



INSTITUTE OF TRANSPORTATION ENGINEERS

SOUTHERN CALIFORNIA SECTION

NEWSLETTER

2018 – 2019, Issue No. 9

June 2019

President's Message

Josh McNeill, PE, TE



Dear ITE Southern California Members,

It has been an honor serving as President of the ITE SoCal Section this past year. I am happy that we were able to accomplish so much. Our meeting attendance exceeded expectations on a consistent basis. We continued to work with partner organizations such as ITS CA, OCTEC, and neighboring ITE sections to provide exciting workshops and discussion topics. We have also continued to support our student chapters. At our May Student Night, ITE SoCal donated \$5,000 to student chapters to help them

attend upcoming ITE District and International Meetings. With the combined donations of OCTEC and ITS CA, a total of \$15,000 was awarded to student chapters. Our Section's efforts have earned some recognition. **Sowmya Chandrasekhar** submitted a stunning Section Activity Report that has earned our Section the 2019 ITE Section/Chapter Activity Award for both the Western District and ITE International. These awards will be presented to our Section at the upcoming meetings in Monterey and Austin. Great job Sowmya!

We have a great Board to lead our Section next year, and a great candidate in **Marc Violett** to be joining this Board, if elected. Marc has done an excellent job as Social Media Co-Chair. He is excited to play a larger role in the Section Leadership. Registered ITE SoCal Members should have received an e-mail from Simply Voting with a link to the voting website. Voting closes at noon on June 19th. The results will be announced at our next meeting. As my term closes, I must thank my fellow Board Members, **Sowmya Chandrasekhar**, **Ed Alegre**, and **Dina Saleh**, for their support and the time they have dedicated to the Section. I would also thank the Past Presidents and Committee Chairs for their hard work in fulfilling critical roles that have led to a successful year. Lastly, I want to thank the Membership for allowing me the opportunity to serve the best Section (officially awarded best) in the Institute of Transportation Engineers.

There's a lot to look forward to in ITE as this summer kicks off. After our joint workshop with ITS CA on June 19th, we will be in Monterey, CA for the ITE Western District Meeting starting on June 23rd. Shortly thereafter, ITE SoCal will be joining the Transportation Camp LA 2019 as a community partner on July 13th. Later in the month, the Joint ITE International and Texas District Annual Meeting and Exhibit will be held in Austin starting July 21st. I hope you all take advantage of a few if not all of these events. As my year as President comes to an end, I look forward to these and other future opportunities. And of course, I thank our newsletter sponsors **Trafficware** and **Iteris**.

[June ITE SoCal Meeting](#)

**Joint Meeting/Workshop
with ITS SoCal**

Wednesday, June 19, 2019
8:30 am to 2:00 pm

Luminarias Restaurant
3500 Ramona Blvd
Monterey Park, CA 91754

See Flyer for Registration Link

Inside This Issue

*California Infrastructure Report
Card – Pg.3*
*High Speed Rail Update to the
Legislature – Pg.5*
ITE SoCal May Meeting – Pg.7
Legislative Analysis – Pg.8
*Update from ITE Headquarters –
Pg.10*

Brief Look Ahead

June

- 21st, Abstract Deadline, [Conference on Health and Active Transportation](#)
- 22-26th, ITE Western District Annual Conference, Hyatt Regency in Monterey, www.westernite.org

July

- 13th, [Transportation Camp](#) by UCLA Institute of Transportation Studies
- 21-24th, ITE International Meeting & Exhibit, Austin, Texas, www.ite.org

ITE Southern California Section
www.socalite.org

2018-2019 Southern California Section Officers

President
 Josh McNeill
Iteris, Inc.
jmcneill@iteris.com



Vice President
 Sowmya Chandrasekhar
Iteris, Inc.
scx@iteris.com



Secretary
 Ed Alegre
LA Metro
AlegreE@metro.net



Treasurer
 Dina Saleh
LA Metro
SalehD@metro.net



First Past President
 Dean Lehman
County of Los Angeles
dlehman@ceo.lacounty.gov

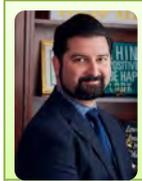


Second Past President
 Jay Dinkins
City of Santa Monica
jay.dinkins@smgov.net



2018-2019 Southern California Section Chairs

Sponsorship Coordinators
 Emilio Murga
Albert Grover & Associates
emilio@albertgrover.com



