



INSTITUTE OF TRANSPORTATION ENGINEERS

SOUTHERN CALIFORNIA SECTION

NEWSLETTER

2012 – 2013, Issue No. 9

June 2013

President's Message

Andrew Maximous, PE, TE



Dear ITE Southern California Members,

It has been a pleasure serving you as President over this past year. We would not be where we are today without the support from all of the officers and chairs. I would like to thank Sri Chakravarthy and Neelam Sharma for their support and incredible work this year and look forward to their leadership next year.

The Section Student Presentations Night meeting was held on May 22nd in Buena Park. Seven student chapters participated including Cal Poly Pomona, Cal State Fullerton, Cal State Long Beach, Cal State Los Angeles, UCI, UCLA, and USC. With

the generous donation and sponsorship from our colleagues at the Orange County Traffic Engineering Council (OCTEC), more than \$11,000 was awarded. I would like to thank Mark Esposito and Ron Keith of OCTEC for their commitment to making this evening a success every year.

The ITE Western District Board voting is here. You will receive an email with voting instructions. For a list of candidates and voting information, please go to <http://westernite.org/2013/2013-western-district-candidates>.

Thank you for making the section's first online voting process a success. So far we have seen at least double the amount of participation compared to previous years. The online process has made the election process greener, very easy to manage, and is more economical than traditional ballots.

Bylaws update: The Section Board has submitted the proposed bylaws to the District 6 board for review. We will soon be sending the document you all of you for ratification. The ratification vote will take place via electronic voting as well.

Finally, a bit of trivia: ITE was founded in 1930 and officially became a national organization on January 20, 1931. The major reasons for organizing ITE were to provide a central agency for correlating and disseminating the factual data and techniques developed by members of the profession, promoting the standards of traffic engineering and encouraging the establishment of traffic engineering departments in city and state governments whose techniques should make for safer and more efficient highway transportation.

Thank you.

Meeting Announcement

Wednesday, June 19, 2013

8:30 AM

Monterey Hill Restaurant

3700 West Ramona Boulevard

Monterey Park

(323) 264-8400

For Reservations Contact:

Neelam Sharma, TE, at

Neelam.sharma@urs.com

By noon on Friday,

June 14, 2013

See Flyer for Details

2011-2012 Southern California Section Officers**President**

Andrew Maximous, PE, TE
City of Santa Monica
 Ph. (310) 458-8291
andrew.maximous@smgov.net

Vice President

Sri Chakravarthy, PE
Kimley-Horn & Associates
 Ph. (818) 227-2790
srikanth.chakravarth@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

Scribes

John Dorado, PE
DKS Associates
 Ph. (714) 597-8063
jad@dksassociates.com

David Schwegel, PE
 Ph. (425) 466-5677
davidmschwegel@aol.com

Clinton Quan
City of Los Angeles DOT
clinton.quan@lacity.org

Industry Coordinator

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

Student Chapter Liaisons

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

Legislative Analyst

Martin Varona, EIT
CSUF ITE – President & Founder
mvarona360@gmail.com

Giancarlo Ganddini
Kunzman Associates, Inc.
giancarlo@traffic-engineer.com

Membership Coordinator

Ted Mekuria
CH2M Hill
 Ph. (213) 228-8218
ted.mekuria@ch2m.com

Sponsorship Coordinator

Julia Wu, PE, PTOE
Port of Long Beach
 Ph. (562) 590-4143 x3322
julia.wu@polb.com

FTA/FHWA Liaison

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

Section Administrator

Erik Zandvliet
Willdan Engineering
ezandvliet@willdan.com

Technical Coordinator

Bernard K Li, PE
Iteris Inc.
 (949) 270-9633
bkl@iteris.com

Webmaster Chair

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

Committee Chair for Awards to Universities

Carlos Ortiz, PE, PTOE
RBF Consulting
 (949) 855-3657
cortiz@rbf.com

Chair of Professional Development

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

Brief Look Ahead**June**

- Wed 19th, 8:30 AM, ITE/ITS So Cal Mini-Workshop/Annual Meeting, Monterey Hill Restaurant, Monterey Park (see flyer)

