



# INSTITUTE OF TRANSPORTATION ENGINEERS

## SOUTHERN CALIFORNIA SECTION

# NEWSLETTER

2017 – 2018, Issue No. 3

November 2017

## President's Message

*Dean Lehman, PE*



Dear ITE Southern California Members,

On October 26<sup>th</sup> we held our third joint lunch meeting with OCTEC at the Orange County Mining Company in Orange. **Mayor Jimmy Lin and Mayor Fred Minagar** discussed SB-1 and the case for increased civic engagement amongst engineers. You will find two great articles about the speakers written by David Schwegel and Josh McNeill in this newsletter. The meeting drew over 100 attendees and we look forward to partnering with OCTEC again for next year's event.

Our annual joint meeting with Riverside-San Bernardino Section is on November 15<sup>th</sup> at the Restaurant at Kellogg Ranch in Pomona. Please join us for a presentation on "Transportation Safety Regional Existing Conditions" by Courtney Aguirre, Senior Regional Planner at SCAG and Alan Thompson, Active Transportation Planner at SCAG.

Please mark your calendars for the joint Holiday Mixer on Wednesday, December 6<sup>th</sup>. We will continue our tradition of raffles and casino games at the Los Coyotes Country Club in Buena Park with our friends from OCTEC and Riverside-San Bernardino ITE.

The section will also be in need of a new social media co-chair to help run our website. Responsibilities will include updating the website on a bi-weekly basis with new event information, photos and other general updates as needed. This is a great position to ease into, as the website interface is very user-friendly and does not require knowledge of java or html. If you or someone you know is interested in volunteering, please contact me or any Board members.

Thank you to our meeting sponsor **Advantec Consulting Engineers**. Also, thank you to our newsletter sponsors **Advantec Consulting Engineers** and **DKS Associates**.

### Next Meeting

**Wednesday, November 15,  
11:30 AM**

### **ITE SoCal/RSBITE Luncheon**

**Restaurant at Kellogg Ranch**  
3801 W Temple Ave #79  
Pomona, CA 91768

<https://www.eventbrite.com/2017-rsbite-and-socal-joint-november-meeting-registration-37079663271/>

See Flyer

## Brief Look Ahead

### November 2017

- Wednesday 15<sup>th</sup>, 4:30 to 7:30 pm, State Rail Plan Open House at Los Angeles Metro, [www.californiastaterailplan.com](http://www.californiastaterailplan.com)

### December 2017

- Wednesday 6<sup>th</sup>, 6:00 to 9:00 pm, ITE SoCal/OCTEC/RSBITE Holiday Mixer at Los Coyotes Country Club, See Flyer, <https://2017holidaymixer.eventbrite.com>

### March 2018

- Tuesday 6<sup>th</sup> to Thursday 8<sup>th</sup>, West Coast Rail Conference, Los Angeles Metro, [www.ushsr.com](http://www.ushsr.com)
- Thursday 8<sup>th</sup> to Friday 9<sup>th</sup>, Transit Oriented Development & Urban Real Estate Conference, Los Angeles Metro, [www.tod.org](http://www.tod.org)

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

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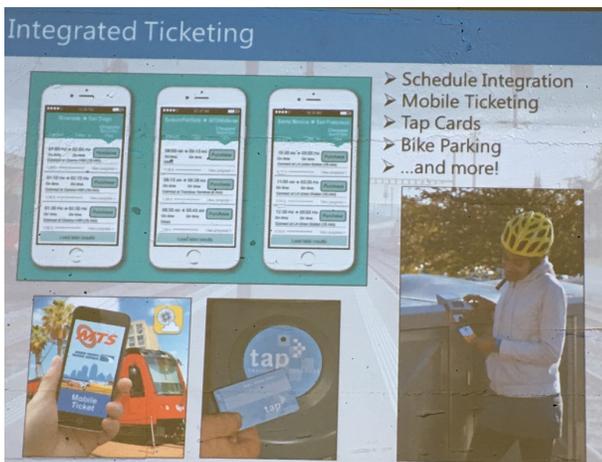
**State Rail Plan Emphasizes Integrated Ticketing and “Timed Transfers”**

*David M. Schwegel, PE (Precision Civil Engineering)*

On October 12, Caltrans ([www.dot.ca.gov](http://www.dot.ca.gov)) released the *Draft 2018 State Rail Plan*, kicking off a 60-day public comment period including an informational webinar and public Open Houses statewide. This particular document emphasizes integrated ticketing and “timed transfers” at stations. Both are projected to boost ridership and on-time system performance significantly.