Scribes
 Jonathan Delgado
Advantec Consulting Engineers, Inc.
Jdelgado@advantec-usa.com



Meghavardhan Govindu
Gunda Corporation
mgovindu@gundacorp.com



Sandhya Perumalla
Stantec
Sandhya.Perumalla@stantec.com



Industry Coordinator
 Janna McKhann
NexTech Systems, Inc.
nexotech@cox.net



Bryan Luong
Michael Baker International
Bryan.Luong@mbakerintl.com



Legislative Analyst
 Tyler Lindberg
Iteris, Inc.
tjl@iteris.com



Section Administrator
 Erik Zandvliet
City of Manhattan Beach
ezandvliet@citymb.info



FTA/FHWA Liaison
 Lawrence (Jesse) Glazer
FHWA/FTA LA Metro Office
Jesse.Glazer@dot.gov



Student Chapter Liaisons
 Saly Heng
Berg & Associates, Inc.
sheng@lawa.org



Newsletter Editors
 David Schwegel
US High Speed Rail Assoc
davidmschwegel1@gmail.com



Kaylinn Pell
LA DOT
kaylinn.pell@lacity.org



Bryan Elenes
Advantec Consulting Engineers, Inc.
Belenes@advantec-usa.com



Technical Coordinator
 Jason Xu
Iteris, Inc.
jxu@iteris.com



Professional Activities Chairs
 Hassan Ahmed
Kittelson & Associates, Inc.
hahmed@kittelson.com



Social Media Administrator Chairs
 Ashley Kim
DKS Associates
ashley.kim@dksassociates.com



Nora Chin
LA DOT
nora.chin@lacity.org



Marc Violett
Michael Baker International
marc.violett@mbakerintl.com



California Infrastructure Report Card calls for Investing in Transportation
David M. Schwegel, PE (US High Speed Rail Assoc)



ASCE Region 9 Legislative Team Presents the Report Card at the Capitol (Photo Credit: ASCE Region 9)

On Tuesday, May 7, 2019, the California Region of the American Society of Civil Engineers (ASCE Region 9) released its *Report Card for California's Infrastructure* at the State Capitol. This Report Card uses the same seventeen grading categories and eight methodology criteria as the *Report Card for America's Infrastructure* two years prior.

Funding, (4) Future Need, (5) Operation and Maintenance, (6) Public Safety, (7) Resilience, and (8) Innovation. The assigned grades are a reflection on investment priority, not the hard-working agency staff and consultants who are constantly pressed to double down on resourcefulness within extremely "lean" budgets.



Front Cover of the Report Card Book (Photo Credit: ASCE Region 9)



Infrastructure Grades and Cumulative GPA at a Glance (Credit: ASCE Region 9)

Nine of these categories are transportation related. They include Bridges, Roads, and Transit that were released in October 2018 in connection with the Fix Our Roads Coalition's "No On 6" Campaign. The remaining six categories are Aviation, Energy, Inland Waterways, Ports, Public Parks, and Rail. Each category is evaluated based on eight criteria: (1) Capacity, (2) Condition, (3)

Transportation-related grades and commentary are as follows:

Bridges C- California is home to 13 of the nation's 25 highest ADT structurally deficient bridges. Half of California's bridges have aged beyond their design life with escalating maintenance, repair, and replacement backlogs.

Roads D *US News and World Report* ranks the quality of California's Roads 49th among the 50 states. A TRIP report that came out during the "No On 6" Campaign ranks Los Angeles 3rd, San Jose 2nd, and San Francisco 1st for worst roads in the nation. While the retention and implementation of SB 1 provides helpful and much needed starter funding to address the severity of the deferred maintenance, much more funding is needed.

