President’s Message

Andrew Maximous, PE, TE

Dear ITE Southern California Members,

I would like to thank Mr. Ernesto Chaves and Mr. Doug Smith for their time and coming to our September meeting. Their presentation on the I-710 South project provided valuable insight to a very significant regional project.

A reminder that beginning November 10, 2012, the existing HOV lane on the Harbor (I-110) Freeway will be converted to a High Occupancy Toll (HOT) lane. The HOT lane on the San Bernardino (I-10) Freeway will be active in early 2013. Commonly known as the "Express Lanes", carpools will still be able to use the facility without charge, but will need a new transponder. The Automobile Club of Southern California offers discounts on the transponder and toll for all AAA members. For those who have low or zero emission vehicles with a white sticker, unfortunately, you will not be able to use the lanes as a solo driver. For more information, visit the official website at www.metroexpresslanes.net.

As the 2012 election is fast approaching, I encourage you all to go out and vote. It is very important to review all of the state and local measures on the ballot as many of them have transportation related impacts. Election Day is November 6, 2012, and you can go to http://www.vote411.org to find your polling place.

The Section is currently has in need of a new Legislative Analyst. If you, or someone you know is interested in this ITE So Cal committee chair position, please let one of the Board members know.

I look forward to seeing you at our next meeting on October 17 in Orange County. Be sure to check out our website for additional information and updates, www.itesocal.org.
2011-2012 Southern California Section Officers

President
Andrew Maximous, PE
City of Santa Monica
Ph. (310) 458-8991
andrew.maximous@smgov.net

Vice President
Sri Chakravarthy, PE
Kimley-Horn & Associates
Ph. (818) 227-2790
srikanth.chakravarthi@kimley-horn.com

Secretary-Treasurer
Neelam Sharma, TE
URS Corp.
Ph. (714) 433-7664
neelam.sharma@urs.com

First Past President
Steven Itagaki, PE, PTOE
JMDiaz Inc (JMD)
Ph. (626) 820-1137
sitagaki@jmdiaz.com

Second Past President
Lisa Martellaro-Palmer
City of Los Angeles DOT
Ph. (213) 928-9665
lisa.martellaro-palmer@lacity.org

2011-2012 Southern California Section Chairs

Newsletter Editors
Jay Dinkins, PE
City of Santa Monica
Ph. (310) 458-8963
jay.dinkins@smgov.net

David Schwegerl, PE
Ph. (425) 466-5677
david.mschwegel@aol.com

Industry Coordinator
Janna McKhann
NeXtech Systems, Inc.
Ph. (714) 289-8940
nextech@cox.net

Legislative Analyst
Vacant

Membership Coordinator
Ted Mukuria
CH2M Hill
Ph. (213) 228-8218
ted.mukuria@ch2m.com

FTAA/FHWA Liaison
Lawrence (Jesse) Glazer
FTAA/FHWA LA Metro Office
Ph. (213) 202-3955
Jesse.Glazer@fhwa.dot.gov

Webmaster Chair
Vikas Sharma
Kimley-Horn and Associates, Inc.
Ph. (818) 227-2790
vikas.sharma@kimley-horn.com

Chair of Professional Development
Lisa Martellaro-Palmer
City of Los Angeles DOT
Ph. (213) 928-9665
lisa.martellaro-palmer@lacity.org

In This Issue

- State Transportation Choices Legislation: 2012 in Review
- 20 Hot Transportation Topics
- Christine Mercado of Fehr & Peers speaks for USC ITE's First General Meeting
- Bicycle Studies and other Free Resources for Urban and Transportation Planning
- Los Angeles Union Station Master Plan
- Opportunities for Newsletter Advertising and Sponsorship
- Opportunities for Newsletter Content
- Announcements
- Capitol Corridor: Northern California's Intercity Passenger Rail Success Story
- California High Speed Rail Business Plan and Funding Concepts

October 2012

- Tues 17th, 11:30 AM, ITE So Cal Meeting, Knott’s Berry Farm Hotel
- Tues 23rd, 4:00 PM, LA/OC TSA, OCTEC, ITE Vendor Show and Social Night, Diamond Bar Golf Course, 22751 Golden Springs Dr, Diamond Bar (see page 11 and flyer)
- Tues 30th – Wed 31st, Designing Pedestrian Safety Workshop at Metro (Info: Google “LA Metro”)
- Wed 31st, 11:30 AM, ITS CA “ITS Funding and Funding Opportunities” Workshop, Knott’s Berry Farm Hotel (see page 11 and flyer)

November

- Thurs 1st – Fri 2nd, Designing Pedestrian Safety Workshop at Metro (Info: Google “LA Metro”)
- Wed 14th, 11:30 AM, ITE So Cal/Riverside-San Bernardino Meeting, The Restaurant at Kellogg Ranch, Cal Poly Pomona

December

- Mon 3rd – Wed 5th, US High Speed Rail Association Conference, Union Station, Downtown Los Angeles (info: www.ushsr.com) (see page 11)
- Thurs Dec 6th, CTCDC Event (Info: Google “CTCDC”)

January 2013

- Wed 16th, 11:30 AM, ITE So Cal/City Traffic Engineers Meeting, Monterey Hill Restaurant

February

- Tues 12th, 11:30 AM, ITE So Cal/Central Coast Meeting, Los Robles Greens, Thousand Oaks

March

- Fri 15th, 10:00 AM, ITE So Cal/San Diego Meeting, El Adobe Restaurant, San Juan Capistrano

April

- Wed 17th, 11:30 AM, ITE So Cal, Monterey Hill Restaurant, Monterey Park

May

- Wed 22nd, 5:00 PM, ITE So Cal/OCTEC, Student Chapter Presentations, North Orange County Location TBD

June

- Wed 19th, 8:30 AM, ITE/ITS So Cal Mini-Workshop/Annual Meeting, Monterey Hill Restaurant, Monterey Park
California’s legislature runs in two-year cycles, at the end of which any bill not passed or signed is “dead,” and must be freshly introduced in the next year’s legislative session. The final two months of this cycle – the end of legislative session in August, then waiting for the Governor’s decision on several bills in September – made for an exciting and, at times, nail-biting 60 days for transportation advocates.

The June ITE newsletter reported on the first-ever statewide Transportation Choices Summit and Advocacy Day, which on May 1 & 2 briefed over 100 delegates on state policy and brought them into the State Capitol to discuss four bills with their elected representatives. TransForm, the Oakland-based nonprofit who hosted the event, supported a total of 9 bills related to transportation and affordable housing in the 2012 legislative session.

The final score? 5 signed by the Governor; 2 vetoed; and 2 failed to pass the Legislature.

**Signed by the Governor**

**AB 441 (Monning)** – Including health and equity in regional transportation planning (a TransForm co-sponsored bill)

On September 19, Governor Brown signed AB 441 into law. This law requires the California Transportation Commission -- in their next update of the Regional Transportation Plan guidelines -- to include a summary of projects, policies and programs that successfully promote better health and health equity.