**Integrated Ticketing**

Integrated ticketing allows the user to purchase a single ticket from their mobile device to access local, regional, and statewide rail and mass transit systems; thereby streamlining the overall travel process, and reducing the burden of purchasing multiple tickets at various terminals.

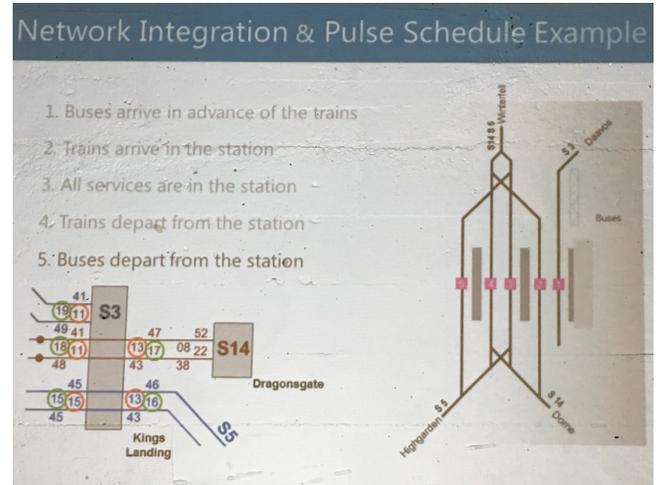


“Integrated Ticketing” Slide at the Oakland Open House (Photo Credit: Caltrans)

**“Timed Transfers”**

The “timed transfer” concept is modeled after a five-step network integration example from Wetzikon Station in Zurich, Switzerland offering “seamless integration” between buses and trains: (1) Buses arrive at the station. (2) Trains arrive at the station. (3) Passengers transition between services. (4) Trains leave the station. (5) Buses leave the station. This concept not only delivers passengers to their final destinations faster on modes that offer quality productive time on board, it also holds transit service providers accountable for on-time performance. Dedicated (separated from freight) and electrified passenger rail networks have remarkable on-time performance records overseas. In fact, the Japanese Shinkansen has carried over 10 billion passengers in over half a century with a 99% on-

time performance record (the 1% of time late is by a matter of seconds) and no passenger fatalities. The Spanish Alta Velocidad Espanol (AVE) offers passengers a full-fare refund if their train is more than 5 minutes late.



“Network Integration & Pulse Schedule” Slide at the Oakland Open House (Photo Credit: Caltrans)

**Other Concepts**

Additional concepts identified in the Executive Summary include moving goods within the world’s sixth largest economy with an annual GDP in excess of \$2.4 trillion, accommodating 1.3 million riders daily (3 times the combined passenger volumes at California’s 7 busiest airports), and boosting sustainability and livability by reducing the current per capita emissions of 350 grams of CO<sub>2</sub> to 150 grams by 2040. The vision entails both diverting 88 million daily passenger miles from highways to rail, and adding 92 million new daily passenger miles (induced travel that otherwise would not travel) to the network. These two trends combined would reduce vehicle miles traveled (VMT) in the wake of robust population growth, while helping California achieve its ambitious AB 32 goal of reducing GHG’s by 80 percent of 1990 levels by 2050.

**Coming Up**

Open Houses have already taken place in Fresno, Oakland, and Sacramento. Check out the plan at [www.californiastaterailplan.com](http://www.californiastaterailplan.com). Then consider attending the Open House on November 15<sup>th</sup>, the West Coast Rail Conference [www.ushsr.com](http://www.ushsr.com) on March 6-8, and the Transit Oriented Development & Urban Real Estate Conference on March 8-9 [www.tod.org](http://www.tod.org). All three events take place at LA Metro Headquarters.

## October 2017 ITE SoCal Section Meeting

David M. Schwegel, PE (Precision Civil Engineering)

The October 2017 ITE SoCal Section Meeting was held jointly with OCTEC (Orange County Traffic Engineering Council) on Thursday, October 26 at the Orange County Mining Company in Orange. There were approximately 120 attendees.