Transit C- While California scored higher than the nation at a D-, there is considerable inequality in the distribution of transit funding statewide. On the one hand, Los Angeles is making considerable strides in rebranding itself from the "car capital of the world" to the "transit capital of America" while working diligently to complete Mayor Garcetti's initiative of 28 new transit projects by the 2028 Olympics. On the other hand, Sacramento gets

roughly one sixth the per capita transit funding as comparable agencies, and many communities throughout the fast-growing Central Valley have minimal transit service.

Aviation C+ While California scored higher than the nation at a D, there is a significant mismatch between demand and capacity. On the one hand, while San Diego (SAN) ranks as California's third busiest airport, it is severely capacity constrained and widely regarded among the world's busiest single-runway airports. On the other hand, Ontario (ONT) and Sacramento (SMF) have considerable excess capacity that could be more effectively utilized with a more complete transportation system www.ushsr.com/completesystem.html.

Energy D- With an ever-growing portion of our transportation system being electrified and California as a highly regarded national leader in renewable energy production, significant portions of the state's power grid are susceptible to "sparking" with considerable portions of powerline right of way subjected to overgrown vegetation. One of the consequences was the Camp Fire in Butte County last November that devastated the Town of Paradise (Pop. 25,000).

Inland Waterways D California's primary inland waterways serve the Ports of Stockton and West Sacramento. While plans have been underway since 1990 to deepen these waterways to provide larger ships with access to these inland ports, such plans have failed to gain traction nearly three decades later.

Ports C+ California's most significant ports in Los Angeles, Long Beach, Hueneme, San Diego, Oakland, and San Francisco handle much of the nation's cargo. They have experienced significant upgrades as they compete with major expansions to the Panama Canal. Ongoing innovations with limited budgets are needed to handle the significant projected increases in cargo volume.

Public Parks D+ This category addresses the design of walkable and bikeable communities by transportation professionals. Since the Great Recession local, state, and national park budgets have declined significantly. Nearly two-thirds of California residents are in areas that fall short of the Department of Parks and Recreation's

guideline of 3 acres of park land per 1,000 residents. Many European cities such as Copenhagen, Denmark really underscore the potential for significant active transportation use through innovative infrastructure that separates pedestrians and bicyclists from automobile traffic.

Rail C This is an interesting category for transportation professionals in the US. On the one hand, the nation's freight system is the "envy of the world". On the other hand, the nation's passenger rail system is "light years behind much of the rest of the industrialized world". California has the nation's 2nd (Pacific Surfliner), 3rd (Capitol Corridor), and 5th (San Joaquins) busiest Amtrak lines with on-time performance among the best in the nation. On the other hand, one fourth of the nation's at-grade fatalities are in California, thereby underscoring the need for grade separation projects, such as the many underway in the Central Valley in connection with High-Speed Rail www.hsr.ca.gov.



ASCE Region 9 Legislative Team gets ready to Talk Infrastructure with Elected Officials (Photo Credit: ASCE Region 9)

The Release Event festivities consisted of a Rally on the Capitol steps followed by the distribution of Report Card Brochures to the offices of all 122 elected officials and meetings with many high-level elected officials including Governor Gavin Newsom. The Governor mentioned infrastructure in his State of the State Address last February with special emphasis on the incorporation of transparency and accountability measures in the completion of the Merced to Bakersfield line.



ASCE Region 9 Public Relations Chair Kenneth Rosenfield Talks Transportation with Governor Gavin Newsom (Photo Credit: ASCE Region 9)

ITE Members, especially those within the United States, are encouraged to educate high-level decision makers on the value of investing in transportation infrastructure. Spending priorities in the US are markedly different than much of the rest of the industrialized world. On the one hand, at \$800 billion annually, the US leads the world in defense spending – about the same as the next ranked 14 nations combined. On the other hand, per Former US Transportation Anthony Foxx’s *Beyond Traffic* initiative, the US “spends less of its per capita GDP on transportation than many third world countries”.