July

- Sun 14th – Wed 17th, ITE Western District Annual Meeting in Phoenix (see page 8 and flyer)
- Sun 14th – Wed 17th, “Sustainable Best Management Practices in Transportation” Workshop, Pittsburgh, PA (see page 8)

August

- Sun 4th – Wed 7th, ITE International Annual Meeting and Exhibit in Boston (see pages 8-9)

September

- Sun 1st, 11:59 PM, ITE So Cal September Newsletter Deadline (contact: Newsletter Editors)

In This Issue

- Windsor as a “Model Sustainable Community” 3
- 150 Million People Rode an Electric Bike Today! 5
- Legislative Analysis 6
- Opportunities for Newsletter Advertising and Sponsorship 7
- Opportunities for Newsletter Content 7
- Announcements 8
- Join us at the 2013 ITE Annual Meeting & Exhibit in Boston, MA 9
- What can we Learn from Public Comment at High-Speed Rail Board Meetings? 10
- Why did the Team with the Lowest Technical Score win the First High-Speed Rail Design/Build Contract? 11

Windsor as a “Model Sustainable Community”

Lois Fisher, CNU, LEED AP ND (President, Fisher Town Design Group; Chair, Windsor Planning Commission)

Debora Fudge (Planning Consultant; Council Member, Town of Windsor)

In 1994, members of the newly incorporated town of Windsor (population 27,000 today) about an hour north of San Francisco gathered to light their Christmas tree. The small group was huddled in a parking lot around a redwood tree in a median island next to the Safeway loading dock since there were no better options in the mostly suburban town. The lighted Christmas tree was not readily visible to Windsor residents. “It felt a bit sad,” says Council Member Fudge.



*Before Development of the Windsor Town Green
(Credit: Town of Windsor)*

Change needed to happen. During 1997, three members of the new Town Council went through a recall election because long-time residents questioned their ideas for a new pattern of development, away from the suburban sprawl model. The Council survived the recall, and set their minds on creating a sustainable town. Windsor is now considered to be a ‘model sustainable community’ and has earned national

and regional awards. One of the most important legacy decisions that the Town Council made was to create a downtown plan that included a place for a town green on the west side of town. Parking was required to be placed to the back of the lot and future buildings were to be mixed use, three stories in height with shop fronts on the ground floor. The Council funded construction of the green and a key street using Redevelopment funds. Throughout town, 17 miles of class II bike lanes were added to 28 miles of collector streets and Windsor was the first city in Sonoma County to install colorized bike lanes.



*After Development of the Windsor Town Green (2006)
(Credit: Lois Fisher, Fisher Town Design)*

As you can see in the before and after photos, Windsor underwent a dramatic transformation. Windsor is now on the map locally for vibrant summer music concerts, cycling events and triathlon competitions where it was not previously. The SMART (Sonoma-Marin Area Regional Transit) commuter train (connecting with the Larkspur Ferry Terminal to San Francisco) will be starting up by around 2017 and stopping at the downtown depot. People who live above the shops in downtown will then have the option to lower their carbon footprint even further. Per the article “Windfall for All” by

Transform

(<http://www.transformca.org/files/reports/Transform-Windfall-Report.pdf>)

a reduction in carbon emissions can be expected when these walkable hubs are created. The most walkable places in the Bay Area experience a 42% reduction in carbon emissions and a \$5,450 in cost savings per household as compared to the typical suburban neighborhood.

In terms of the economy, businesses have moved to the new downtown area from the shopping centers, lowering the vacancy rate to about 6%. Sales tax revenue from the downtown area has increased by 2% since 2003 in the downtown while simultaneously decreasing 1-4% in the outlying shopping centers.

The Windsor Town Council also acted to increase the sustainability of the water supply system. In 2001, the town expanded their existing wastewater program to include re-use of treated wastewater by plumbing an entire 500 home subdivision with recycled water for both front and back yards.

Windsor was the first city in California to pilot a PAYS program (Pay as You Save), where residents can have water and energy efficiency appliances and drought tolerant landscaping installed with no upfront costs. The residents pay the town back through the savings on their water and electrical bills. In the first year, 348 residences have saved 4.5 million gallons of water.

Windsor also just became the first city in Sonoma County to join Sonoma Clean Power, a community choice aggregation power agency.



