



INSTITUTE OF TRANSPORTATION ENGINEERS

SOUTHERN CALIFORNIA SECTION

NEWSLETTER

2018 – 2019, Issue No. 6

March 2019

President's Message

Josh McNeill, PE, TE



Dear ITE Southern California Members,

The February joint meeting with Central Coast ITE saw a continued theme of shared mobility with Santa Monica's **Jay Dinkins** and **Kyle Kozar** presenting on adapting mobility solutions in the City of Santa Monica. Their presentation provided some great insight and lessons learned on policy surrounding bike share and scooter share programs. The joint meeting saw a great turnout at the Santa Monica Library. It

was our first meeting at this location, and it turned out to be a great success. A big thank you to our meeting sponsor, Counts Unlimited. We have one new chair joining the team. Please welcome our new Scribe **Bryan Luong**.

The 2019 ITE SoCal Traffic Bowl was hosted by Cal Poly Pomona on February 9th. USC, CSUF, and CSULB competed in the final round, and USC took home 1st place. Our Student Chapter **Liaisons Saly Heng** and **Kaylenn Pell** did an amazing job organizing the event, and I look forward to our next student event in May.

Our March joint workshop will be co-hosted with RSBITE and ITE San Diego in San Juan Capistrano. We will have several speakers discussing the state of Integrated Corridor Management (ICM) in Southern California. Speakers from local Caltrans Districts and Headquarters will share the successes and challenges encountered while employing ICM strategies on a multi-agency basis. I hope you all join us for the opportunity to hear unique perspectives on this topic, as it is an important smart city solution that transportation engineers should prepare for and understand. Thank you to our March workshop sponsors **Albert Grover and Associates**, **Iteris**, **1-Click**, and **Western Systems**.

If you have not already done so, please make sure you vote in the ITE International elections. Ballots will close March 14th at 9 AM. For more information see [ITE 2019-candidates-for-international-board](#).

Thank you to our newsletter sponsors for this month: **CUBIC/Trafficware**, **Etherwan**, and **Kimley-Horn**. Your sponsorship helps our Section continue to provide worthwhile content in our meetings and newsletters.

Brief Look Ahead

March,

- Fri 29th, California Infrastructure Symposium, San Diego Convention Center, www.caisregion9.org

April

- Tues 30th, West Coast Rail Conference, LA Metro Headquarters www.ushsr.com

June

- 22-26th, ITE Western District Annual Conference, Hyatt Regency in Monterey, www.westernite.org

July

- 21-24th, ITE International Meeting & Exhibit, Austin, Texas, www.ite.org

March ITE SoCal Meeting

Joint ITE-SoCal/San Diego Section Meeting

Friday, March 8, 2019
Workshop 11:30 am to 1:00 pm
Lunch 12:00 pm

Plaza de Magdalena
31781 Camino Capistrano, San Juan Capistrano, CA 92675

[\(Register Here\)](#)

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Seattle's Sound Transit: Among the Nation's Best Kept Transit Success Secrets

David M. Schwegel, PE (Precision Civil Engineering)



SeaTac Airport: Airplane travelers at the SeaTac Airport Station move quickly and carefully across the icy platform. (Photo Credit: David Schwegel)

The year 1986 saw Expo 86 (World's Fair in Vancouver, British Columbia, Canada), the debut of Vancouver's SkyTrain, and the debut of Portland's MAX Light Rail System. Two decades later, Seattle finally got recognition for a state-of-the-art passenger rail system of its own – Link Light Rail by Sound Transit (www.soundtransit.org). The primary reason for Seattle's delay was challenging topographic conditions characterized by hilly terrain and inland water bodies. Sound Transit, the agency responsible for providing transit service within and between the major population centers within the three-county (King, Pierce, Snohomish) region, took incremental steps over the past two decades. The first was a transit tunnel beneath downtown Seattle in the early 90's to accommodate buses and to provide tracks for future Link Light Rail. The second was the provision of commuter rail service on heavy freight rail tracks between Lakewood in the south and Everett in the north in 2000 (Sunder or Seattle's answer to Metrolink) with

the tagline: "Driving to work is so 1999". The third was a two-mile Link Light Rail system between downtown Tacoma and the Tacoma Dome in 2004. The fourth, and perhaps the most significant, was an eighteen-mile Link Light Rail system between Angle Lake/SeaTac Airport (SEA) and the University of Washington via downtown Seattle and the Capitol Hill neighborhood with an initial debut of 2008. The justification of the especially high ridership projections along the one-mile downtown to Capitol Hill stretch was the half-hour travel time by car.