TransForm co-sponsored this bill with CPEHN, the California Pan-Ethnic Health Network, and worked closely with the bill’s author, Assemblyman Bill Monning. Together we showed how so many of the strategies outlined in our recent report *Creating Healthy Regional Transportation Plans*, can provide great access for people of every age, income race and ability, while making the transportation system even more efficient. From Safe Routes to Schools to providing vanpools for migrant workers we can promote safety, reduce congestion and air pollution, and save families money. *Read the full text of the new law here.*

**SB 1339 (Yee)** – Expanding commuter benefits programs across the Bay Area

Governor Brown signed SB 1339 on September 30th, authorizing a pilot program through 2016 in the San Francisco Bay Area that allows the Metropolitan Transportation Commission (MTC) and the Bay Area Air Quality Management District (Air District) to jointly adopt an ordinance requiring employers with 50 or more full-time employees to offer certain employees commute benefits. In return, these businesses receive reductions in their payroll taxes.

It is estimated that SB 1339 will save commuters up to 40% on commuting costs and save employers about 9% on payroll taxes as employers can deduct the costs of the program from their payroll tax burden.

**AB 1446 (Feuer)** – Extending ½ cent sales tax in L.A. County

Governor Brown signed AB 1446 into law on September 30th, authorizing the Los Angeles County Metropolitan Transportation Agency (LA Metro) to place on an LA County ballot the permanent extension of an existing county-wide ½ cent sales and use tax, which currently sunsets in 30 years. Revenue from the existing ½ cent tax, known as “Measure R,” is dedicated to construction and operation of rail, highway and bus projects in Metro’s Long Range Transportation Plan (LRTP), as well as local initiatives such as street and signal improvements, bicycle and pedestrian projects, and more.

Assembly Bill 1446 will give LA County voters the opportunity to extend the duration of this important local source of funding for an ambitious program of transportation infrastructure projects that will transform the Los Angeles region. The anticipated new revenue can be bonded against to build project sooner.

“I am thrilled that with Governor Brown’s signature on AB 1446, Measure J can go before LA County voters in November,” said Los Angeles Mayor Antonio Villaraigosa. “If we pass Measure J, we can…..complete light rail and subway projects in one decade instead of three.”

For more information please see: [http://www.metro.net/projects/measurej/](http://www.metro.net/projects/measurej/)

**AB 1532 (Pérez) & SB 535 (deLeon)** – Processes for allocating carbon cap & trade auction revenue

On September 30th, Governor Brown signed AB 1532 and SB 535 into law. These two bills set up a process and guidelines for allocating revenues collected by the state from its cap & trade carbon auction. AB 1532 develops the process, with illustrative (but not exhaustive) language around the possible uses for this revenue – specifically...
mentioning public transportation and housing, among others.

SB 535 clearly states that at least 25% of cap and trade auction revenues must be spent on projects and programs that positively impact disadvantaged communities, and at least 10% of all revenues must be spent within disadvantaged communities. Both bills help to offset the impacts of climate change and other pollutants on all Californians.

TransForm will continue to advocate for significant funding for public transit, bicycle and pedestrian infrastructure, and affordable homes near transit in 2013. Read TransForm's and allies' proposal for cap and trade auction revenue here.

Vetoed by the Governor

SB 1156 (Steinberg) – Establishing a Sustainable Communities Investment Authority

This bill was intended to authorize cities and counties to form Community Development and Housing Joint Powers Authorities (JPAs) for the purpose of administering ongoing economic development and affordable housing programs while reducing vehicle miles traveled. The Governor vetoed the bill, expressing hope that he and stakeholders would work closely in the future on new proposals, "...once the winding down of redevelopment is complete and General Fund savings are achieved."

SB 1464 (Lowenthal) – Creating a 3-foot safety zone to protect bicyclists from motor vehicles

This was a priority bill for TransForm, and sadly vetoed by the Governor despite significant efforts to address the concerns he raised when he vetoed a similar measure last year. In his veto message, the Governor claims that the bill does not adequately protect the State from lawsuits brought by drivers who felt they must cross a double yellow line and became involved in head-on collisions or other accidents as a result.

This concern was not brought up during the legislative session by any other interested party, including the Attorney General’s office, nor the CHP. TransForm is greatly disappointed that bicyclists must continue to use unsafe roadways due to the Governor’s concern over lawsuits (California’s bicycle and pedestrian roadway fatalities are roughly twice the national average).

Did Not Pass the Legislature

AB 485 (Ma) – TIF for TOD

Assemblywoman Ma authored language intending to ease the use of tax increment financing (TIF) to fund transit-oriented development (TOD). The bill would have made it easier for local governments to raise funds for TOD’s as long as they met certain requirements – such as dedicating 20% of revenues to affordable homes. The bill met stiff resistance from the Governor’s office, and was pulled from consideration by the author.

SB 1572 (Pavley) – Cap and trade auction revenue allocation for 2013

This bill would have allocated revenues from California’s first cap and trade carbon auction – scheduled for November of 2012 – to specific projects and programs. TransForm and Housing California worked closely with senate staff and met with Senator Pavley to show the benefits of a proposal that included transit and affordable homes.

Some of TransForm’s ideas for ensuring affordable homes near transit actually pushed the envelope on being low-traffic and thus would be able to stand up to a legal next test, were put in as part of her bill (e.g., prioritizing projects that offer free transit passes and carsharing).

The bill, which received stiff resistance, was pulled from consideration by the author.

NEED MORE INFORMATION?

For the most up-to-date information on the status of California bills go to http://legislature.ca.gov/

Have questions? Contact Joshua Stark, State Campaign Director at TransForm or call our Sacramento office at 916-441-0204.

Want to submit a piece of legislation for TransForm to take a position on? Fill out the request form.
20 Hot Transportation Topics

David M. Schwegel, PE

1. California Gas Prices Escalate: A So Cal Exxon Mobil refinery production reduction, a Richmond Chevron Corp refinery fire, and a contaminated pipeline shutdown shot the state's gas price average up to an all time high of $4.67/gallon. In response, Governor Jerry Brown gave the California Air Resources Board permission to start selling cheaper winter-blend gas. (“Gas prices spike around Sacramento, state,” by Melanie Wise in Sacramento Business Journal, Oct 8, 2012)

2. Inland Empire Fast Tracks Rail Crossing Projects: Voter-approved Prop. 1B (2006) requires all Trade Corridors Improvement Fund projects to be completed by Dec 31, 2013. Yet construction has not even started on 14 grade separation projects in Riverside and San Bernardino Counties. Riverside County Transportation Commission Deputy Director John Standiford says, “there will be quite a push at the end that will require cooperation between local agencies, the railroads, and the state.” (“Inland: Construction deadline bearing down on Inland rail-crossing projects,” by Dug Begley in The Press Enterprise, Oct 7, 2012)

3. Los Angeles Union Station (2050) Offers a Master Plan Team: This Master Plan Team under Prime Consultant Gruen Associates covers transportation planning/traffic engineering/parking/connectivity, high-speed rail transit engineering, urban design, traffic consulting, community outreach, civil engineering, geotechnical engineering, urban design, cost planning, cost estimating, and CEQA/environmental functions among others. Metro-certified Small Business Enterprises (SBE) provide ¼ of the services. (Los Angeles Union Station Recommended Master Plan Team by Grimshaw, Gruen Associates, 2012)

4. Los Angeles Union Station is a Conference Venue: The US High Speed Rail Association (USHSR) (www.ushsr.com) and the Mineta Transportation Institute host a Joint Conference Mon Dec 3 to Tues Dec 4 with technical tours on Wed Dec 5. The American Society of Civil Engineers (ASCE) (www.asce.org) Region 9 (California) hosts a High-Speed Rail Infrastructure Symposium around March 2013.