For more information on the *Report Card for America’s Infrastructure*, go to www.infrastructurereportcard.org. For more information on the *Report Card for California’s Infrastructure*, go to www.infrastructurereportcard.org/california.

A Status Report to the Legislature on the California High-Speed Rail Project

David M. Schwegel, PE (US High Speed Rail Assoc)

SB 1029 (High-Speed Passenger Rail Bond Act of 2012) requires the High-Speed Rail Authority to submit Business Plans to the Legislature by May of the even years and Project Update Reports by May of the odd years. The *2019 Project Update Report* is of interest to many as it follows the State Auditor’s Report and Legislative Hearing in

November 2018, a prolonged period of non-engagement by the Federal Railroad Administration, the cancellation of a \$929 million grant by the Federal Government, and Governor Gavin Newsom’s request to focus resources on the completion of the line between Merced and Bakersfield. Specifically, there is interest in what the provision of robust feeder transit and passenger rail services at each end mean for what Former HSR Authority Board Chairman Dan Richard calls “the statewide integrated network of mass transit and station area development”.



A Rendering of HSR in Fresno (Photo Credit: HSR Authority)

Key topics are as follows:

- 1. Early Interim Service Analysis:** This chapter reinforces the importance of connecting passenger rail and bus services at either end of the line via “timed transfers” as called for in the *2018 State Rail Plan* and the corresponding ridership increases and travel time reductions. Of particular interest is an analysis by the Early Train Operator (ETO) (Deutsche Bahn Consulting & Engineering of Germany) on what the completion of the Merced to Bakersfield True HSR Corridor and the provision of robust connecting services means for the overall travel experience for citizens and visitors moving about the State.
- 2. Capital Cost Review:** This chapter shows the ETO’s review of cost estimates along with their estimation of completion using the Monte Carlo Risk Analysis based on a 70 percent probability (P70) that costs would be at or below the estimate. P70 is the standard of practice used in HSR systems overseas. Of particular interest

is comments on the cost of implementing HSR in the US versus Germany where right of way acquisition and public participation policies are markedly different.

3. Funding and Affordability: This chapter examines the funding sources including Proposition 1A and Cap-and-Trade from the State and grants from the Federal Government. It also assesses funding risks. Of particular interest are comments on affordability and the use of wider cost range estimates in areas of increased uncertainty such as along the Palmdale to Burbank Section that makes extensive use of long and deep tunnels beneath environmentally sensitive areas and rural equestrian communities within zones highly susceptible to seismic activity.

4. Implementation Plan: To quote Governor Gavin Newsom in his State of the State Address, "Let's get something done!" He was referring to True HSR service between Merced (Pop. 90,000) and Bakersfield (Pop. 400,000) via Fresno (Pop. 540,000). Per Former HSR Authority CEO Jeff Morales, "If the Central Valley were a state, it would be the 13th largest by population and the poorest by income." Per Former HSR Authority Board Chairman Dan Richard, "The Central Valley is the fastest growing part of the State, and it's also a step child." Chapter 4 dives into the details of what it is actually going to take to make this True HSR Corridor in the Central Valley a reality. Specifically, it describes the current services within the Central Valley, and then presents a step-by-step plan for bringing True HSR service to life in this region. Currently Construction Packages 1 (Madera to Fresno), 2-3 (Fresno to Kern County Line), and 4 (Kern County Line to North Bakersfield) are underway constructing trackway civil infrastructure to the top of subgrade. Logistics on the implementation of extensions further north to Merced and south into downtown Bakersfield, and the solicitation for consulting services to design and construct rails, electrification, and positive train control along the entire corridor (Construction Package 5) will follow as these details become better defined through more substantial completion of the three current design-build packages.