Union Station: Seattle's elegant Union Station to serve as a major High-Speed Rail hub in the future. (Photo Credit: David Schwegel)

Fast forward to 2016. King County Executive Dow Constantine collaborated with stakeholders and city and county councils within the three-county region on how to most cost effectively address the vast region's severe mobility challenges within extremely limited right-of-way constraints. The feedback received suggested "go big or not at all". A measure was carefully crafted to provide the greatest mobility benefits for the greatest number of people. This \$54 billion Link Light Rail expansion measure was approved by voters in November 2016, "green lighting": (1) an extension to the east to Bellevue and Redmond across the I-90 floating bridge (the first application of this type in the world), (2) an extension to the north to Lynnwood with some help from the Federal

Government, and (3) an extension to Federal Way to the south.

In January 2019, I was invited by Sound Transit to meet with staff and tour the system. I made the 769-mile drive (much of it in a snowstorm) during the first week of February with the objective of finding out: (1) why the system has experienced such high increases in ridership, and (2) why voters in a small population center relative to Los Angeles (\$54 billion in Seattle is a much higher "per capita lift" than \$120 billion in Los Angeles) would approve such a large transit expansion measure. Takeaways were as follows: (1) While it takes nearly 40 minutes to travel between downtown and the airport, Link Light Rail is by far the most convenient travel option compared to severe traffic congestion often in rainy and snowy conditions, high parking fees, and time-consuming car renting procedures. (2) Getting a travel-friendly high-ridership usable segment up and running quickly is absolutely essential for getting voter buy-in. (3) Elegant stations and state-of-the-art rolling stock significantly enhance the overall travel experience. All of the stations in downtown Seattle were designed and built to "top notch" standards of aesthetics with extensive use of tile and the provision of corridors for expedited access to shopping and lodging with minimal exposure to the adverse outdoor weather.



*Westlake: Morning commuters pack the elegant Westlake Center Station in downtown Seattle.
(Photo Credit: David Schwegel)*

What's next for the region? First, there will be a return to the ballot box for voters to approve the final Link Light Rail extensions south to Tacoma and north to Everett. Second, the Washington State Legislature just approved the formation of a High-Speed Rail Authority that will be responsible for a system serving the major population centers within the State of Washington as well as Vancouver, British Columbia, Canada to the north; and Portland, Salem, and Eugene, Oregon to the south. As DeeLee Shoemaker of Microsoft and Dow Constantine of King County explained at the High-Speed Rail Leadership Summit in the Silicon Valley last September, the Cascadia Innovation Corridor's top priority is Seattle to Vancouver due to the short distance (140 miles) and the desire to foster much stronger collaboration between two very strong yet markedly different economies across an international border. Intermediate stations would likely be provided in the vicinities of Everett and Bellingham. The next priority would be Seattle to Portland due to the longer distance (180 miles) with intermediate stations at SeaTac Airport (shaving a 40-minute Link Light Rail ride down to less than 10 minutes), Tacoma, and Olympia. The alignment to the east would be trickier with the traversing of the Cascade Mountain Range and the inclusion of Ellensburg, Yakima, and the Tri-Cities which are not exactly in a "direct and straight alignment" on the way to Spokane.

For more information on Sound Transit, go to www.soundtransit.org.

For more information on Cascadia Rail, go to <http://www.cascadiarail.org>.

For information on the West Coast Rail Conference in Los Angeles featuring Dow Constantine among the 40+ presenters, go to <http://www.ushsr.com/events/losangeles2019.html>.

Decoding Governor Gavin Newsom's State of the State Address on High-Speed Rail

David M. Schwegel, PE (Precision Civil Engineering)

On Tuesday, February 12, Governor Gavin Newsom delivered the State of the State Address at the Capitol in Sacramento. He offered the following comments on High-Speed Rail:

I appreciate the vision of my predecessors Governors Arnold Schwarzenegger and Jerry Brown, but let's get real. The system as currently proposed will cost way too much and take way too long. There is no easy path between Sacramento and San Diego let alone San Francisco and Los Angeles. I wish there was. Let's get something done. Let's finish the Merced to Bakersfield Section that's currently under construction, because I have no interest in sending \$3.5 billion back to President Trump.



Governor Gavin Newsom greets citizens at a Meet-and-Greet event (Photo Credit: Governor's Office).

These remarks generated considerable confusion among members of the audience. The following week, Governor Newsom led an effort of over a dozen states to sue President Trump over his emergency declaration of inadequate border security. This is one of nearly four dozen lawsuits that California has against the Federal Government. In retaliation, President Trump

cancelled nearly \$1 billion in promised Federal Funding for the project and requested that California also return the \$2.5 billion that has already been spent.

Here is some clarification on the views of the proponents and opponents, and some roles for transportation planning and engineering professionals regarding the comments above and the aftermath.