5. Move LA Supports Measure J: Move LA encourages transportation professionals to support Measure J to: (a) fund 7 transit and 8 highway improvement projects in the next 10 years, and (b) provide a 6-decade revenue stream for bus operations and local municipal projects. See Legislative Analysis on pages 3 and 4 for further details. (Move LA, September 2012)


7. Governor Signs Healthy Communities Legislation: On September 19, Governor Jerry Brown signed AB 441 (Health in Transportation Planning) into law. AB 441 - authored by Assemblymember Bill Monning (District 27) – co-sponsored by the California Pan Ethnic Health Network and TransForm - requires the California Transportation Commission (CTC) to summarize health and equity transportation projects into the state’s Regional Transportation Planning (RTP) Guidance. See Legislative Analysis on pages 3 and 4 for further details. (California Pan Ethnic Health Network, September 2012)


9. Governor Vetoes Bike Clearance Legislation: At the end of September, Governor Jerry Brown vetoed SB 1464 (drivers give cyclists 3+ feet clearance in same-lane passing) over liability concerns even though 21 states already have such laws. See Legislative Analysis on pages 3 and 4 for further details. (TransForm eNews Oct 3, 2012)

10. TransForm “TransForms” Parking Spaces into “Parklets”: On September 21, TransForm celebrated PARK(ing) Day in downtown Oakland and San Jose, turning selected parking lots into “parklets” (park-use spaces) – playing music, showcasing art and refreshments, and performing related festival activities. (TransForm eNews Oct 3, 2012)

11. Citizens Experience “Car-Free Bliss” on October 14: Downtown Berkeley closes 17 city blocks to automobile traffic on October 14 in a “car-free street bliss,” for participants to travel by foot, bike, skates, or other car-free mode of choice. (TransForm eNews Oct 3, 2012)
12. Transportation Professionals connect Jobs, Housing, and Traffic: Vu-Bang Nguyen (Urban Habitat) discusses how limited housing and quality transit near employment centers generates lengthy commutes, heavy roadway congestion, social equity challenges, and environmental degradation – October 18, 7:00 PM, Sunnyvale Heritage Park Museum. (TransForm eNewsletter Oct 3, 2012)

13. California High Speed Rail Authority Buys California: In September, Governor Jerry Brown signed AB 16 (buy California) encouraging the California High Speed Rail Authority to buy rail cars and equipment manufactured in California – namely German-headquartered Siemens with a manufacturing plant in Sacramento. ("Governor signs policy to encourage High-Speed Rail Authority to buy in California," by Melanie Turner, Sacramento Business Journal, Sept 24, 2012)

14. California High Speed Rail Injunction Request to be Considered: Madera County Board of Supervisors, Madera County Farm Bureau, Merced County Farm Bureau, Chowchilla Water District, Preserve Our Heritage, the Fraguendes farming family, City of Chowchilla, and Timeless Investments have filed suit against the California High Speed Rail Authority over concern that the project will “create permanent damage and irreparable harm” to agriculture. A hearing takes place Nov 16 in Sacramento where the plaintiffs will request an injunction to prevent work commencement until after trial completion. ("Judge to consider high-speed rail injunction request," by Tim Sheehan, The Fresno Bee, Sep 26, 2012) On the other hand, the Authority’s Agricultural Working Group (AWG) presentation at their Sept 11, 2012 board meeting suggests agricultural impacts are minimal based on extensive overseas research.

15. FRA Approves Merced to Fresno HSR: On Wednesday, September 19, the Federal Railroad Administration (FRA) approved the 65-mile section of the California High Speed Rail project between Merced and Fresno. California High Speed Rail Authority CEO Jeff Morales says, “We are poised to move forward and break ground next year.” ("California high speed rail segment receives federal approval," by Mary Sisolson, Reuters, Sep 19, 2012)

16. MAP-21 is a Game Changer: In October, implementation of the $105B MAP-21 (Moving Ahead for Progress in the 21st Century) transportation bill begins promising sweeping changes in the Transportation Infrastructure Finance and Innovation Act (TIFIA) loan program, the National Highway Performance Program, the Surface Transportation Program, and the Highway Safety Improvement Program. ("LaHood: ‘New transportation era’ begins Monday with highway bill implementation," by Keith Laing, The Hill Transportation Blog, Sept 27, 2012)

17. Michigan DOT Master Plan doesn’t accommodate 220-MPH Trains: The Michigan Department of Transportation (DOT) seeks public comment for the “Michigan to Detroit Purpose and Need Statement” focused on a new double-track passenger mainline for the 50-mile Chicago to Porter segment – the “keystone” of an expansive Midwest High Speed Rail system with Chicago as the hub. Yet the statement does not account for 220-MPH trains as DOT officials feel support is insufficient for its inclusion. (Midwest High Speed Rail Association eNewsletter Oct 9, 2012)

18. Chicago Cleans River and Expands Riverwalk: In April 2012, Illinois pledged a $10M Chicago River purification commitment. On Oct 8, Mayor Rahm Emanuel unveiled a 6-block riverwalk expansion plan (State Street to Lake Street) along the Chicago River, the City’s “second shoreline.” Sections include The Marina (State to Dearborn), The Cove (Dearborn to Clark), The River Theater (Clark to LaSalle), The Swimming Hole (LaSalle to Wells), The Jetty (Wells to Franklin), and The Boardwalk (Franklin to Lane). ("Chicago Unveils Riverwalk Expansion Plans," by Lisa Balde of Ward Room, Oct 8, 2012)

19. Rio Takes Olympic Baton: When the International Olympic Committee (IOC) awarded the Summer 2016 Olympics to Rio de Janeiro (6.5M) in 2009, Brazil was hailed as the world’s sixth largest economy. Yet the “first South American city to be awarded the Olympics,” is plagued with construction delays, crowded roadways and airports, and limited transit service, particularly with Rio’s challenging topography wedged between mountains and the Atlantic Ocean. Sao Paulo Attorney and former Brazil Olympic Committee member Alberto Murray Neto notes "Brazil and Rio have four years to do all those things that have not been done in 400." ("Rio takes Olympic baton as skeptics fear it will fumble," by Anna Irrera and Paulo Prada, Reuters, Aug 13, 2012)