Special thanks to the meeting sponsorship provided by Iteris and RailPros. Both firms provided a brief overview of their organizations.

Then both OCTEC and the SoCal Section made announcements. SoCal Section announcements included the November Luncheon with RSBITE at the Restaurant at Kellogg Ranch in Pomona, and the December Holiday Mixer with OCTEC and RSBITE at Los Coyotes Country Club in Buena Park. Please see Page 1 of this newsletter and the flyers at the back of this newsletter for more information on these two events.



Orange County Mining Company (Photo Credit: David Schwegel)

The focus of the meeting was the keynote presentation on "SB-1 Implementation: Perspectives from Two ITE Mayors". The keynote presentation was a combination of three themes: (1) The "game changing" SB-1 legislation that brings to the end a quarter century long era of the legislature "kicking the can down the crumbling and pothole-ridden road", (2) The hot topic at the ASCE California Region Board of Governors meeting in August encouraging engineering professionals to hold public office, and (3) "The Case for Civic Engagement" article that appeared in our September Newsletter. This article spotlighted Mayors Jimmy Lin (Diamond Bar) and Fred Minagar (Laguna Niguel) who served as the keynote speakers.



Attendees watch Mayor Jimmy Lin's Presentation (Photo Credit: David Schwegel)

### Diamond Bar Mayor Jimmy Lin

Mayor Jimmy Lin lived in a congested and affluent city in the Kansas City vicinity where he noticed the immediate need for the widening of the principal roadway that was heavily congestion-ridden. On being told that this narrow roadway would never be widened, he ran for office, defeated a popular Parent Teachers Association (PTA) candidate by a narrow margin, secured his seat on the City Council, and got the roadway widened.



Diamond Bar Mayor Jimmy Lin (Photo Credit: David Schwegel)

Mayor Lin emphasized the basics of SB-1 in that it raises \$52.4B in transportation infrastructure improvements over the next 10 years from multiple funding sources. It is a valuable complement to the already successful half-cent sales tax measures including Measure M which passed about a year ago. He also emphasized the 50% State/50% Local split of the SB-1 proceeds with special emphasis on improvements to the State Highway System, the replacement of bridges, and the improvement of trade corridors. While the primary funding would go to repairing and expanding roadways, a portion of the funding would also go toward transit and active transportation programs. He encourages holding politicians accountable for delivering "game

changing” transportation improvements in much shorter timeframes. He also underscored the importance of maintaining the Federal Government as a key partner especially now that the Trump Administration has dropped the TIGER Grant program.

Mayor Lin is the President & CEO of KOA Corporation.

### **Laguna Niguel Mayor Fred Minagar**

Mayor Fred Minagar’s professional affiliations include serving as Vice Chairman of the Transportation Corridor Agency (“The Toll Roads”), Director of the Orange County Council of Governments, Board Member on the SCAG Transportation Committee, a Regional Councilman to SCAG representing six Orange County cities, and a Board Member of the SCAG Resolution Sub-Committee representing 191 cities. He maintains strong working relationships with Senate Transportation Committee Chair Jim Beall (D-15<sup>th</sup> District) (the author of SB-1) and Assembly Transportation Committee Chair Jim Frazier (D-11<sup>th</sup> District) (a “champion” of SB-1). He begins his political discussions with the statement, “I’m an Engineer, not a Politician” to frame conversations in terms of taking a practical and common-sense approach to maintaining and expanding infrastructure.



*Laguna Niguel Mayor Fred Minagar (Photo Credit: David Schwegel)*

He emphasized, as of November 1, 2017, the State Controller has been depositing a portion of the SB-1 proceeds into the newly-created Road Maintenance and Rehabilitation Account (RMRA). These funds are being allocated to eligible municipalities pending the annual submission of proposed projects to the California Transportation Commission (CTC) that are part of their Operating Budget and Capital Improvement Program (CIP), adopted by City Council, and consistent with CTC Guidelines. Therefore, it is imperative that municipalities keep an eye on the CTC and League of California Cities websites for existing and new programs, the allocated funding, and the associated application deadlines. Existing programs include the Active Transportation Program (ATP), the State

Transportation Improvement Program (STIP), the State Highway Operation and Protection Program (SHOPP), and the Traffic Congestion Relief Program (TCRP). New SB-1 programs include the Local Partnership Program, the Solutions for Congested Corridors Program, the Trade Corridor Enhancement Account, and Local Streets & Roads (the “lion share” of the funding at \$1.5B annually). Therefore, revisiting both the City’s 5-Year CIP Program’s Annual Street Resurfacing, Repair & Slurry Seal Program; and the City’s Master Plan of Arterial Highways would be a helpful starting point for local agencies.