The Proponent's View:

Governor Newsom wants to focus on finishing the current task at hand to prove to the nation that we can actually complete the "spine" of the project. Unlike his predecessors who are "visionary", Governor Newsom is a "realist" operating within the constraints of available funding. Back in November, in a visit to Fresno, Governor Newsom acknowledged that there's value in the eventual completion of the Valley to Valley segment, but it needs to be done with "more transparency and accountability". In addition to implementing each of the Auditor's recommendations, the Authority is updating its website www.hsr.ca.gov to give the public more information on the specifics of the change orders requested by the design-builders and where the resources are going. Currently, California is the only state in the nation that is constructing a "True High-Speed Rail System" (defined as sustained speeds of at least 150 mph and top speeds of at least 186.4 mph). Transparency and accountability measures in the long run will reduce the cost and expedite completion. The Authority is proactively working at doubling the pace of construction to meet the 2022 Federal Deadline. The Federal Government cannot legally "claw back" the funds unless the deadline is actually missed. In the meantime, it's in the Authority's best interest to engage in constant communication with the Legislature and the Federal Government on the realities of the progress. There may also be some flexibility in reprioritizing project milestones beyond the first construction segment to generate ridership revenue and attract private investment sooner. One potential reprioritization might be building Merced to Sacramento next, which will reach the population center with the State's 2nd busiest Amtrak Station without requiring tunneling through mountain passes. On the other hand, the system as currently proposed shows Sacramento

and San Diego in Phase 2, thereby potentially requiring an executive order to make such changes.

The Opponent's View:

The Audit Report states that "the Authority's decision to start construction before acquiring the necessary right-of-way has resulted in billions of dollars in change orders". The Audit Report also states that "the Authority is not on track to complete the Central Valley Segment by 2022," thereby putting California on the hook to pay back the Federal Government \$3.5 billion. There are lots of frustrated property owners in the Central Valley who have lost property in the Authority's right-of-way acquisition activities. Rural equestrian communities such as Acton and Shadow Hills along Palmdale to Burbank are showing up to Authority Board Meetings in big numbers, expressing opposition to the project. Former Congressman Jeff Denham noted at the Federal Oversight Field Hearing in Sacramento that the slow pace of construction on the entire statewide project, that was supposed to be finished by 2020, is holding up money to 49 other states. This significantly diminishes the Federal Government's comfort level in providing any funding for future High-Speed Rail projects in any state.



This Siemens High-Speed Vehicle is on display at the California State Railroad Museum in Old Sacramento (Photo Credit: David Schwegel).

Roles for Transportation Planning and Engineering Professionals:

From an educational standpoint, the roles are tricky. While there are full High-Speed Rail (HSR) universities overseas, it's very unusual to find an American university that offers an HSR specialty or even an HSR course. Therefore, learn as much about this technology as possible from websites such as www.ushsr.com and www.hsr.ca.gov. Google the "UIC International Union of Railways",

the world authority on this topic. Recognize that while 88% of American's surveyed support HSR, certain extremely wealthy industries who are opposed to HSR have significant influence in Congress, thereby demanding extremely creative messaging techniques among the supporters. On the one hand, recognize that this technology has over a half-century track record of success overseas. On the other hand, recognize that when projects do fall behind schedule, go over budget, or generate quality issues; it significantly degrades the public trust in massive infrastructure endeavors moving forward. Also, recognize that the advancement of HSR projects is not so much a matter of logic as it is a matter of political will. While there's lot of interest in seeing an HSR line between Chicago and New York, making this a reality would require extensive collaboration among many state legislatures. California has the advantage of having two of the nation's 11 mega-regions and full HSR corridors all within its own geographic boundaries. Finally, the public's biggest need right now is for transportation planning and engineering professionals to become educated on the issues, so that they can provide clarity on comments, such as those from the Governor above, that may be confusing. One local opportunity for learning about HSR planning, engineering, and construction best practices from experts worldwide is at the West Coast Rail Conference

<http://www.ushsr.com/events/losangeles2019.html>.

ITE Southern California February 2018 Meeting

Bryan Luong (Michael Baker International)

The ITE SoCal and Central Coast Joint Meeting was held on Wednesday, February 13, 2019 at the City of Santa Monica Public Library with over 50 professionals from the private and public sectors in attendance. This meeting's presentation was titled "Santa Monica Adapting to Ever-Changing Mobility Solutions – A Scooter Share Story," and went into the details of the Santa Monica's shared mobility pilot program. The speakers were Jay Dinkins (City of Santa Monica Transportation Engineer) and Kyle Kozar (City of Santa Monica

Senior Transportation Planner/Bike Program Coordinator).

The meeting was called to order by ITE SoCal Vice President, Sowmya Chandrasekhar, with several announcements from ITE Central Coast, SoCal, and the Western District.