20. India Proposes Mass Infrastructure Spending: India plans to spend $1T on infrastructure in 5 years despite high interest rates, escalating public debt, and ongoing policy issues disrupt foreign investment. In the 2011-2012 fiscal year 2/3 of the 4,970 miles of PPP contract highways remain incomplete while stuck in government review. Yet ASAPP Media Pvt. Ltd. Editor in Chief Pratap Padode said, "I believe the crack of dawn is here" with newer roadways relieving traffic congestion and igniting the sub-continent’s economic engine. August 2012 saw the debut of a $2.4B, 103-mile Hew Delhi-Agra (Taj Mahal) highway. The five-year plan entails 3,100 to 3,700 miles of highway per year through 2017. ("Amid PPP Slowdown, India Turns to Cash Contracts," by Tudor Van Hampton, Engineering News Record, Sept 17, 2012).
The USC ITE student chapter, now in its third year, welcomed back Christine Mercado of Fehr & Peers on Thursday, September 13th. Over pizza, Mercado addressed over thirty interested students about her internship and career experience at Fehr & Peers. Mercado also offered advice and tips on finding an internship in today’s economy. Mercado’s talk brought together a diverse crowd of graduate and undergraduate students hailing not only from the USC Sonny Astani Department of Civil Engineering, but also from the USC Price School of Policy, Planning, and Development.

Ms. Mercado, the former president and co-founder of ITE at USC, was eager to come back and give a talk to the students. She began her talk with her reasons for entering the transportation field: Mercado was enticed by the multidisciplinary nature of the transportation field, as well as the chance to work on projects that impact the lives of the entire community. She initially interned in the planning department at the Port of Long Beach before securing an internship and then a full-time job at Fehr & Peers. She described the interview process as grueling but also emphasized that it gave her the opportunity to make sure Fehr & Peers was the firm for her. She praised her firm for providing her with an internship experience that closely mirrored the position of an entry-level transportation engineer.

After speaking to the excellent opportunities for career advancement and training at her firm, Ms. Mercado spent some time giving job-hungry students advice in their internship and job searches. She encouraged students to attend the monthly meetings of ITE Southern California as well as the meetings of WTS and ASCE. Mercado explained that the transportation industry is a lot smaller than we think, and that faces will become familiar very quickly. Mercado told the students that industry professionals love speaking with students, and that it still surprises her how many people she runs into during a typical work day that she’s met at industry meetings or worked with during her time as a student.

The USC chapter of ITE, formed by four graduate students under the direction of Professor Shen in April 2011, is a growing student organization that seeks to give students professional exposure to the transportation industry. The chapter consists of both graduate and undergraduate transportation enthusiasts across several USC schools. This small, but fast-growing chapter appreciates any and all support from fellow ITE members whether it is in the form of cash donations, office and technical tours, or guest speakers such as Ms. Mercado. Please contact us at iteusc@gmail.com for more information on how you or your company can help the USC Chapter of ITE!
Bicycling is a growing trend in many cities. (Credit: www.pedbikeimages.org/TedSweeney)

The Mineta Transportation Institute (MTI), funded by the U.S. Congress and Caltrans to conduct public policy research, has produced nearly 200 peer-reviewed research reports and public policy meeting summaries since 1994. MTI’s web site averages 80,000+ report downloads each month.

These reports assist policy makers, transportation engineers, urban planners, emergency response agencies, safety and security offices, agencies that depend on public funding for transportation infrastructure, students, and other researchers.

This year bicycling has proven to be an especially popular topic, as municipalities, private employers, and individuals increasingly support non-motorized transportation. This year alone, MTI’s bicycle reports have been downloaded more than 100,000 times.

The most recent bicycle studies include:

- **Public Bikesharing in North America: Early Operator and User Understanding** - This study evaluates public bike sharing in North America, reviewing the advances in technology and major events during its rapid expansion.

- **Low-Stress Bicycling and Network Connectivity** - The objective of this study was to develop measures of low-stress connectivity that can be used to evaluate and guide bicycle network planning.

- **An Examination of Women's Representation and Participation in Bicycle Advisory Committees in California** - This study examines women’s membership levels in and experiences serving on California bicycle advisory committees and bicycle/pedestrian advisory committees.

- **Promoting Bicycle Commuter Safety** - Researchers presented an overview of the risks associated with cycling to emphasize the need for safety.

- **Integration of Bicycling and Walking Facilities into the Infrastructure of Urban Communities** - This project highlights best practices and identifies program characteristics associated with high levels of non-motorized travel, with an emphasis on bicyclists and pedestrians.

- **Bicycling Access and Egress to Transit: Informing the Possibilities** - This project aids in developing a framework to evaluate the cost effectiveness of different strategies to integrate transit and bicycling.

- **Measuring Walking and Cycling Using the PABS (Pedestrian and Bicycling Survey) Approach: A Low-Cost Survey Method for Local Communities** - This project developed a low-budget survey method and related sampling strategy for communities to easily, affordably, and reliably document the amount of local walking and cycling among their residents.

MTI sponsors the National Transportation Security Center, National Transportation Finance Center and the National High Speed Rail Connectivity Center.

Additional free MTI resources include annual reports on national public opinions about the most acceptable ways to generate revenue to fund transportation infrastructure; how to maintain continuity of government during disasters; how to develop effective traffic routing strategies for disasters; collaborative funding to facilitate airport ground access; cost estimate modeling of transportation management plans for highway projects; street standards as parking policy; shared-use bus priority lanes on urban streets; the influence of neighborhood crime on travel behavior; reliability-centered rail maintenance; and others.

MTI is affiliated with the College of Business at San Jose (Calif.) State University.

Visit the MTI web site for a complete list of research reports, all of which are available for free PDF download. The site also has a list, with detailed descriptions, of research projects currently underway. Most of these will be completed within the next year.

The Mineta Transportation Institute was founded by U.S. Secretary of Transportation (ret.) Norman Y. Mineta under ISTEA legislation in 1991. It has continued to win funding competitions since that time, receiving additional funds from the California State Department of Transportation (Caltrans), U.S. Department of Homeland Security, and other public and private entities. For more information, contact Donna Maurillo (donna.maurillo@sjsu.edu, 408-924-7560).
In August 2012, the Los Angeles County Metropolitan Transportation Authority (LACMTA) kicked off a two-year master planning effort for its Union Station property, after a year-long, two-staged procurement process that included proposals from 22 world class consultant teams. LACMTA’s Board approved Gruen Associates as the prime consultant, in partnership with Grimshaw Architects as the design lead, along with a team of 18 subconsultants who will produce the much-anticipated Master Plan.

Why a Master Plan?
LACMTA purchased the 42+/- acre Union Station property in April 2011 from Catellus, the for-profit development arm of the Santa Fe railroad company. The LACMTA Board of Directors also directed the agency to pursue a master plan for the property.

