award in the State of California	
	<b>2007</b> Winner of the ASCE's Outstanding Public/Private Sector Civil Engineering Project in Metropolitan Los Angeles	  
	<b>2005</b> Winner of the APWA's Best Traffic Congestion Mitigation Project of the Year in Southern California	 
	<b>2004</b> Top Nominee of Transportation Foundation's Highway Management Program in the State of California	
	<b>2003</b> Winner of the PTI's Best Transportation Technology Solutions Award in the United States	  
	<b>2002</b> Winner of the ITS-CA's Best Return on Investment Project Award in the State of California	  
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**Presents  
Our April Lunch Meeting**

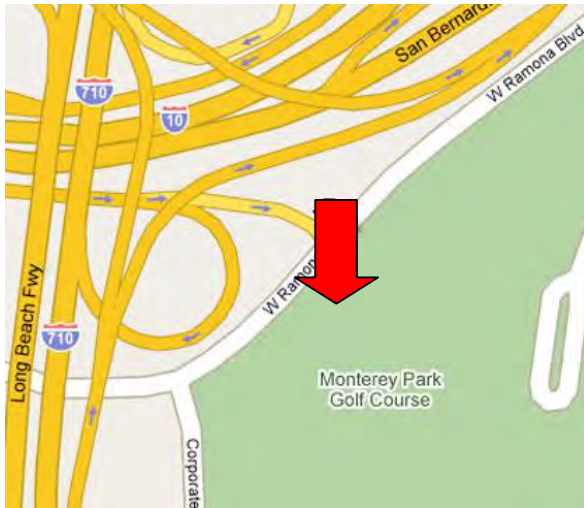


**"Alameda Corridor-East Project Update"**

**By Mark Christoffels**

**ACE Construction Authority Deputy CEO/Chief Engineer**

**To be held on Wednesday, April 18, 2012 at 11:30 AM at  
Monterey Hill Restaurant**



**3700 W Ramona Blvd  
Monterey Park, CA 91754-2105  
Phone: (323) 264-8426**

**Directions:**

From 10 Eastbound, take Ramona exit and turn right, turn left on Corporate Center Drive, at the first signal turn left into the driveway.

From 710 Northbound, take Ramona exit, continue straight ahead past signal into the driveway.

From 10 Westbound, take Eastern exit, turn left on Campus Rd., turn left on Ramona, turn right on Corporate Center Drive, at the first signal turn left into the driveway.

**\$30 with advance reservation, \$10 for students w/ID. At the door - add \$5**

**(By noon, Friday, April 13th)**

(Cash or Checks only, payable upon check-in)

**Please include your lunch choice:**

**Beef Prime Rib, Fresh Atlantic salmon, or Vegan Plate**

**FOR RESERVATIONS, please contact:**

**Sri Chakravarthy, P.E., T.E.**

*Secretary-Treasurer of Southern CA Section*

**[sri.chakravarthy@kimley-horn.com](mailto:sri.chakravarthy@kimley-horn.com)**