- Neelam Dorman swore in the new ITE Central Coast Section officers.
- Ballots for 2020 ITE International President and International Vice President have been sent out. District ballots will be sent out 30 days before the Annual Meeting.
- The Employer Award has been changed to the Mentor Award. Josh McNeill will e-mail information regarding this award.
- Registration for the Western District Annual Meeting in Monterey Bay is open. This meeting will be held at the Hyatt Regency Hotel and Spa on Del Monte Golf Course from Saturday, June 22 to Wednesday, June 26. Vendor booths and sponsorships are still available. 147 abstracts were received, and a notification of abstract acceptance has been sent out. The technical program will be out by early March.
- Sowmya introduced the lunch sponsor of the month, Counts Unlimited. Abe Campos of Counts Unlimited discussed their services of radar and speed surveys, intersection counts, and their use of camera technology.

Following the announcements, Sowmya introduced the speakers. Mr. Jay Dinkins currently focuses on implementing active transportation improvements and the expansion of Metro's Exposition Light Rail Line to Santa Monica. Mr. Kyle Kozar currently oversees the Bike Share program and other bicycle and pedestrian improvement projects in Santa Monica. Mr. Dinkins and Mr. Kozar explained the Shared Mobility Pilot Program, a 16-month program that partners with four electric scooter and/or bicycle companies (JUMP, Bird, Lime, and Lyft) to prioritize safety and evaluation, observe speed limits, track deployment of devices around the city, and obtain and analyze data regarding usage of electric scooters and bicycles. Organizing the collected data on number of trips, time of day, number of devices, and locations of deployment into a regulatory tool website, the City of Santa Monica hopes to reduce the number of electric scooters

and bicycles abandoned in locations with high pedestrian traffic, such as the beach or promenade, especially as crowds increase later in the year.

The City of Santa Monica has designed and implemented approximately 80 drop zones for parked scooters to maintain sidewalk clearance for pedestrians and preserve vehicle parking spaces. The City is currently educating users on electric scooter and bicycle rules and policies through stencils, temporary signs, advertisements, and scooter company ambassadors before the busy summer season.

It was announced that the next ITE SoCal meeting will be a joint workshop with RSBITE and ITE SD on Friday, March 8, 2019 from 9:00AM to 1:00PM at The Plaza de Magdalena in San Juan Capistrano. The theme of this half day workshop is "Planning and Deploying Integrated Corridor Management (ICM) Projects," with presenters from Metro, SANDAG, NCHRP, Caltrans (District and HQ), and Berkeley PATH.

ITE Student Leadership Summit Calls Five USC Undergraduates to Berkeley

Lauren Mullarkey-Williams, (USC 2019)



Students from nearly 20 universities gathered outside Cal's University Library (Photo Credit: Eric Shen)

The UC Berkeley (Cal) ITE Student Chapter hosted the 6th Annual Student Leadership Summit (SLS) January 25-27, 2019. Over 150 student leaders from nearly 20 universities traveled to the Bay

Area to take part in a weekend full of technical, professional, and leadership development, focused on emerging topics in the transportation industry.

USC ITE leaders, Rachel Krusenoski, Lei Lily Tam, Lilly Nie, Danielle Dirksen, and I were joined by our Chapter Advisor, Professor Eric Shen; as we visited Cal to participate in the activities and connect with both students and professionals in the field. All five of us share a passion for the transportation industry; however, our individual takeaways were tailored toward our unique academic backgrounds.

Having attended previous ITE conferences, we knew that this particular SLS event would provide us with numerous opportunities to improve our elevator pitches and network with some of the largest transportation agencies and consulting firms in the region. Our group enjoyed the mock speed interviews, resume workshops, and small group Q&A sessions with industry professionals. Our soon to be graduates also found SLS 2019 to be a great way to connect with recruiters and jump start our exploration of exciting and rewarding career opportunities in the transportation industry.



Danielle (third from left) and teammates accepting First Place for their Vision of Better Public Transit (Photo Credit: Eric Shen)

We also reconnected with our colleagues from prior events. Despite there being so many opportunities in the transportation industry, we each experienced the cohesive and supportive network first hand thereby reinforcing the

importance of developing strong relationships with those we may one day be working with.

Our team also enjoyed expanding our networks during the Team Challenge event at SLS 2019. The entire group was split into teams and asked the question, "How would you improve public transit?" USC Junior Danielle Dirksen took a leading role in developing her team's vision that won First Place for the best overall idea and poster.

One of the most valuable aspects of getting involved in ITE at this level, the Western Regional ITE Leaders explained, is that the same network will be here to support us throughout school, during the often-difficult transition into the workforce, and beyond. I feel very lucky that USC's very own transportation community encourages students to get involved in professional organizations and offers funding for all sorts of opportunities.