Fresno County Supervisor Henry Perea, HSR Board Member Lynn Schenk, Former HSR Board Chairman Dan Richard, HSR CEO Brian Kelly, and Former US High Speed Rail Advisory Board Chair Rod Diridon Sign the Initial Rail at the Groundbreaking event in Fresno on January 6, 2015 (Photo Credit: HSR Authority)

5. Program Issues: This chapter takes an honest look at the impact of the ongoing federal disengagement while noting organizational refinements that are currently underway in response to the State Audit. Specifically, it describes the development of enhanced project controls while addressing program management issues. It also addresses Governor Gavin Newsom's concerns of "too little oversight and not enough transparency".

6. Program Risk: This chapter describes the risks along with strategies for mitigation. These risks include federal disengagement; cost and schedule risks; and other construction risks such as right-of-way acquisition, third party agreements, stakeholder requirements, scope changes, regulatory compliance, design changes, and tunneling challenges.

7. Program and Regional Summaries: This chapter describes the milestones achieved, lessons learned, and plans for the "bookends". These "bookends" refer to connections to the major population centers in Northern and Southern California. Northern California improvements include the ongoing electrification of Caltrain between San Francisco and San Jose/Gilroy (by far the State's busiest commuter rail corridor), the

Grand Reopening of the Salesforce Transit Center in San Francisco later this year, and the extension of Altamont Corridor Express (ACE) service (currently runs between San Jose and Stockton) north through Midtown Sacramento to the Sacramento International Airport (SMF) and south to Merced to connect with HSR. A long-range plan as identified in the *2018 State Rail Plan* is a second Transbay Tube between San Francisco and Oakland providing congestion relief to the severely capacity constrained initial Transbay Tube. Southern California improvements include a major passenger rail/mass transit hub in Santa Clarita (instead of LA Union Station) serving bus trips to Bakersfield, the implementation of the Link Union Station (Link US) Master Plan with run-through tracks across US 101, and the completion of several key grade separation projects. One such project receiving considerable publicity is Rosecrans-Marquardt in Santa Fe Springs posing significant delays to motorists and ranking among the most dangerous at-grade crossings in the nation.



A Rendering of a Completed Grade Separation Project in Anaheim (Photo Credit: HSR Authority)

For the complete report, prior reports prior business plans, and proceedings from recent Board of Directors and Finance and Audit Committee Meetings, go to www.hsr.ca.gov. Such reports and proceedings provide valuable project management insight to transportation professionals on the nation's largest public works project that many believe will become the nation's First True HSR Project. Topics of particular interest to transportation professionals in Southern California include the Palmdale to Burbank Section that continues to be regarded by many as the

"Engineering and Public Relations Challenge of the Century"; the potential impact of Former Vice President Joe Biden's sustainability initiatives should he decide the run for President in 2020 (calls for the expedited completion of California HSR in connection with a Nationwide HSR Network); and the progress on the Brightline/Virgin project between Las Vegas and Victorville, along with the Phase 2 extension across the High Desert Corridor to Palmdale and the potential for sharing track with California HSR between Palmdale and LA Union Station.

May 2019 Scribe Report

Sandhya Perumalla (Stantec), Saly Heng (Berg & Assoc), Kaylinn Pell (LA DOT)

ITE SoCal and the Orange County Traffic Engineering Council (OCTEC) co-hosted a Job Fair and Annual Student Presentation Night, at the Knott's Berry Farm Hotel in Buena Park on Wednesday May 23rd, 2019 with around 130 students and professionals in attendance. The evening began with a Job Fair, giving students the opportunity to network with 11 consulting firms and government agencies. This was followed by Dinner featuring the famous Knott's Berry Farm Fried Chicken. Announcements and Candidate Statements followed.

Student Chapter Liaisons, **Saly Heng** and **Kaylinn Pell**, indicated that a total of \$14,000 worth of prizes would go toward assisting the Student Chapters with expenses such as travel to the Western District Annual Meeting in Monterey.

ITE SoCal Section Treasurer Candidate **Marc Violett** presented his candidate statement followed by statements by OCTEC Treasurer Candidates **Donald Wang** and **Ryan Calad**.