*Christmas in Downtown Windsor in 2012
(Credit: Drew Jackson, www.drewjackson.net)*

Windsor used to be considered the poor step sister in Sonoma County, but is now considered a premier place to raise a family. Residents feel they are now a part of the community especially when it is time to light the new, town Christmas tree. It is now highly visible, located in the town green downtown, with the fronts of mixed use buildings cheerfully lit and watching over the annual gathering.

Lois Fisher is a Town Planner with Fisher Town Design (www.FisherTownDesign.com) and the Chair of the Windsor Planning Commission. Debora Fudge is a Planning Consultant and Council Member of Windsor since 1996.

150 Million People Road and Electric Bike Today!

Edward Benjamin, Chairman, Light Electric Vehicle Association (LEVA)

Almost completely under the radar of western vehicle makers and planning efforts, the Light Electric Vehicle Industry is shipping about 30 million units of electric bicycles, motor scooters, and light motor cycles every year. Since their debut at least 5 years ago, this means that about 150 million people rode an electric bike to work / market/errands today.

The majority of users are in China, with strong populations of ebike riders in Europe (about 6 million in use), Japan (about 2 million in use) and growing markets in India, USA, Turkey, Eastern Europe, and starting up in most nations worldwide.

These battery electric two wheelers are usually homologated either as bicycles, or as mopeds, and motor scooters. Performance ranges from regulatory required top speeds as low as 12 MPH to the USA CPSC rule of 20 MPH. Some "type approval" and other faster bikes will go as fast as 60 MPH. (These are really light motorcycles or mopeds.) Range varies from 10 miles to 50-60 miles depending on many factors such as battery size and type, use pattern, etc.

In Chinese cities, the electric bike has replaced almost all ICE motorcycles – leading to much cleaner air, and far less noise than the days of two stroke ICE motorcycles. In most Chinese cities, only electric bikes and some natural gas powered scooters are allowed alongside the famous hordes of manually propelled bicycles.

In Holland, electric bicycle sales are about 1 to 3 times (ramped up over the period since their widespread introduction 5 years ago) the worldwide national average. In Germany, it's about 1 to 7. In Switzerland, it's about 1 to 9. In China, it's about 1 to 2.

The role of the electric bicycle is transportation. While they are interesting toys for retired couples and middle-aged engineers in the USA, the normal use in most places is to carry the rider to and from the metro station, the market, or work. Electric bikes are easily parked, can be taken indoors with no mess or smell, and many thousands can slip through a traffic jam in only moments.

In the USA, electric bicycles have had a halting growth. For most Americans, "transportation" is a car. A "bicycle" is for sports, fitness, and recreation.

So the growth, anticipated by a wide range of businessmen over the last 15 years, has been frustrating. But today it appears that the growth is starting to resemble Europe, a few years ago—doubling every year. This is predicted to continue until the USA will be buying about 1.5 million bikes per year.

Electric motor scooters – faster, and homologated as motorcycles, are expected to be a much bigger market. Suitable products are just now appearing on the market, and most Americans are not yet aware that such a market exists.

The forces driving the market in the USA are several:

- Parking difficulties at destination or at home
- Traffic congestion
- Total cost of operation (e bikes are very low cost)
- Environmental concerns
- Fuel costs for gasoline powered vehicles
- Increased interest in first/last mile solutions for commuters who use a metro or a bus.

And Generation Y (millennials, born between 1982 and 2000) has far less interest in cars than their parents, and is more accepting of electric bikes as a functional tool for transportation. This culture shift is intriguing and potentially "game changing" to American transportation.

The Light Electric Vehicle Association (LEVA) is a trade group that represents about 250 members / companies from 28 countries. The LEVA promotes the use of electric bikes, motor scooters, and other LEVs. www.LEVAssociation.com.

Edward Benjamin is the Chairman of the LEVA, as well as Senior Managing Director of eCycleElectric Consultants LLC. www.eCycleElectric.com. He promises to reply to any questions emailed to him. ed@eCycleElectric.Com.