Professor Eric Shen (top) "Fighting On" with USC Students, (left to right) Lilly Nie, Danielle Dirksen, Lei Lily Tam, Lauren Mullarkey-Williams, and Rachel Krusenoski. (Photo Credit: Eric Shen)

The end of SLS 2019 marked a new chapter for both USC students and our neighbors at UCLA, as the two schools will be teaming up to plan and host SLS 2020. The 7th Annual SLS will give visiting students the opportunity to explore both areas of Los Angeles, while participating in leadership development activities and networking with industry professionals. We look forward to organizing another successful SLS, and sharing the fun with our fellow ITE Student Chapters at schools throughout the Western US.

Annual Student Traffic Bowl

Kaylinn Pell, PE (LA DOT)

Southern California ITE's Annual Student Traffic Bowl was held at Cal Poly Pomona on Saturday February 9th, 2019. There was friendly but fierce competition between the six student chapters in attendance: USC, UCLA, UC Irvine, CSU Long Beach, Cal Poly Pomona and CSU Fullerton. All six teams gave it their all in two rounds of preliminary competition. USC, CSU Fullerton, and CSU Long Beach won their preliminary rounds and competed in the final round. After a tense final jeopardy round, USC emerged as the victor and new owner of the traffic bowl trophy. Congratulations to the USC all female team! Thank you to all the students who participated and their enthusiastic cheering squads. Also, thank you host chapter Cal Poly Pomona for showing SoCal ITE that famous bronco hospitality, and judges Hassan Ahmed, Spencer Reed, and Delia Votsch. We look forward to a rematch for the traffic bowl next year.

Complete Streets Safety Assessment Program at UC Berkeley

Afsaneh Yavari, TE (SafeTREC, UC Berkeley)

SafeTREC at the University of California, Berkeley is now offering free Complete Streets Safety Assessments (CSSA) to California local agencies with a population of over 25,000 for fiscal year 2018-2019. CSSAs are comprehensive transportation safety assessments that focus on pedestrian and bicycle safety. They help local agencies identify and implement traffic safety solutions that lead to improved safety for all users of California's roadways.

The CSSA program is funded by the California Office of Traffic Safety, through the National Highway Traffic Safety Administration (NHTSA). Up until 2018, the program was coordinated by the Tech Transfer Program at Institute of Transportation Studies (ITS).

As part of the assessment, our traffic safety experts will review your local agency's pedestrian and bicycle traffic safety programs, conduct a site

visit, assess the safety conditions, and then suggest new strategies to improve safety for all modes of transportation in your community. Their assessments and suggestions will be summarized and submitted to you in a technical report. These suggestions are based on their knowledge of best practices in traffic engineering and planning, and are intended to guide your local agency's staff in making decisions for future safety improvement projects in your community.

We will be conducting safety assessments for a limited number of local agencies throughout California through September 2019, and we hope that your community will take advantage of this valuable service. To learn more about this program, please refer to our website at:

<https://safetrec.berkeley.edu/programs/complete-streets-safety-assessments-cssa>

If you are interested in this program, or would like to find out if your community is eligible for this service, please e-mail: afsaneh.yavari@berkeley.edu or safetrec@berkeley.edu.

Call for Technical Articles

If you are interested in preparing a technical article for inclusion in an upcoming newsletter, then please send it to Co-Newsletter Editors Bryan Elenes (belenes@advantec-usa.com) and David Schwegel (davidmschwegel1@gmail.com) by the end of the month preceding the next month's newsletter. For the April 2018 Newsletter, the deadline is **11:59 PM on Thursday, March 28th**. Typically, 300 words and one photo fit into one column of our monthly newsletter.

Update from ITE Headquarters

Marianne Saglam (ITE Communications and Media Senior Director)



The next few months at ITE are going to be busy ones. You are going to be hearing from us on a number of

different activities. While we try not to overwhelm your inbox, we will be asking for more input than usual between now and the end of March.

Voting for 2019 ITE International Vice President Candidates runs between February 13, 9:00 am (PST) and March 14, 9:00 am (PST). Please see candidate statements attached to this newsletter and at the following link:

<http://www.ite.org/about-ite/2019-candidates-for-international-board/>.