Additional announcements included the upcoming elections for both OCTEC and ITE SoCal, an event for the ITE Western District, and the winners of this year's ITE SoCal Student Traffic Bowl. The Western District Annual Meeting takes place June 22 – 26 in Monterey. **USC** took home a cash prize of \$750 that evening for placing first at February's Traffic Bowl.

The focus of the evening was presentations by six ITE SoCal Student Chapters as follows:

Chapter	Presentation Title
USC	The West Santa Ana Branch Transit Corridor: Developing an Implementation Plan for the City of Huntington Park
Cal Poly Pomona	Cajon Junction Interchange Improvements: SR 138/I-15
UCLA	Trip Generation Study: The Getty Center
UC Irvine	Moving SPaT and MAP Toward CAV Applications
CSU Long Beach	California High Speed Rail: Changes and Solutions
CSU Fullerton	I-215/Placentia Avenue Interchange Project

After an extensive deliberation by Judges **Joshua McNeill, Olga Polunin, and Chalap Sadam**, the teams were ranked. **Cal Poly Pomona** placed first, receiving a \$1,500 cash prize. **UC Irvine** placed second, receiving a \$1,000 cash prize. **UC Irvine** was also awarded an additional \$1,000 by ITS California for the Best Incorporation of ITS Solutions. **USC** placed third. **UCLA, CSU Fullerton and CSULB** also received cash awards for their presentations. Special thanks to the companies who participated in the Job Fair, the professionals who supported the students, and the Student Chapter Teams who worked diligently on their projects.

The next ITE SoCal meeting is a Mini-Workshop and Joint Meeting with ITS SoCal on Wednesday June 19th, 2019 from 8:30 am to 2:00 pm at the Luminarias Restaurant in Monterey Park.

See photo of attendees at the end of this newsletter.

June 2019 Legislative Analysis

Tyler Lindberg (Iteris)

The following five Transportation and Public Utilities Commission (PUC) related bills are currently active in the Legislature:



Inside the Senate Chambers in the Capitol in Sacramento (Photo Credit: David Schwegel)

- **AB 1142 (Friedman)** amends existing law that requires designated transportation planning agencies to prepare and adopt a regional transportation plan to provide regulation of charter-party passenger carriers and transportation network companies (TNCs). The bill would require the reporting of TNC data and the consideration of planning effectively for the impacts of TNCs in meeting Sustainable Communities Strategy Goals of Metropolitan Planning Organizations. (Status: Active Bill – In Committee Process, last updated June 3rd)
- **SB 277 (Beall)** amends the Road Maintenance and Rehabilitation Program with a Local Partnership Program to develop new guidelines in conjunction with transportation planning agencies, municipal governments, and other agencies for the apportionment of funds for road repair and maintenance. The bill would establish an apportionment formula, identify guaranteed minimum apportionments, and establish the types of eligible projects consistent with specified requirements; which would then be submitted in list form by local and regional transportation agencies to the California Transportation Commission. (Status: Active Bill – In Committee Process, last amended June 4th)
- **SB 676 (Bradford)** amends existing law requiring the PUC to evaluate policies to develop infrastructure sufficient to

accommodate the widespread deployment of plug-in electric vehicles. The bill would require that established strategies for electric vehicle grid integration shift at least 25% of the estimated electrical demand from electric vehicle charging to off-peak hours. (Status: Active Bill – In Committee Process, last updated May 15th)

- **AB-1418 (Chiu)** would require the PUC to direct electrical corporations to file applications for programs to accelerate a conversion to 100% zero-emission and/or electric school buses in pursuit of the State's greenhouse gas reduction targets. (Status: Active Bill – In Committee Process, last amended April 12th)
- **SB-319 (Moorlach)** would require the Department of Transportation to submit a report that includes policy recommendations to the Legislature and the California Transportation Commission on any potential advantages of the German "speed limit-less" Autobahn system compared to the California State Highway System and the feasibility of implementing those advantages in California. (Status: Active Bill – In Committee Process, last amended April 22nd)

For more information on recent transportation legislation in California, go to <https://leginfo.legislature.ca.gov>, select "Bill Information", and then "Bill Search". Input any transportation related keywords and select "Search".