In the submission of projects to be considered for funding under SB-1, local agencies are required to provide a project description and location, a completion schedule, an estimate of the longevity of such improvements along with the cost, and a discussion of the maintenance efforts. Additionally, local agencies are required to submit an annual Project Expenditure Report and to sustain a Maintenance of Effort (MOE), which entails spending at a minimum the “annual average of the General Fund expenditure for street, road, and highway purposes for the City’s General Fund”.

Mayor Minagar is the President & CEO of Minagar & Associates.

### **Next Steps**

Mayor Jimmy Lin reinforced the importance of finding one’s why and pursuing it aggressively. Mayor Fred Minagar reinforced the importance of municipalities going after SB-1 funds while noting that 53.9 percent of those surveyed by the Southern California Partnership for Jobs feel that SB-1 is much needed in California. Three takeaways: (1) Identify a transportation injustice in your own community that can be remedied with a common-sense transportation planning approach and take proactive steps to fix it; (2) Encourage local municipalities to proactively pursue SB-1 funds especially as they relate to repairing local roads as our region ramps up its infrastructure investment for the 2028 Olympics; and (3) Proactively join the messaging efforts of like-minded associations via op-eds and other communication media to get the SB-1 approval rating closer to 75%, as the SB-1 repeal signature gathering effort is picking up steam. This informative and well-attended event was well worth my 440-mile drive.

## Follow-Up to Presentation by Mayors Jimmy Lin and Fred Minagar: SB-1 Fund Allocation and the Political Climate

*Joshua McNeill, PE (Iteris, Inc.)*

Thank you Mayors Jimmy Lin (Diamond Bar) and Fred Minagar (Laguna Niguel) for speaking on the implementation of SB-1 and the case for civic engagement among engineering professionals.

### **Diamond Bar Mayor Jimmy Lin on the Allocation of SB1 Funds to Local and State Agencies**

Mayor Lin provided a helpful breakdown of the Bill's allocation of funding to state and local agency improvements, and what it means for our industry. SB-1 is estimated to raise a projected \$52.4 billion over 10 years to help address a projected \$137 billion shortfall to adequately maintain both the existing highway system and the network of local streets.

The following is a summary of the breakdown that Jimmy provided:

#### **Local Agency Estimated Allocation**

Program	Amount
Local Street and Road Maintenance	\$15B
Transit Operations and Capital	\$7.5B
Local Partnership Program	\$2B
Active Transportation Program	\$1B
STIP	\$0.825B
Local Planning Grants	\$0.25B
<b>Total Local Agency Allocations</b>	<b>\$26.575B</b>

#### **State Estimated Allocation**

Program	Amount
State Highway Maintenance and Rehabilitation	\$15B
Highway Bridge and Culvert Maintenance and Rehabilitation	\$4B
High-Priority Freight Corridors	\$3B
Congested Corridor Relief	\$2.5B
Parks Programs, Off-Highway Vehicle Programs, Boating Programs, Agricultural	\$0.8B
Inter-Regional Share of STIP	\$0.275B
Freeway Service Patrols	\$0.25B
Transportation Research for UC and CSU	\$0.07B
<b>Total State Allocations</b>	<b>\$25.895B</b>

### **Laguna Niguel Mayor Fred Minagar on the SB1 Political Climate**

Mayor Minagar gave the audience a sense of the political climate surrounding SB-1. A voter initiative has been introduced to repeal this "game changing" measure. If enough signatures are received, the repeal would qualify for the 2018 November ballot. Fred cited recent

polling indicating that a general election ballot measure to repeal the new gas tax would fail with 53.9 percent voting no. As the implementation of SB-1 begins, it is important for engineers and public officials to show the public that their new tax dollars are being used effectively.