ITE Spotlight/e-newsletters

- February 13 - [ITE-Spotlight-February-13--2019](#)
- January 31 - [ITE-Spotlight-January-31--2019](#)
- January 17 - [ITE-Spotlight-January-17--2019](#)
- January 14 [ITE-Spotlight-January-14--2019](#)

Initiatives and Announcements

- Election email with information on International candidates - <https://conta.cc/2FzJ7Zq>

Speed Management Noteworthy Practices

- Guidance Document for practitioners under development by ITE

ITE Initiatives, Programs, and Positions

- MaaS Initiative - <https://conta.cc/2FD9C0i>
- Awards Program - <https://conta.cc/2FBB7XZ>
- Position on CAV's - <https://conta.cc/2FBBAJJ>

Podcast

- Transformation of the Parking Industry with Mike Klein, CAPP
- <https://www.spreaker.com/show/ite-talks-transportations-tracks>

Career Opportunities

Marketing/Project Development Professional with Albert Grover & Associates (AGA)

AGA is seeking a Marketing/Project Development Professional experienced in proposal writing, report writing, presentations, preparing brochures/statement of qualifications, assisting in interview preparation, update existing website, etc.

Position Requirements

- BA Degree

- Minimum of 3 years of writing experience in the Transportation Field
- Excellent writing, editing, proofreading skills
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Please email your resume to natali@albertgrover.com or call 714-992-2990 if you have any questions.

Associate Engineer with City of Hermosa Beach per City Manager Suja Lownethal

Please see this link on LinkedIn for more information and application instructions:

<https://www.linkedin.com/feed/update/urn:li:activity:6496262336721096704>

Meeting Sponsors

Albert Grover & Associates (AGA)

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ITE International Diversity Scholarship

Carlos Ortiz, PE, TE, PTOE (Advantec Consulting Engineers)

ITE International is offering a "brand new" scholarship program as highlighted on the attached flyer. This program is open to any **U.S. high school student of African-American, Native American, Alaskan, and Hawaiian or Hispanic/Latino heritage** with an interest in a career in transportation. Candidates should be seeking to study transportation engineering, planning, or a related-field at a school with an established ITE Student Chapter. A total of up to \$20,000 in scholarships will be awarded to the selected candidate.

Please see the attached flyer. The deadline of the applications is March 31, 2019. Also, please share this information with your colleagues, universities, high schools, and family.

I am on the ITE International Diversity Scholars Committee. As part of our "**One ITE**" initiative, we are promoting diversity and equity in our transportation industry.

Thank you.



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2018-2019 CALENDAR

INSTITUTE OF TRANSPORTATION ENGINEERS
SOUTHERN CALIFORNIA SECTION



<p>AUGUST 2018</p> <p>ITE Annual Summer Mixer Wed. Aug 22, 2018 Dinner – 5:30 PM</p> <p>Police Academy Rock Garden, Los Angeles</p>	<p>SEPTEMBER 2018</p> <p>Regular ITE Meeting Wed. Sept 19, 2018 Lunch – 11:30 AM</p> <p>Monterey Hill Restaurant, Monterey Park</p>	<p>OCTOBER 2018</p> <p>Joint Meeting with OCTEC Thurs. Oct 25, 2018 Lunch – 11:30 AM</p> <p>Orange County Mining Company, Orange</p>
<p>NOVEMBER 2018</p> <p>Joint Meeting with Riverside- San Bernardino Section Wed. Nov 14, 2018 Lunch – 11:30 AM</p> <p>The Restaurant at Kellogg Ranch, Cal Poly Pomona</p>	<p>DECEMBER 2018</p> <p>Holiday Mixer with RSBITE & OCTEC Wed. Dec 5, 2018 Appetizers – 4:30 PM</p> <p>Knott's Berry Farm Resort, Buena Park</p>	
<p>JANUARY 2019</p> <p>Joint Meeting with City Traffic Engineers Wed. Jan 16, 2019 Lunch – 11:30 AM</p> <p>Monterey Hill Restaurant, Monterey Park</p>	<p>FEBRUARY 2019</p> <p>Joint Meeting with Central Coast Section Tues. Feb 13, 2019 Lunch – 11:30 AM</p> <p>Santa Monica Public Library, Santa Monica</p>	<p>MARCH 2019</p> <p>Joint Meeting with San Diego Section Fri. March 8, 2019 Workshop – 9:00 AM – 1:00 PM Lunch – 12:00 PM</p> <p>Plaza de Magdalena San Juan Capistrano</p>
<p>APRIL 2019</p> <p>Regular ITE Meeting Wed. April 17, 2019 Lunch – 11:30 AM</p> <p>To Be Determined</p>	<p>MAY 2019</p> <p>Student Chapter Night Co-sponsored by OCTEC Wed. May 22, 2019 5:30 PM Student Job Fair, 6:30 PM Dinner</p> <p>Knott's Berry Farm Resort Hotel, Buena Park</p>	<p>JUNE 2019</p> <p>Mini-Workshop/Annual Business & Joint Meeting with ITS SoCal Wed. June 19, 2019 8:30 AM – 12:00 PM Workshop, 12:00 PM Lunch, 1:00 PM Business</p> <p>Monterey Hill Restaurant, Monterey Park</p>