Update from ITE Headquarters

Marianne Saglam (ITE Communications and Media Senior Director)



Here are key topics covered in the June 5, 2019 issue of *Spotlight*:

- New ITE Talks Transportation Podcast: Improving Access to Healthy and Sustainable Transportation.
- ITE Austin 2019 Offers STEM and Other Family Activities.
- Deadline for October PTOE, PTP, and RSP Level 1 and 2 Exams is August 6.
- June is National Safety Month
- Coordinating Council MaaS Listening Sessions Update.
- ITE Community Corner: Recognizing Civil Engineering Day and Earth Day.
- Call for ITE International Vice President Candidates.
- Notice of Intent to Consider for Final Adoption: *Guidelines for Determining Traffic Signal Change and Clearance Intervals* as an ITE Recommended Practice. For the full report, email TSCI-RP@ite.org.
- ITE Diversity and Inclusion Draft Policy – Open for Comment Until June 21. Send comments to Colleen Agan at cagan@ite.org with "Diversity and Inclusion Policy" in the subject line.
- ITE Technical Programs Manager Sarah Abel speaks during an upcoming America Walks webinar panel titled "Safe Speeds, Safe Communities – Partners in Speed Management, on Wednesday, June 12 at 11:00 a.m. Pacific.

For more information, check your email inbox from ITE, or go to www.ite.org.

Career Opportunity

Design Engineer Professionals with JMDiaz, Inc. (JMD)

JMD is seeking Design Engineers with 4 to 8 years of experience in highway/roadway, traffic, rail, and transit engineering. We offer comprehensive benefits, competitive salaries, flexibility, and overall purpose to those who join our team.

Position Requirements:

- Bachelor of Science Degree in Civil Engineering;
- EIT preferred with focus on obtaining PE or TE within 3 years;

- Expertise in Roadway Design including, plan and profile design for roadway segments, intersections, grade crossings and interfaces with freeway ramps; or
- Expertise in Traffic Design including signing, striping, traffic signal, traffic control and lighting design.
- Traffic and warrant analysis including signal timing and coordination.

ext. 1109 if you have any questions. For more information please check out our flyer at <https://tinyurl.com/JMD-Flyer>.

Please email your resume to afernandez@jmdiaz.com or call (626) 820-1137



ITE SoCal & OCTEC Job Fair & Student Chapter Night at Knott's Berry Farm (Photo Credit: Professor Eric Shen)



Getting you there. Smarter.

Deploy Smart Intersection Technology Today

Whether it's our Synchro[®] Traffic Analysis and Simulation software, used in more than 90 countries and now integrated with our ATMS Central Management software, or the fastest growing adaptive system SynchroGreen[®], Cubic | Trafficware technology delivers. Explore the entire smart intersection family of products.

Synchro[®] 10
plus **SimTraffic[®]**
Signal Timing & Analysis Software

ATMS
Central Management Platform

SynchroGreen
Real-Time Adaptive Traffic Management System

Cabinets & Controllers
Legendary Quality

POD
Wireless Vehicle Detection System

Connected Vehicle
Smart City V2I

Trafficware Cloud
Signal Performance Measures



what moves you?

Being there. Enhancing safety and mobility so you don't miss those moments

iteris.com/whatmovesyou

iteris[®]



ITE Southern California and ITS California Southern Section - Joint Meeting

“THE FUTURE OF MOBILITY”

Our Annual Joint Workshop Meeting will explore the latest and future of mobility, not only locally but in other locations across North America. Please join us to learn more.

Cost = \$50 (Includes continental breakfast and lunch)

Non-members = \$75 (includes continental breakfast and lunch)

Date: Wednesday, June 19, 2019

Time: 8:30 – 2:00 p.m. (lunch served at 12:00 p.m.)