### **Paths to City Government**

Both Mayors discussed their paths to City government, and there was a common theme in their stories. The passion for holding public office was motivated by the same drive that brought them to engineering. Most transportation engineers deal with external political forces that may inhibit them from providing the best or most effective design solutions. As a result, both Mayors were encouraged by fellow public servants to seek office and change those political forces. I found their stories to be inspiring. They left me with a sense that although there is much work to be done, we can be optimistic about the political support for future transportation infrastructure needs, as long as the transportation engineering community stays engaged.

## Legislative Analysis

*David Schwegel (Precision Civil Engineering)*



Go to [www.legislature.ca.gov](http://www.legislature.ca.gov). Click on "Bill Information" and then "Bill Search". Input the Keyword "Transportation Funding" in quotes. Then click "Search". Here are five of the many bills that come up:

- SB-389 (Roth): Allows Caltrans to set up a fee schedule and charge fees for local agency-requested project delivery services such as "job mix formula verifications, material plant quality program inspections, and laboratory accreditations"
- SB-337 (Bates): Requires the Department of Finance to consult with the Franchise Tax Board to provide annual revenue estimates "to be received from state taxes" as a result of federal corporate repatriation ("foreign earnings of US-based corporations that are currently invested abroad and then moved to the US")
- AB-179 (Cervantes): Requires the Governor, when appointing members to the California Transportation Commission (CTC), to ensure that the CTC has a diverse representation in terms of transportation subject matter expertise, socioeconomic background, and expertise with disadvantaged communities

- AB-351 (Melendez): Requires that loans that were made from the Transportation Fund to the General Fund get repaid to the Transportation Fund by December 31, 2018
- SB-760 (Weiner): Establishes a Division of Active Transportation within Caltrans and assigns an Undersecretary to focus on guiding progress toward meeting Caltrans' Active Transportation Goals with special emphasis on boosting safety for pedestrians and bicyclists and the construction of bicycle and pedestrian facilities



*SB-743 Author and Sacramento Mayor Darrell Steinberg outside the Golden 1 Center (Photo Credit: David Schwegel)*

### **Is it Time to Redefine the Transportation Impact Study?**

*David M. Schwegel, PE (Precision Civil Engineering)*

On November 2, 2017, Ronald Milam of the UC Berkeley Institute of Transportation Studies Technology Transfer Program taught a course on "VMT Metric Application & Analysis for SB-743 Compliance" in Oakland. There were around 75 students representing agencies, organizations, and consulting firms statewide.

#### **SB-743**

SB-743, which was authored by current Sacramento Mayor Darrell Steinberg, was signed into Law in 2014. When asked to describe SB-743 in three words, one student said: "Go Sacramento Kings". The expedited construction of the Golden 1 Center in downtown Sacramento, during a deep and prolonged recession, to try to retain this NBA team, was among the beneficiaries of SB-743. This legislation drops Vehicle Level of Service (LOS) as a significance criteria in certain transit priority areas. The intentions are to: (1) encourage infill development that offers multiple transportation mode choices, (2) reduce vehicle trip lengths, and (3) help California meet the ambitious AB-32 goal of reducing GHG's by 80% of 1990 levels by 2050. Prior to SB-743 taking effect, San Francisco's Bicycle Master Plan was held up in CEQA litigation for seven years.

#### **Transit Priority Areas**

Several transportation configurations satisfy the transit priority area concept including stations that serve both buses and passenger trains, the intersection of two arterials that offer bus service, or a single arterial that offers bus service at 15-minute intervals.

#### **Opportunities for Capacity Analysis Refinement**

Capacity analysis dates back to the 1960's in the planning and construction of the Interstate Highway System to determine segment-wise whether four, six, or eight-lane cross sections should be used to accommodate projected traffic volumes.

An initial discussion of capacity analysis refinement opportunities came at the May 2011 California Pan Ethnic Health Network (CPEHN) "Transportation and Community Well-Being" Workshop in Oakland. Jeff Hobson of TransForm ([www.transformca.org](http://www.transformca.org)) noted that while reducing vehicle speeds on roadways from 40 to 20 mph degrades segment LOS from A to C, it cuts pedestrian fatalities 10-fold.