The Historic Union Station was built in 1939 as the terminus for Santa Fe, Union Pacific and Southern Pacific Railroads. At the time, the station saw about 6,000 boardings per day. Today, as the connection point for the Red, Gold and Purple rail lines, 19 metro and municipal-operated bus lines, Amtrak’s intercity rail and Metrolink’s commuter rail systems, and several shuttle services; Union Station experiences 60,000 boardings per day. During peak commute hours, the historic tunnel that connects the terminal, the platforms and the East Portal and Patsauras Transit Plaza are at capacity.

Beyond current capacity constraints, LACMTA is in the midst of an unprecedented expansion of the Los Angeles rail system. With the 2008 passage of Measure R, Metro is investing $14 billion in transit projects. Within 30 years, the number of light rail and subway stations will increase from 105 to approximately 200 stations. Los Angeles’ rail system is expanding from 131 miles to 236 miles. Union Station is the hub of this system, and by 2020, expects to reach 100,000 boardings per day. If Measure J is passed by voters in November 2012, Metro will accelerate its transit construction plans and complete the planned transit projects within 10 years.

Another reason for a Master Plan is that the Union Station property is entitled for over 6,000,000 square feet of development. The property’s land use is guided by the City of Los Angeles’ Alameda District Specific Plan, whose flexible entitlements allow for residential, commercial and entertainment uses on the property, including a sports arena. These entitlements are sealed in through 2022 by a Development Agreement between LACMTA and the City of Los Angeles. While transit oriented development at this regional multi-modal hub could be a major boost to ridership as well as providing opportunities for increased quality of life in the downtown area, development of any major scale must be appropriately balanced with the transit experience on the site as well as consideration for enhancement and preservation of the historically significant components of the property. In addition, LACMTA is committed to developing Union Station as an iconic and extraordinary place. Metro is seeking a development program that offers a balance of activity, energy and vibrancy, offering open space and connections to the surrounding community while creating a world class transit experience. For all of these reasons, new development must be guided by a holistic vision for the property.

Finally, a Master Plan is necessary to help plan for Union Station as the Los Angeles terminus for High Speed Rail. The scale of a high speed platform is much larger and more complex than the existing transit uses on the site, not to mention bringing another projected 25,000 passengers per day. LACMTA will work with the California High Speed Rail Authority (CHSRA) to ensure that the station offers a world class transit experience. LACMTA and the CHSRA have already agreed that the first and highest-priority project at the station - to be funded by the CHSRA - are the run-through tracks. The stub-end layout of trackage at the station requires multiple trains to back out of the station using the same tracks, causing frequent delays. LACMTA must update the environmental review and engineering plans for the run-through tracks. This work is anticipated to begin late Spring/Summer 2013.

What is a Master Plan?
The master planning process involves three main tasks: data collection and analysis, which will culminate in a development program for the property; draft alternatives, which will compare various approaches to fitting the program onto the site; and; a final plan for the property, which will include technical memos on financing, governance, sustainability, security and other implementation issues. The process includes a public outreach plan and will rely on extensive and iterative feedback from community stakeholders, neighboring property owners, transit operators, elected officials, arts and cultural organizations, and the development community, among others.

With the master plan having just kicked off, LACMTA is poised to make a critical investment in an historic terminal, to create an extraordinary place that connects downtown Los Angeles to its surrounding communities, and to turn Union Station into a world class multi-modal transportation center.
The newsletter is a perfect venue for advertising your products and services, as it is circulated nine (9) times a year to approximately 800 ITE recipients all over Southern California. Advertisements are priced reasonably for the benefit of our members.

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

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

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

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

The Newsletter Editors must receive your ad by the 3rd Friday of the month prior to the following month’s newsletter. Thank you in advance for your contribution to the ITE Southern California Section.

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

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

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

The newsletter is also a perfect venue for keeping the membership informed of a fascinating project you are working on or for educating the membership on a unique development of interest to the local transportation engineering community. Feel free to either provide an article, or if you are too busy to write an article, feel free to submit a fact sheet, and our technical writing team can either write the article for you or co-author the article with you. Typically 500 words and two photos fit on a single page. Articles should be objective and focus on the project, not the firm. This way they are not misconstrued as advertisements. Please submit content to Newsletter Editors Jay Dinkins (jay.dinkins@smgov.net) and David Schwegel (davidmschwegel@aol.com) by the deadline. The deadline for the November Newsletter is 11:59 PM on Sunday, October 28, 2012. Thank you in advance for your valuable contributions to this great team effort.

Opportunities for Newsletter Advertising and Sponsorship

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

Opportunities for Newsletter Content

David M. Schwegel, PE

In addition to Newsletter Sponsorship opportunities, we also have lots of Luncheon Sponsorship Opportunities at $100 per meeting. This is an extraordinary opportunity to educate one of the West Coast’s largest Transportation Engineering communities on your organization. Some other Sections charge $200 or more for lower profile meeting sponsorship opportunities. At $100 per meeting, this is an extraordinary value.
Announcements

GENERAL

ITE So Cal Latest Information
wwwITESocal.org

Meeting and Event Photos
http://picasaweb.google.com/ITESocal

We Are Now on Facebook
http://www.facebook.com/home.php?sk=group_174132915945907 or search for "Southern California ITE"

EMPLOYMENT OPPORTUNITIES

RBF Consulting, a Company of Michael Baker Corporation, has employment opportunities in the following areas:


For job descriptions and application instructions, go to www.rbf.com or www.mbakercorp.com. Click “Careers” and “Job Listings.”

Questions? Contact Lisa Tran (ltran@rbf.com, 949-855-7039).

CONTINUING EDUCATION OPPORTUNITIES

ITS Berkeley/Tech Transfer (510-643-4393, techtransfer@berkeley.edu) Upcoming Courses:

- Synchro and SimTraffic: Oct 24-25: Berkeley
- California MUTCD Update: Oct 30: Sacramento
- Traffic Signal Diagnostics and Maintenance: Nov 13: Costa Mesa
- Maintaining Retroreflectivity at Required Levels: Nov 29: Online
- Roundabouts: What You Need to Know: Dec 17-19:Online

WORKSHOPS

ITS California “ITS Funding and Funding Opportunities Workshop”

Wed October 31
11:30 AM – 2:00 PM (lunch at noon)
Knotts Berry Farm Hotel
7675 Crescent Avenue
Buena Park CA 90620

Agenda:

- Understanding Environmental Processes on Federally Funded Projects, Lorraine Ahlquist (PB)
- Interjurisdictional Traffic Signal Synchronization/ITS & Performance Measures, Ron Keith (OCTA)
- LA County Funding Availability, Frank Quon (LA Metro)
- MAP 21 Overview, Rick Backlund (FHWA)

RSVP: c.cleary@delcan.com by Fri Oct 26
$25 (ITS-CA members), $35 (non members)
Pre-Payment (recommended):
http://its-casocalworkshops.eventbrite.com