**Location: Luminarias Restaurant
3500 W Ramona Blvd | Monterey Park, CA**

Menu Choices:

- Chicken Chardonnay
- Baked Salmon
- Vegetarian Plate

AGENDA

8:30 a.m. Registration / Networking / Continental Breakfast

9:00 a.m. - 10:15 a.m. Morning Session

- Amy Ford, Mobility on Demand, ITS America
- Jay Kim, Assistant General Manager, City of Los Angeles Department of Transportation
- Lawrence Jesse Glazer, ITS Operations Engineer for Southern California, Federal Highway Administration

10:15 a.m. – 10:30 a.m. Break

10:30 a.m. - 12:00 p.m. 2nd Morning Session

- Wu Sun, Principal Researcher and Modeler, San Diego Association of Governments (SANDAG)
- Boris Karsch, Vice President – Strategy, CUBIC
- Noam Maital, CEO, WayCare Technologies

12:00 p.m. – 1:15 p.m. Lunch Keynote Speaker: Robin Ohara, Executive Officer, Finance Los Angeles County Metropolitan Transportation Authority (LA Metro)

**1:15 p.m. – 2:00 p.m. ITE Annual Business Meeting
2:00 p.m. Adjourn**

PLEASE RSVP by Friday, June 14th if you plan to attend. Luncheon pre-payment is recommended at the registration website:

<https://www.universe.com/events/ite-southern-california-and-its-california-southern-section-joint-meeting-tickets-monterey-park-1RNHZ3>



SPONSORS:

If you like to sponsor our event, please use the following link:

<https://www.eventbrite.com/e/sponsorship-for-its-california-southern-section-luncheonworkshop-meeting-tickets-52923788476>

ITE SoCal Elections 2019-2020

Joshua McNeill (ITE SoCal President)

Hello SoCal Section! It's election season; that means, it is time to choose your ITE SoCal Section Board. You will receive an email with voting ballots for all positions on the SoCal Board by May 20, 2019. You will have 30 days to vote with voting ending on June 19, 2019 at 12:00 PM. The winners will be announced on June 19, 2018 at our Annual Business Meeting, and the new Board will be sworn in at the end of the meeting. Please note that you will receive the voting ballot only if you are a current ITE member having paid your membership dues through 2019 and beyond. The Candidate statement for ITE SoCal Treasurer can be found below. Don't forget to vote!

Marc Violett

marc.violett@mbakerintl.com

Michael Baker International

ITE SoCal Section Treasurer Candidate

I am so grateful and excited to be nominated for the Treasurer position on the board of the Southern California Section of ITE. Six years ago, when I decided to switch companies, I had not had any connection to SoCal ITE. But the opportunity arose to begin attending meetings to learn, network, and participate. I found myself very comfortable with the people of the chapter and encouraged to be involved. After attending meetings and annual conferences and building meaningful relationships, I knew that So Cal ITE was the professional group to which I wanted to commit my time.



Over the past two years I have provided support by taking the position of Social Media Chair where I have updated the SoCal ITE Facebook page with upcoming events, past meetings, pictures, and other announcements. I am also proud to say that

I've had the opportunity at the past two Western District conferences to be a participant in the resume building workshop. I really enjoy getting to know the students and having the chance to provide feedback to their resumes, information about my personal experiences, and knowledge regarding the industry.

As treasurer for the section I will continue to work with sponsorship chairs to bring in more companies and help create incentives for sponsorships. I will help the section continue to find public agency meeting locations that provide an interesting meeting experience while helping to keep meeting cost down. Our section has historically worked with other organizations to create great joint events, which require coordination of shared finances. I look forward to continuing to help make those events affordable for our members.

I currently work at Michael Baker International as the Traffic Department Manager out of our Santa Ana office. In 2004 I earned my B.S. in Civil Engineering at the University of Arizona and am a registered Professional Engineer in the State of California I am encouraged in my career by my wonderful family including my wife, Heather and our children Luke and Madison.

I would be honored to serve on the ITE SoCal Board as the next treasurer, and I'm eager to earn your vote. Thank you!