Legislative Analysis

Martin Varona, EIT
ITE So Cal Legislative Analyst

Legislative Bill Updates

AB 1317 State Government Operations

Governor Brown's Reorganization Plan No. 2 revises the roles of state government among executive officers and agencies via an executive branch structure as follows: Business, Consumer Services and Housing; Government Operations; Corrections and Rehabilitation; Labor and Workforce Development; California Health and Human Services; Environmental Protection; Natural Resources; and Transportation. This bill implements changes consistent with those of the Governor's Reorganization Plan No. 2, and makes additional conforming name changes to properly reflect the assignment and reorganization of the roles of state government among newly established executive officers and agencies. This bill also reassigns certain duties of abandoned state entities and officers to established state entities and officers such as: reallocating specified duties of the abolished Business, Transportation and Housing Agency and its secretary to the created Transportation Agency and its Secretary of Transportation, and the duties of the abolished Commissioner of Corporations to the Commissioner of Business Oversight, as specified.

SB 811 State Highway Route 710

Caltrans possesses and controls the state highway system. Current law includes requirements for the development and implementation of transportation projects. This bill enforces added requirements on the department, or on another agency, if that agency agrees to assume responsibility as the lead agency with respect to the I-710 expansion project in the County of Los Angeles from State Highway Route 60 in East Los Angeles to Ocean Boulevard in Long Beach. The bill would necessitate the lead agency, in cooperation with all interested community organizations, to consider, within the environmental review process for the project, options to address the air quality, public health, and mobility impacts of a development on neighboring communities. The bill would require the final environmental document approved by the lead agency to include an outlay in identified mitigation measures for the affected communities and the Los Angeles River. This bill also requires the lead agency to submit a report to the Legislature at least 90 days prior to approving the final environmental document for the project. The bill would make legislative findings and declarations.

AB 1290 Transportation Planning

The California Transportation Commission has 13 members, including 11 voting members, including 9 appointed by the Governor subject to Senate confirmation and 2 by the Legislature. Plus, 2 members of the Legislature are appointed as ex-officio members without vote. This bill adds two more voting members of the commission to be appointed by the

Legislature. This bill also allows the Secretary of the Transportation Agency, the Chairperson of the State Air Resources Board, and the Director of Housing and Community Development to serve as ex-officio members without vote.

Existing law requires the Governor, in appointing members to the California Transportation Commission, to assure a geographic balance of representation on the commission. This bill also requires Governor Brown to assure that expertise in the transportation community traditionally underrepresented on the commission is well reflected in future appointments to the commission, with a particular emphasis on stakeholders involved and engaged in, among other things, efforts to make California's transportation system more sustainable. Check out this link for more information:

http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201320140AB1290

SB 203 Local Transportation Funds: Ventura County

Current law says that 1/4% of the local sales and use tax must be transferred to the local transportation fund of each county for allocation, as directed by the transportation planning agency, for various transportation purposes. The law identifies the allowable uses for local transportation funds, and mandates that these funds be used for transit purposes in urban counties, while in counties with a population under 500,000 as of the 1970 census and certain other counties, these funds may also be used for local streets and roads, if the transportation planning agency finds that there are no unmet transit needs or no unmet transit needs that are reasonable to meet, and for other specified purposes. Existing law, beginning July 1, 2014, for counties with a population of less than 500,000 as of the 1970 decennial census, but that have a population of 500,000 or more as of the 2000 decennial census or at a subsequent census, mandates the local transportation funds allocated to the urbanized areas of those counties to generally be earmarked for public transit, not streets and roads, except that cities in those counties with a population of 100,000 or less are exempt. Existing law exempts Ventura County. Instead the Ventura County Transportation Commission submits, by December 31, 2011, a report to the Legislature evaluating options for organizing public mass transportation services and spending local transportation fund revenues, along with a recommended legislative proposal. This bill repeals the provisions specifically relating to Ventura County and the expenditure of local transportation funds there. This bill also mandates that the Ventura County Transportation Commission send an annual report to the Legislature for 5 years, starting September 1, 2014, on county-wide transit service, thereby setting up a state-mandated local program.