See Flyer

EVENTS

LA/OC TSA, OCTEC, ITE Vendor Show and Social Night

The Los Angeles and Orange County Chapters of the Traffic Signal Association (TSA), the Orange County Traffic Engineering Council (OCTEC) and the Southern California and Riverside-San Bernardino Sections of ITE are hosting an Annual Vendor Show and Social Night

Tuesday, October 23, 2012
4:00 – 8:00 PM
Diamond Bar Golf Course (22751 Golden Springs Dr, Diamond Bar)

Questions/RSVP: Dan Eichman (714-321,7513p, 909-606-2576f)

See Flyer

US High Speed Rail Association Conference

The US High Speed Rail Association (USHSR) (www.ushsr.com) – the nation’s “only nonprofit advocating for a nationwide High Speed Rail network to be constructed in phases between now and 2030” – is holding a Southern California Conference

Monday December 3 – Wednesday December 5, 2012
Los Angeles Union Station

The Capitol Corridor serves seventeen stations along the 170-mile rail corridor connecting Northern California’s Gold Country to Silicon Valley, paralleling both the I-80/I-680 and I-880 corridors in segments from Placer County/Sacramento metropolitan region to San Francisco/Oakland Bay Area, and as far south to San Jose.

Established in 1991, the Capitol Corridor was run by the State of California until July 1998, when the management of the service was transferred to the Capitol Corridor Joint Powers Authority (CCJPA). The CCJPA overseas the service with day-to-day management and staff support from San Francisco Bay Area Rapid Transit District (BART) and partners with Amtrak, Union Pacific Railroad, Caltrans and the communities comprising the CCJPA to offer cost-effective intercity passenger rail. In its 14 years of leadership the CCJPA increased:

- train service from six to 30 weekday (20 weekend) trains
- ridership from 400,000 passengers per year to nearly 1.8 million
- on-time performance from 80 to 94 percent

“We credit our high reliability, customer-focused service delivery and innovative marketing promotions as our winning formula for success,” CCJPA Board Chair Jim Spering said. “Not only do we benefit the traveling public, we are good for the environment and we contribute to the growth of our regional economy.”

In the near future, its economic advantages will reach beyond California.

The Capitol Corridor stands to benefit from a multi-state railcar procurement partnership aimed to address the demand for more passenger rail cars and boost the US economy. According to a September 26 California Department of Transportation (Caltrans) news release, the departments of transportation from California, Illinois, Michigan and Missouri are ready to award a contract for the manufacture and production of 130 bi-level passenger railcars. These new state-of-the-art bi-level passenger rail cars will be used in regional intercity rail corridors in California and the Midwest.

“Of the 42 new assembled in the US rail cars assigned to California, we expect 10 rail cars will be assigned to the Capitol Corridor by 2018,” CCJPA’s Managing Director David Kutrosky said. “The action taken by this multi-state partnership will create more jobs in America and help the Capitol Corridor accommodate more passengers and increase service efficiency.”

Initiatives closer to present day were made possible to federal High Speed/Intercity Passenger Rail (HSIPR) funding. HSIPR awards helped to fund three projects in Northern California to improve Capitol Corridor intercity passenger rail. Two of the three projects are complete:

(1) Sacramento Rail Relocation Project for the installation of a new passenger platform as part of the rail line relocation
(2) The expansion of the San Jose station platforms
(3) The Yolo Causeway Crossover Project near Davis (currently underway with an expected completion of December 2012)
Along with construction projects, the CCJPA’s efforts to improve the service include enhancing customer amenities. It offers free Wi-Fi, eTicketing options and targets its marketing efforts by promoting discounted travel for seniors, weekend travelers and sports fans attending events near Capitol Corridor stations.

CCJPA is also addressing its growing segment of bicycle using customers (now over 10 percent of its riders) by developing a Bicycle Access Plan, which will include on-train, at-station, and operational improvements. The Plan has an educational element for passengers boarding with bikes, a program to convert cab cars to accommodate more space for bike storage, and a series of several at-station bicycle storage and use options aimed to support bicycle users.

The Capitol Corridor has a long-term vision for continued growth, but it will require further investment. A plan is in place to expand service from Oakland to San Jose/Silicon Valley from today’s 14 trains today to 22 in the future. These improvements will increase ridership – and take nearly one-and-a-half million cars a year off of congested roads. Making this plan a reality involves implementing the blended Northern California High Speed Rail approach that was set forth in the April 12, 2012 California High Speed Rail Authority (CHSRA) Business Plan (“blended” system,” see article on pages 14-15), which calls on integration of existing state passenger rail service to support the development of a High Speed Train (HST) network in California.

This approach was termed the “blended HST” system and will involve interfacing with nearly all the commuter or intercity rail operators in the State of California. In the near term, when the Initial Construction Segment (ICS) is complete in the Central Valley, the 2018 HST blended service plan will directly involve the passenger rail services in Northern California – Capitol Corridor, Caltrain, San Joaquin, and ACE.

The CCJPA also has a vision to increase train service north to the Placer County. Staff is preparing design plans and environmental review documents to build a third track to Roseville and improve track from Rocklin to Donner Pass.

Carefully planning these projects with the host railroad and local jurisdictions interests in mind is vital toward ensuring future capital projects work well operationally and for the communities it serves.

Finally, discussions at a policy level are advancing for potential service expansion to Salinas. This expansion will first require the increase of service between Oakland and San Jose, but now is the crucial time to be tackling the planning and policy discussions for potentially expanding the territory of Capitol Corridor service to a new market-base in California.

For 20 years, the Capitol Corridor has been a catalyst to drive economic development in Northern California and offers a safe, reliable, stress-free and efficient means of public transport. The Capitol Corridor represents a successful model for public transportation service that partners with its passengers, private interests, employers and the communities along the route.
California High Speed Rail Business Plan and Funding Concepts

David M. Schwegel, PE

BRAZIL: At one time, Brazil was $110B in debt (Latin America's largest economy, yet largest debtor, 1991), yet consultants still proposed linking Rio and Sao Paulo with High-Speed Rail (HSR) despite severe financial woes. Washington DC consultant Raul V. Bravo remarked, "The financing is up in the air, but we're studying solutions. If there is a market in the world, that's it." (Ref 1) The current proposal is a 90-min/220 MPH/$18.5B (bargain basement price)/317.4-mile Rio to Campinas (via Sao Paulo) project. Yet 3 all-private RFQ attempts failed to produce qualified bidders, with a fourth attempt (partially publicly funded) potentially proving "fourth time unlucky." Target completion dates – World Cup (2014), Summer Olympics (2016) – will be missed in a nation of poor roadway infrastructure producing high plane ridership (60% of 7MAP Rio-Sao Paulo). The nation's recent unveiling of a $65.5B/25-yr/5K mi road/6.2 mi railway improvement plan ignited HSR's round 4 RFQ – attracting South Korean, French, Spanish, Japanese, and German interests. Yet skeptics wonder if the projected ridership ramp-up of 33 (2020) – 100MAP (2030) will be met when much of the populace can't afford the $100 fare. Bids are due for both the train set and infrastructure projects on April 30, 2013, with a projected 2014 notice to proceed, and 2020 completion. (Ref 2, 3, 4, 5)