At the October 2014 Envisioning California Workshop in Sacramento, TransForm Executive Director Stuart Cohen discussed his efforts to get 5<sup>th</sup> floor Planning Departments to talk to 3<sup>rd</sup> floor Traffic Operations Departments on the implementation of "game changing" legislation such as SB-375 (Sustainable Communities Strategy, Steinberg, 2009), as the traditional LOS metric was serving as a barrier to implementation.

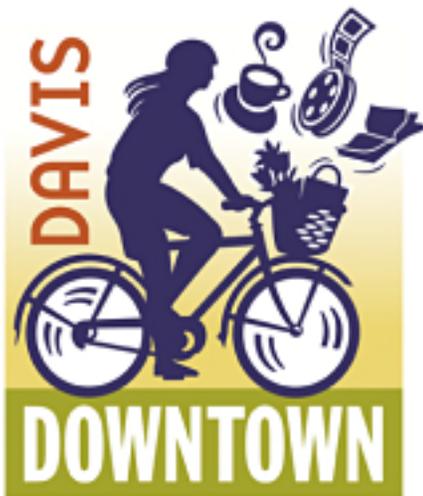
During the class, it was noted that the isolated intersection LOS concept may overlook system implications. In Orange County during the AM peak hour, it may be common to find freeway segments and interchange intersections operating at LOS D or better. Yet the relatively acceptable operations are being caused by the severe bottleneck on Southbound I-5 between I-605 and the Orange County Line.

#### **Opportunities for Trip Generation Refinement**

Trip generation analysis dates back to the 1970's based on reported averages on single isolated suburban land uses from consultants nationwide with significant variations in the data points. This data was used to formulate average rates from basic division and equations from best fit curves.

Davis and Sacramento were cited as two specific examples where actual vehicle trip generation deviates significantly from these rates and equations.

Although at least 30% of the trips are made by active transportation modes (walking, bicycling, transit riding) in the university town of Davis, the actual vehicle trip generation is higher than that predicted by ITE. This is due to a combination of the City's high wealth and location along the "urban fringe". Wealthy households generate a high number of entertainment, service, and delivery trips. Residents along the "urban fringe" tend to commute outside of the city for work. If the VMT metric were applied to Davis, the relative trip generation would be even higher due to the high proportion of residents that commute to the Bay Area for work where high-wage employment opportunities are far more abundant than in nearby Sacramento.



Downtown Sacramento on the other hand has trip generation that is significantly lower than that predicted by ITE due to struggling retail (half of relatively new Downtown Plaza shopping mall was demolished to build the Golden 1 Center) and relatively low residential (lack of significant new housing in downtown since the 1970's despite significant recent advocacy efforts to change this). Other contributing factors include a relatively high proportion of "complete streets", seasonal fluctuations in legislative activity, and limited downtown activity outside of working hours.

### **VMT as the New Vehicle Trip**

VMT is a more "composite" trip generation metric that combined actual vehicle trip generation with trip length while driving more compact urban infill developments that combine residential, office, and retail. What about the incorporation of entertainment and institutional uses? Keep an eye on the Sacramento Railyards

development where the latest plans call for a Major League Soccer Stadium (MLSS), a UC Davis Campus, and a Kaiser Hospital in addition to a mix of residential, office, and retail uses next to California's second busiest Amtrak Station.

### **Next Steps**

Agencies are rewriting their Transportation Impact Study (TIS) guidelines with SB-743 in mind. One such agency, Fresno, where High Speed Rail construction has been underway for nearly three years, will be the first in the nation to become a living laboratory for this new technology. Therefore, ITE Members are encouraged to conduct a Google search of the "State of California Governor's Office of Planning and Research" and read the "Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA" on Implementing SB-743 (Steinberg, 2013) dated January 20, 2016. Then continue to weigh in on discussions on this pivotal topic within the Western District ([www.westernite.org](http://www.westernite.org)).

### **Educational Opportunities**

The University of California Berkeley Institute of Transportation Studies Technology Transfer Program is offering training classes on the following topics:

- Complete Streets Planning and Design (PL-11)
- Transportation Planning Fundamentals for California Streets (PL-14)
- Bus Rapid Transit: Planning, Design, and Operations (PL-60)
- Transit-Oriented Development: Putting it all Together (PL-61)
- Bikeway Facility and Master Planning (TE-34)
- Multimodal Level of Service Analysis (TE-36)
- Multimodal Transportation Planning and Engineering (TE-40)
- Multimodal Transportation Impact Analysis (TE-42)
- Multimodal Transportation Operations: Evaluation Methods & Performance Measures (TE-43)
- Bikeway Facility Design and Safety Improvement (TE-52)

For more information, go to [www.techtransfer.berkeley.edu](http://www.techtransfer.berkeley.edu).