Opportunities for Newsletter Advertising and Sponsorship

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

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

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

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

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

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

| | |
|-------------------|-------------------------------|
| Jan-12 | KOA Corporation |
| Feb-12 | Sensys Networks |
| Mar-12 | Iteris |
| Apr-12 | Minagar & Associates |
| May-12 | Minagar & Associates |
| June-12 | Iteris |
| Sept-12 | Sensys Networks |
| Oct-12 | Iteris |
| Nov/Dec-12 | JMD |
| Jan-13 | South Coast Lighting & Design |
| Feb-13 | URS Corp |
| Mar-13 | Kimley-Horn & Associates |
| Apr-13 | Albert Grover & Associates |
| May-13 | Kunzman Associates |
| June-13 | Iteris |
| Sept-13 | KOA Corporation |
| Oct-13 | (Available) |
| Nov/Dec-13 | (Available) |

In addition to Newsletter Sponsorship opportunities, we also have lots of Luncheon Sponsorship Opportunities at \$100 per meeting. This is an extraordinary opportunity to educate one of the West Coast's largest Transportation Engineering

communities on your organization. Some other Sections charge \$200 or more for lower profile meeting sponsorship opportunities. At \$100 per meeting, this is an extraordinary value.

The Newsletter Editors must receive your ad by the 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 Julia.wu@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 starting in **October, 2013. We also have the sponsorship (\$300) and co-sponsorship (\$150) open for the Annual Steak Fry in August. First come first serve. Look forward to hearing from you!**

Opportunities for Newsletter Content

David M. Schwegel, PE

The newsletter is also a perfect venue for keeping the membership 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 600 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, September 1, 2013.**

Announcements

Position Announcement: Senior Transportation Planner/Engineer, Iteris (Long Beach, Los Angeles, or Santa Ana) to develop and maintain regional and local travel demand and micro-simulation models and oversee model applications for using diverse software packages; and conduct highway capacity, transit, and multi-modal analyses for diverse project types. Requirements include a Bachelor's degree and 8 years of general consulting and/or public sector transportation planning experience (including 7 years in travel demand modeling and transportation capacity analysis and 3 years in marketing and business development). Info: www.iteris.com or Anne Bologna (amb@iteris.com, 949-270-9541).

Fast Forward: Want to encourage the next generation of transportation professionals? Check out "Fast Forward," the "electronic transportation magazine for students and educators" at <http://fastforward.unl.edu>. The publication comes from the University of Nebraska Lincoln (UNL).

Highlights from the Thursday, June 6, 2013 issue:

- King Gee's story underscoring the importance of being proactive
- The Future City Competition where students use their imagination to research, design, construct, and defend futuristic cities (including the transportation infrastructure)
- The First Robotics Competition where students invent "mechanical marvels"
- FHWA's National Summer Transportation Institute giving high school students an introduction to transportation engineering and a glimpse of life on a college campus
- The ACE Mentor Program of America giving students an in-depth exploration of construction and engineering via full-scale mock design-and-build projects
- Tips on getting connected via professional engineering associations including the American Society of Civil Engineers (ASCE) (www.asce.org), "one of the world's leading associations for civil engineers"

Sustainable Best Management Practices in Transportation Workshop

July 14-17, 2013, Pittsburgh, PA

An information-packed workshop focused on practical reuse, recycling, waste management, stormwater compliance, environmental management systems, contamination, remediation, and risk management

Agenda:

<http://www.trb-adc60.org/LatestSchedule2013.pdf>

Registration: <http://trbadc60summer2013.eventbrite.com/> or <http://www.trb-adc60.org/2013ADC60Registration.doc>

More Information:

<http://www.trb-adc60.org/2013summer.html>

ITE Community: Got a topic of interest to the ITE International Membership? If so, post it on the All Member Forum on ITE Community (<http://community.ite.org>).

ITE International on LinkedIn: LinkedIn (www.linkedin.com), the business social media choice for 100 million users worldwide, has an ITE group. LinkedIn users, search for "Institute of Transportation Engineers," join the group, and weigh in on discussions pertaining to international transportation engineering issues.

ITE International Annual Meeting and Exhibit: The ITE 2013 Annual Meeting will be held August 4-7, 2013 in Boston, Massachusetts. To view the technical program please visit www.ite.org/annualmeeting and click on the "Agenda" tab. Please see article on page 9.

Eunice Chege Thoya
Meetings Technical Program Associate
Institute of Transportation Engineers

ITE Western District Annual Meeting: "Hot Transportation – Cool Solutions," July 14-17, Phoenix. For more Western District Annual Meeting information, see www.westernite.org and the flyer at the end of this newsletter.