NOTE: Locations and information is subject to change. Last Updated – February 5, 2019

2019 ITE Joint Workshop



PLANNING AND DEPLOYING INTEGRATED CORRIDOR MANAGEMENT (ICM) PROJECTS

March 8, 2019

San Juan Capistrano

Date

March 8, 2019 - Friday

Time

9 AM to 1 PM

Place

The Plaza de Magdalena
31781 Camino Capistrano
San Juan Capistrano, CA 92675

Early Registration

(RSVP by 2/27/19 noon)
Professionals \$50
Students \$25

Late Registration

(Must RSVP by 3/6/19 noon)
Professionals \$55
Students \$30

No Walk-Ins on March 8

For Student Registration, please contact
Ron Chan
(ronald_chan@ci.pomona.ca.us) for the
Promotional Code.

REGISTER HERE

<https://2019-ite-joint-workshop.eventbrite.com>



8:30-9:00

Registration / Continental Breakfast

9:00-9:15

Welcome

9:15-9:35

Metro's LA County Regional ICM Assessment: Ed Alegre

9:35-10:50

District Speakers - SANDAG: Ellison Alegre,
D7: Morteza Fahrash, and D12: Farid Nowshiravan

10:50-11:05

Break

11:05-11:30

Q&A / Panel Discussion

11:30-11:55

NCHRP Presentation: Vassili Alexiadis

11:55-12:15

Sponsor Presentations; Lunch Begins

12:15-1:00

Caltrans HQ Presentation: Nick Compin and Joe Butler

Note: Program subject to Change

Thank you to our sponsors!



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Sponsorship Opportunities still open.
Contact Carla Dietrich at CDietrich@mbakerintl.com for more info.

www.rsbite.org
www.socalite.org
www.sandiegoite.org

Need Money for College?

Looking for a Mentor/Internships to Help with Your Career after You Graduate?

Interested in Transportation?



ITE Diversity Scholars Program

Application Deadline: March 31, 2019

If you answered yes to these questions, check out the **ITE Diversity Scholars Program**, sponsored by the Institute of Transportation Engineers (ITE).

ITE is an international membership association of transportation professionals who work to improve mobility and safety for all transportation users and help build smart and livable communities.

The purpose of this program is to increase underrepresented populations participation in the transportation profession by supporting increased diversity at the undergraduate level.



This program is open to any U.S. high school student of African-American; Native American, Alaskan, and Hawaiian; or Hispanic/Latino heritage with an interest in a career in transportation and seeking to study transportation engineering, planning, or in a related-field at a school with an established [ITE Student Chapter](#).

The four cornerstones to this program are:

- Financial support (a total of up to \$20,000 in scholarship support: up to \$4000 annually per student for up to 5 years of undergraduate enrollment)
- ITE Student Chapter engagement
- Mentoring
- Internship Opportunities

Eligibility requirements include (but are not limited to) the following:

- United States high school student of African-American; Native American, Alaskan, and Hawaiian; or Hispanic/Latino heritage
- Intended or declared major in transportation engineering, planning, or a related field,
- Full-time enrollment or intended enrollment at an accredited college or university with an ITE student chapter,
- Good academic standing
- Additional preferences both first generation college students and Pell Grant eligible students

Scholarship applications must be completed and received by ITE, either online, by email, or mail, by March 31, 2019 at 5:00 p.m. CT.

For more information, including a full listing of eligibility requirements and how to apply, visit www.ite.org/diversityscholar.



This scholarship is provided through the generosity of the ITE Legacy Fund.

2019 Vice Presidential Candidate for International Board



Lynn A. LaMunyon, P.E., PTOE, IMSA II, FITE

Senior Principal, Maser Consulting | Hamilton, NJ USA

llamunyon@maserconsulting.com | Let's Connect!   

ITE has been one of the most important elements in my career as a transportation professional. Whether providing me with tools to improve my technical abilities, opportunities to hone my leadership skills, or the ability to develop an international network, ITE has profoundly shaped my career. Now, with over 33 years of active ITE participation, I am excited by this opportunity to further serve our membership.

My vision of ITE is a globally relevant and inclusive organization of transportation professionals.

Momentum – Over the last few years, many significant initiatives have been introduced and it is important to capitalize on this momentum. ONE ITE is taking the organization in the right direction through unification and standardization across the globe. The efforts with STEM outreach currently underway are a great start to steer young talent to the transportation profession. Our Councils are working collaboratively, both with each other and other organizations, to deliver better and more timely products to our membership. As an organization with thousands of members, we now need to maximize these efforts into further member engagement.