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

**Save the Date!**  
**August 2018 ITE International Annual Meeting at the Hilton in Minneapolis**



**Minneapolis 18**  
**Annual Meeting and Exhibit**  
**August 20 – 23**



**Sponsorship Opportunities**

The ITE Southern California Chapter is still seeking sponsors for 2017-2018! Our lunch meeting sponsorships have been filled, but we are currently looking for newsletter advertisements sponsors and additional sponsors for our March Joint Meeting with ITE San Diego and June Joint Meeting with ITS-CA. Your sponsorships will help ITE SoCal in supporting our ITE Student Chapters for this year’s Traffic Bowl, Student Chapter Night, and other ITE related events. The more our section raises, the more we can give back to our Student Chapters. Please reserve your spot soon!

The package options are listed below. Please review the options to see which one will work for you. Thank you for your continued support of ITE SoCal! Please contact Meghavardhan Govindu at [mgovindu@gundacorp.com](mailto:mgovindu@gundacorp.com) for more information.

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Lunch Meeting*	\$500	• Display table • 2 attendee lunches (\$60) • 4 minute presentation during lunch	\$500	• Display table • 2 attendee lunches (\$60) • 4 minute presentation during lunch	\$500	• Display table • 2 attendee lunches (\$60) • 4 minute presentation during lunch
Value	\$1,750	<b>PACKAGE PRICE</b>	\$1,000	<b>PACKAGE PRICE</b>	\$750	<b>PACKAGE PRICE</b>
Package Discount	<del>(\$180)</del> 10% off	<b>\$1,570</b>	<del>(\$50)</del> 5% off	<b>\$950</b>	<del>(\$40)</del> 5% off	<b>\$710</b>

\*In addition, the package sponsors get their company logo (clickable) posted on our website for the entire year.

\*Price is for 1 of our 8 monthly regular meetings; pricing for Holiday Mixer/Workshops/Student Chapter Night is not included in the package and will be provided separately a month prior to the event.

NEWSLETTER VOLUME DISCOUNTS				
	Base Price**	Two Newsletters**	Three Newsletters**	Four or More Newsletters**
Full Page Ad	\$500	-	\$475	\$450
Half Page Ad	\$250	\$240	\$225	\$215
1/4 Page Ad	\$125	\$115	\$110	\$100

\*\*Pricing is PER NEWSLETTER; ITE-SoCal Section issues ten (10) newsletters in a year.

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INSTITUTE OF TRANSPORTATION  
ENGINEERS



P R E S E N T

Our Joint November Lunch Meeting  
at

The Restaurant at Kellogg Ranch  
3801 W Temple Ave #79  
Pomona, CA 91768

WEDNESDAY

11.15.2017

11:30 AM

TRANSPORTATION SAFETY REGIONAL EXISTING CONDITIONS

COURTNEY AGUIRRE, SENIOR REGIONAL PLANNER AT SCAG  
ALAN THOMPSON, ACTIVE TRANSPORTATION PLANNER AT SCAG

EARLY REGISTRATION ENDS ON 11.11.16

Please register online at

<https://www.eventbrite.com/e/2017-rsbite-and-socal-joint-november-meeting-registration-37079663271>

For questions, please contact:

*Joshua McNeill, P.E., T.E.*

*Vice President*

*ITE Southern California Section*

*jmcneill@iteris.com*

Early Registration \$30 | Early Public Agency \$20 | Students \$15

Late Registration \$35 | Late Public Agency \$25

Thank you to the ITE sponsor Advantec for sponsoring our November Meeting!





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# HOLIDAY MIXER

December 6  
6:00 p.m. to 9:00 p.m.

Los Coyotes Country Club  
8888 Los Coyotes Drive  
Buena Park, California

All members and guests welcome!

Register Here: <https://2017holidaymixer.eventbrite.com>

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