One highlight is the presentation of the Young Professional Achievement, the Employer Recognition, the Best Paper by a Young Professional, the Outstanding Section, and the Outstanding Student Chapter Awards.

Public and private sector representatives are needed to moderate sessions. If you can help, please contact Arizona ITE Section Secretary Deanna Haase, PE (secretary@azite.org).

ITE So Cal Latest Information

www.itesocal.org

ITE So Cal Meeting and Event Photos

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

ITE So Cal on Facebook

Go to:

http://www.facebook.com/home.php?sk=group_174132915945907 or search for "Southern California ITE." Facebook users, please join the group and weigh in on discussions pertaining to local transportation engineering issues.

Join Us at the 2013 ITE Annual Meeting and Exhibit in Boston, MA

Eunice Chege Thoya, Meetings Technical Program Associate, ITE Headquarters

The ITE 2013 Annual Meeting and Exhibit is just around the corner, taking place August 4–7 in Boston, MA, USA. If you haven't made arrangements yet to attend, there is still time to register and take advantage of all the knowledge sharing, networking, and hands-on learning this meeting will deliver.

The meeting content will include a mix of presentation formats with hands-on practical application workshops. Sessions will focus on state-of-the practice, advancement of the profession, and emerging issues designed to benefit transportation professionals in the public and private sector, as well as students. Additionally, networking events will provide opportunities to connect with colleagues outside of the session rooms.

New to the meeting this year will be career link sessions designed to facilitate intuitive and ethical leadership and thought-provoking opportunities for professional development. Sessions will highlight strategies to adapt your transportation services to meet changing technological, demographic, political, financial, and environmental needs, and there will be implementation-focused workshops and seminars on safety, operations, planning, and design. The roundtable sessions will enable you to learn about and discuss solutions to your transportation challenges straight from your colleagues. The Exhibit as well as the sessions will highlight technology applications in terms of their impact on the industry, ITE, and you as a professional. As always, the meeting offers an opportunity for ITE to recognize outstanding industry papers, projects and programs, and individual achievements. Attendees will have the opportunity to root for their favorite college traffic bowl team at the Collegiate Traffic Bowl Grand Championship.

The meeting is being held at the Hynes Convention Center in Boston, with the Sheraton

Copley Place hotel serving as the host hotel. Located at the western end of the district known as Back Bay, it is an easy walk to several transit stations that provide connections throughout the city and the airport. The Boston 2013 Local Arrangements Committee (LAC) is excited to share the City with attendees. For those who attended the last ITE Annual Meeting and Exhibit that was held in Boston in 1997, the LAC wants you to know that a lot has changed in the past 16 years. While the city and metropolitan area continues to evolve with more construction, the "Big Dig" project that was just starting during that last meeting is now finished. With the project complete, a greenway has replaced the six-lane elevated expressway that once ran through the financial district to the North End. Logan International Airport has also seen its multi-billion dollar project completed with updated terminals and access roads, expanded parking facilities, enclosed walkways, a new runway, and low-cost carriers added to the mix.

The LAC reports that the South Boston waterfront is undergoing a remarkable transformation as the City's Innovation District, with new housing, retail, offices, and some great restaurants. All of these developments make Boston a perfect backdrop to discussing multimodal land use and urban design as you explore the city. A variety of workshops, bikeshops, and technical tours are being offered during the meeting, including a Boston and Cambridge Complete Streets bus tour and workshop, tours of Massachusetts traffic circles and MassDOT and MBTA Control Centers, and biking, walking, and bus tours of the Emerald Necklace area.

We invite you to include the ITE Annual Meeting and Exhibit in your professional development and travel plans this summer. Come to the meeting, arrive early or stay late, and be sure to take in everything Boston and the meeting have to offer. For more information, visit www.ite.org/annualmeeting.

What can we Learn from Public Comment at High-Speed Rail Board Meetings?