Inclusion – We've come a long way from a time when our organization consisted primarily of traffic engineers from the U.S. With our industry undergoing a paradigm shift, we all know how critical it is to bring professionals from all sectors and demographics to the table as we make our transportation decisions. This not only means efforts to include different industry sectors such as technology disciplines or healthcare professionals, but also opening these discussions to include emerging professionals and the global community. ITE must truly become a global organization and determine how to meaningfully engage our colleagues around the world. It is important to identify and develop solutions to barriers that keep us from being the diverse group we strive to be.

Leadership – I have passionately served ITE since 1985 including over 30 leadership positions throughout the Section, District, and International level. My service has been highlighted by my term as the Northeastern District representative to the International Board of Direction (2008-2010), as well as my current position as Chair of the Traffic Engineering Council. Knowing where you've been helps pave the path to where you are going, and each of these positions has helped me become the person I am today. Growth is vital to any successful organization, and changes are necessary to meet the needs of our members. I think of myself as an informed decision maker who values different perspectives and seeks out knowledge from those affected, however, I am not paralyzed by consensus and understand that hard decisions and action are necessary to benefit the organization.

ITE has been a place where I have forged lifelong friendships. I have interacted with many wonderful people across the world. The willingness of people to devote their time to volunteer positions is remarkable. It is our duty to ensure that their efforts provide the maximum output. It is on this foundation that we continue to build an amazing ITE for the future.

2019 Vice Presidential Candidate for International Board



**Alyssa A. Reynolds
Rodriguez, P.E., PTOE (F)**
City Traffic Engineer
City of Henderson,
Henderson, Nevada, USA
[Alyssa.rodriguez@
cityofhenderson.com](mailto:Alyssa.rodriguez@cityofhenderson.com)

ITE IS POISED FOR GROWTH.

We've experienced significant change over the last four years, and now it's time to capitalize on the strong base our leaders have established. The following elements are the recipe for sustainable expansion.

FOSTER OUR LEGACY

We need to nurture the energy, diversity, and enthusiasm seen within the student chapters and facilitate student transition into full membership. Our duty is to create an environment where current leaders help develop future leaders and where opportunity is distributed across the Institute.

EMBRACE DIVERSITY

Variety in experience, opinion, and thought generates well rounded, whole ideas that support our goal of transportation for all. In addition, we need to create products that are useful to a diverse local and international membership and in a format they prefer. For instance, YouTube tutorials and Ted Talk style presentations, in support of our current webinar materials, may appeal to a broad range of members.

From professional development to the creation of life-long friendships, ITE has been the catalyst for so much personal growth and opportunity. I've been fortunate to serve in elected positions at the student, chapter, section, district, and international levels and to work in academia, consulting, and public service. That offers a perspective into ITE membership of all types. Now it is my turn to give back to the Institute.

CREATE OPPORTUNITY

ITE is most valuable to those who fully partake in what the Institute has to offer. This can be achieved by offering numerous, varied volunteer opportunities with a duration range that matches the availability of our members. Delivering products in a timely fashion shows participants that their efforts are immediately valuable and useful.

SPONSOR AND ENCOURAGE

It's not enough to get people to a conference or a luncheon, they must feel welcome and want to return for the next event. That requires leaders to encourage event attendee participation, actively match members with projects, and sponsor promising individuals for roles in the organization. Reaching even just a few people can have a large effect on long-term participation.

PROFESSIONAL HIGHLIGHTS

ITE ACTIVITIES

Diversity & Inclusion Committee Chair
Western District Annual Meeting Local Arrangements Committee Member
Membership Task Force
Task Force for Leadership
Fall Transportation Conference Committee

Western District Student & Faculty Initiatives Chair

Eno Transportation Foundation Fellow

ITE AWARDS

2012 | Intermountain Section
James L. Pline Award

2009 | Nevada Chapter Engineer of the Year

2006 | Western District Young Professional Award

EDUCATION

1999 | Montana State University
Bachelor of Science - *Civil Engineering*

2001 | Montana State University
Master of Science - *Civil Engineering*
(Transportation Emphasis)

OTHER ACTIVITIES

2015 | Leadership Advance Graduate,
Las Vegas Metro Chamber of Commerce

2014-2018 | Montana State University
Alumni Foundation, Alumni Relations
Advisory Board

Nevada Society of Professional
Engineers E-Week Committee and K-12
Outreach Program

CITY TRAFFIC ENGINEER
City of Henderson, Nevada

**CITY TRAFFIC ENGINEER &
FLEET MANAGER**
City of Las Vegas, Nevada

PROJECT ENGINEER
City of Henderson, Nevada
Orth-Rodgers & Associates
Las Vegas, Nevada

RESEARCH ASSISTANT
Western Research Institute
Bozeman, Montana