CALIFORNIA: With a $16B annual budget deficit and a high rate of unemployment, California breaks ground on a $68B, 520-mi San Francisco to Los Angeles HSR project in the "low ridership" Central Valley in 2013 (1st quarter) after hopefully receiving bids from 5 prime design/build enterprises around November 2, 2012. The project: (1) mitigates $18.7B in annual congestion costs (including SFO-LAX, America's busiest short-haul aviation market with ¼ of flights delayed by 1+ hour, (2) meets mobility needs of 60M residents and 24M jobs statewide (2050), and (3) complies with AB 32 (emissions reduction) and SB 375 (sustainable communities). Yet skeptics wonder if the projected ridership ramp-up of 33 (2020) – 100MAP (2030) will be met when much of the populace can't afford the $100 fare. Bids are due for both the train set and infrastructure projects on April 30, 2013, with a projected 2014 notice to proceed, and 2020 completion. (Ref 2, 3, 4, 5)

CALIFORNIA BUSINESS PLAN: The Business Plan is the California High Speed Rail Authority's (CHSRA) financial stewardship plan for legislative buy-in.

Success Keys:
- Discrete interconnected "standalone" projects form "backbone of integrated rail system" with passengers across socioeconomic backgrounds
- Public Sector Risk, Private Sector Innovation
- MOU's: UK, Belgium, France, Germany, Korea, China, Japan, Italy, Spain
- Heavy society costs to save personal properties
- Design-Build- Finance- Operate- Maintain (DBFOM) (Ref 6)

Organizational Model:
- Infrastructure Delivery: Private: Signals/System Integration, Infrastructure/Substructure Construction, Station/Depot Construction
- Infrastructure Operations: Private: Train Dispatch Signaling, Infrastructure Maintenance/Renewal, Power Provision, Station Operation/Maintenance (O&M)

Ridership & Revenue: Projected ridership and high scenarios based on inputs (2030) of 15.5-16.9M households, 17.3-22.6M jobs, $2.60-$6.11/gal gasoline, 27.0-33.6 mpg passenger vehicle fuel efficiency, $0.20 - $0.28/mi vehicle ownership costs, and $97 SFO-LAX aviation fares (2011 $). HSR SF-LA fares range from $52 (advance, off-peak, multi-stop), $81 (standard), $123 (last-minute, peak, express). Six trains per hour (including 1 non-stop express in 2 hours 40 minutes) make the journey. After a 5-year ramp up period (40-55-70-85-100%), ridership ranges from 20.1 to 32.6MAP. Projected annual revenue (2030) is $1.57-$1.808B (2011 $). (Ref 6)

O&M: Assumptions include $20/train set mile + $83.33/revenue service hour (feeder coach); $200K/route mile; $4.1M/station/year; 10% administration/support; $25M/yr insurance; 10% of total O&M contingency; 3%/yr inflation. O&M costs (2030) range from $533 to $728M (2011 $). Component design lives (years) are as follows: freeway (30), civil structures (100), track (30-60), signal communication (15), traction (30), catenary (30), and station (50). (Ref 6)

Funding Sources:
- Federal: American Recovery and Reinvestment Act (ARRA) (used by 2017 between Madera and Bakersfield), Dedicated Passenger Rail Trust Fund, Federal Transportation Financing Programs
- State: Proposition 1A bonds, Cap-and-Trade ("back stop" should other funds not materialize)
- Local: Transit Oriented Development (TOD) (Ref 6)

Risk Management: This was a huge concern identified at the May 15, 2012 Senate Hearing. Elements fall into two categories – primary and secondary. Primary include: (1) staff of personnel with HSR experience (best investment) and (2) funding (timing/amount with Cap-and-Trade as "back stop," and self-sufficient "standalone" projects). Secondary
include: (1) early utility (“bookend” benefits started September 2012), (2) schedule/approval (5 yr schedule delay allows for delayed funding availability), (3) cost (DB, DBFOM models transfer some risk to private sector), (4) demand/ridership (even low scenario generates positive cash flow), (5) financing (UK HS1 – London to Chunnel – exploration on best practices for aligning cash flows to enhance project value). (Ref 6, 7)

**Economic Analysis:** The Business Plan concludes with an economic analysis of benefit/cost, employment (job-years and long-term permanent jobs), and TOD quantities (residential, commercial, retail).

<table>
<thead>
<tr>
<th>ICS</th>
<th>IOS</th>
<th>B2B</th>
<th>P1</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>B/C Construction</strong></td>
<td>100K</td>
<td>510K</td>
<td>780K</td>
</tr>
<tr>
<td><strong>O&amp;M</strong></td>
<td>1.3K</td>
<td>2.3K</td>
<td>2.9K</td>
</tr>
</tbody>
</table>


* Plus Amtrak/ACE/Metrolink (new cars, higher speeds, more trains), BART (new cars), Caltrain (electrification, higher speeds) benefits

The project also creates 100K-400K long-term permanent jobs in the immediate region starting with the station vicinity.

The Business Plan examines TOD around key stations. The following table examines San Francisco Transbay and Anaheim Regional Transportation Intermodal Center (ARTIC). (Ref 6)

<table>
<thead>
<tr>
<th>Residential</th>
<th>Commercial</th>
<th>Retail</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transbay</td>
<td>2.6K</td>
<td>3MSF</td>
</tr>
<tr>
<td>ARTIC</td>
<td>8.52K</td>
<td>2.8MSF</td>
</tr>
</tbody>
</table>

**Other Concepts:** Concepts discussed at the US High Speed Rail Association (USHSR) (www.ushsr.com) May 2012 San Francisco Conference include:

1. TOD: The Urban Land Institute (ULI) identifies HSR as the “catalyst for the next national real estate boom.” The TOD around stations produces 32% of Japan National Railway’s (JNR) revenue. (Ref 10, 11)
2. Availability Payments (AP): These apply to DBFOM as an “alternative flexible way to allocate project risks.” The public sector assumes ridership and collection risk. The private sector assumes design, construction, operations, maintenance, and financing risk. Once the facility is completed and operation commences, the public sponsor pays the private on “pre-established maximum periodic payment for DBFOM of project facilities.” AP includes performance credits and non-compliance deductions. (Ref 12)
3. User Fee (6%): Such a fee is assessed across modes to “prime the pump” with 20% of the revenue stream to air traffic control, 20% to incremental rail upgrades, and 60% to true HSR (expediting recovery – much faster than the 62 years projected in the Business Plan). (Ref 13)

**NORTH AMERICA IMPLICATIONS:** The American Society of Civil Engineers (ASCE) (www.asce.org) California Infrastructure Report Card (2012) (www.ascecareportcard.org) notes America’s $2T infrastructure backlog. Transportation is the “lion share.” HSR is part of a balanced road/rail/air transportation system. Rail is the “only mode of transportation not subject to congestion.” Boost carrying capacity by boosting train length and frequency. In addition to the CHSRA agency, the following key associations are making great strides in North America:

1. US High Speed Rail Association (USHSR) (www.ushsr.com): The “nation’s only nonprofit advocating for a nationwide HSR network to be constructed in phases between now and 2030.” Check out their North America map and prior conference speaker videos online.
2. XpressWest (www.xpresswest.com): $6B (private): Las Vegas to Victorville: This is the continent’s first HSR project to clear environmental hurdles.
3. Northeast Corridor (www.necfuture.com): $156B: Washington DC to Boston: This corridor is currently served by Amtrak’s Acela Express (continent’s closest to “true HSR” with greatest “proven ridership”).
4. Midwest High Speed Rail Association (www.midwestthr.com): Chicago serves as the “hub” of a massive network of incremental upgrades and true HSR branching out to Detroit, Minneapolis, St. Louis, Indianapolis, and Cleveland.
5. Texas: Dallas to Houston: $10B (private): This system would eventually expand to fill the “Texas Triangle” with Austin and San Antonio. Airlines, including Southwest, benefit from: (1) boosted airport accessibility, (2) de-cluttered short-haul airways, and (3) reallocation of airline gates to more profitable long-haul flights. (Ref 14)

**End Notes:**

October SoCal Meeting

On Wednesday, October 17, 2012
At 11:30 a.m.

OCTA’s Capital Highway Programs & the 405 Improvement Project
by Rose Casey, Director of Highway Programs, Orange County Transportation Authority

$30 with advance reservation
(Before 4:00 p.m., Wednesday, October 10th)
$35 at the door $10 for students

FOR RESERVATIONS, please contact:
Neelam Sharma
Secretary-Treasurer
neelam.sharma@urs.com

Knott’s Berry Farm Hotel
7675 Crescent Avenue,
Buena Park, 91754

Southern California Section
Bicycle Detection...

From the Leader in Video Detection
Iteris’ Vantage® and VersiCam™ video detection systems are the ideal solution to detect bicycles at signalized intersections — monitoring efficient signal operation while increasing bicyclist safety.

- No special equipment to buy, use the same equipment for vehicle and bicycle detection
- Flexibility in placement of zones to detect bicycles
- Unlike other detection technologies, not dependant on metal content
- Simplicity, ease-of-use, and reduced life-cycle costs
Creating Value ...

Creating value by delivering innovative and sustainable solutions for infrastructure and the environment.

... Delivering Solutions

Transportation Planning • Transportation Engineering
Traffic Engineering • Traffic System Design/Analysis • Corridor Operations
Intelligent Transportation Systems • Transit Facilities • Toll Facilities • Aviation

www.rbf.com  ■  www.mbakercorp.com  ■  800.479.3808
LA / OC Traffic Signal Association

ALONG WITH OCTEC and ITE INVITE YOU TO EXHIBIT AT THE

2012 TSA Vendor Show and Social Night
At Diamond Bar Golf Course

It’s time for our annual TSA Vendor Show and Social Event. Once again we are going to be in the large banquet room at Diamond Bar Golf Course in Diamond Bar. The participation of the Institute of Transportation Engineers Southern California and Riverside San Bernardino Sections and OCTEC has helped make this the largest show of its kind in Southern California. It is a great opportunity to meet potential customers. This Vendor Show has always been a big success. We are expecting a great turnout this year. There will be plenty of hors-d’oeuvres served from 4:00 until the end. This year’s event will start at 4:00PM and end with the gala prize raffle starting at about 7:00PM. Of course, drinks will be available for purchase. There is plenty of parking, a nice big room with plenty of space for each vendor and MORE vendors! FOOD THIS YEAR SPONSORED BY OCTEC!!

Vendor Information:

When: Tuesday – October 23rd, 2012

Where: Diamond Bar Golf Course
22751 Golden Springs Drive
Diamond Bar, CA  91765

Time: Set-up Time - Starts at 1:00 PM
Social Hour & Vendor Show - 4:00PM till 8:00PM

Cost: $300.00 per table. Each table is 8’ draped
Electricity will be available at or near each table space
Bring your own extension cords and outlet strips

For reservations and questions call Dan Eichmann @ 714-321-7513; FAX 909-606-2576. Please fill out the form below and return with payment. PAYMENTS MUST BE RECEIVED BY THE SHOW!

We are also accepting donations for raffle prizes.
Thank You!

---------------------------------------------------------------------------------------------------------------------

Vendor Registration Form

Company Name: ___________________________________________________________________________

Address: __________________________________________________________________________________

Phone: _______________________  Email: ____________________________ Fax: _____________________

Names of Representatives: _____________________________________________________________________

# OF Tables @ $300.00 each __________  Total Amount enclosed: _____________________

Mail Check to:  TSA – 751 Weir Canyon Road, #157-411 – Anaheim Hills, CA  92808
Make checks payable to: Traffic Signal Association (TSA)
“ITS Funding and Funding Opportunities”

THE SOUTHERN SECTION OF ITS CALIFORNIA IS PLEASED TO ANNOUNCE THE NEXT IN ITS SERIES OF LUNCHEON MEETINGS ON TOPICS OF INTEREST TO THE ITS COMMUNITY

What is happening both nationally and locally as it relates to ITS specific funding and funding opportunities? This session is dedicated to discussing local funding opportunities and topics in both Los Angeles and Orange Counties as well as nationally through Map 21, the newly approved federal transportation bill. Discussion will also take place on the environmental process to receive federal funding. Please join us to discuss this important topic to the ITS community.

ITS-CA member cost = $25. (includes lunch) Non-members = $35 (includes lunch)

Date: October 31, 2012 (Wednesday)
Time: 11:30 a.m. - 2:00 p.m. (lunch served at noon)
Place: Knotts Berry Farm Hotel
7675 Crescent Avenue
Buena Park, CA 90620

AGENDA

Understanding Environmental Processes on Federally Funded Projects – Lorraine Ahlquist, PB

Interjurisdictional Traffic Signal Synchronization/ITS & Performance Measures – Ron Keith, OCTA

LA County Funding Availability – Frank Quon, LA Metro

Map 21 Overview – Rick Backlund, FHWA

PLEASE RSVP to Ms. Carole Cleary of Delcan Corporation at c.cleary@delcan.com by Friday, October 26, 2012 if you plan to attend. Please specify your lunch choice for a chicken, beef or vegetarian meal. Luncheon pre-payment is recommended at http://its-casocalworkshops.eventbrite.com.

Parking and Directions: Parking is free for attendees of the meeting. The hotel is at Beach Boulevard and Crescent Avenue. The entrance to the hotel is off of Crescent Avenue (address is 7675 Crescent Avenue Buena Park, CA).