David M. Schwegel, PE

The California High-Speed Rail Authority (CHSRA) (www.hsr.ca.gov), the agency responsible for implementing the state's \$68 billion High-Speed Rail (HSR) project, held a Board Meeting on Thursday, June 6, at Sacramento City Hall. The meeting began with public comment (two-minute maximum per participant). The project connects Los Angeles (LA) with San Francisco (SF) with express travel times of 2 hours and 40 minutes, with future extensions to Sacramento (via Modesto and Stockton) and San Diego (via the Inland Empire). This is America's "first true HSR system."

What about courageous leadership? I opened up my comment with a reference to "courageous leadership." At the December 3, 2012 US High Speed Rail Association (USHSR) (www.ushsr.com) Conference at the LA County Metropolitan Transit Authority (MTA), USHSR Advisory Chair Rod Diridon referenced a 1950's study. This study deemed connecting LA and SF via HSR as an "excellent idea" longing for "courageous leadership." The current CHSRA Board and Staff is at the forefront of this "courageous leadership," that is joining the US (the "world's largest untapped HSR market") with the "world's largest infrastructure project" (Jean-Pierre Loubinoux, UIC International Union of Railways).

Why express empathy? Public comment suggests that the hardworking taxpaying public is skeptical of the potential for cost overruns on massive infrastructure endeavors. The \$24 billion Boston "Big Dig," was a phenomenal pioneering effort, encouraging other metropolises like Seattle to embark on similar efforts. Yet after \$24 billion, and significant scheduling delays and cost overruns, the Boston metropolis is still among America's five most congested. The Bay Bridge project ballooned from \$1 billion to \$6.4 billion with a questionable Labor Day opening. Empathize with such concerns without trying to justify. Instead point to California's great track record of rail success with both Amtrak's Capitol Corridor (Auburn to San Jose via Sacramento and Oakland) and Los Angeles Metro identified among the success stories in the American Society of Civil Engineers (ASCE) (www.asce.org) *Infrastructure Report Card* (2013) (www.infrastructurereportcard.org). Specifically note Metro's role in changing LA's designation from "car capital of the world" to "transit capital of America". Finally note how the "apparent best value proposer" came in at 1/3 below the engineer's estimate for the initial construction project starting this summer in the Central Valley. See article on page 11 for more information on determining the "best value proposer."

Why a "deeper dive"? Public comment reveals confusion from a "shallow dive" for information. Chris Nelder provides a fascinating perspective on confusion generated by competing interests. His "Reframing the Transportation Debate" article in *Smart Planet* (October 19, 2011) notes US Energy Analyst Gregor Macdonald's observation that fossil fuel and automobile interests outspend rail and renewable interests 100 to 1 in public relations. Fossil fuels cannot attack HSR

directly, so they hire a "think tank" to slant information. Transportation professionals should encourage the public to take a "deeper dive" for information, studying the pros and cons closely, and recognizing the perspectives of the competing interests, before adopting positions.

Why take a generational perspective? High School Students Alec and Roman Cavinero from Venture Academy (Stockton) were among the public comment participants. They expressed excitement about HSR's possibilities and underscored the importance of successfully winning over skeptics. They cited the air pollution and travel time reduction, congestion relief, and state unification benefits. Following their comment, CHSRA Chairman Dan Richard remarked, "This is for you. Hopefully, we'll get to ride it too."

What about the fear of change? Humans naturally gravitate to the familiar, taking the path of least resistance. Change requires courage and sometimes involves adjustment pains. Agricultural interests are fearful of divided farms, noisy trains, and their cows' inability to produce milk – rumors primarily perpetuated and escalated from the fossil fuel hired "think tanks." Taxpayer interests are fearful of poor project management, general uncertainties, and escalating costs. The silent generation is fearful of saddling the Millennial (born between 1982 and 2000) generation with considerable debt beyond their already historically high college debt, despite the Millennials being among the most supportive generations of HSR (as evidenced by their comments at the April 2012 CHSRA Board Meeting in San Francisco).

What about the media? According to a presentation by Seattle's Sound Transit at a 2003 professional association meeting, following negative publicity, the media is interested in drama to sell their materials. Therefore, look for opposing interests to get considerable media attention. One of our roles as transportation professionals is education. Safe Routes to School Director Deb Hubsmith reminds us in a recent media relations workshop at TransForm's (www.transformca.org) Transportation Choices Summit, that "we're always on record." Therefore, be calm, cool, and collected when listening to views that differ from your own. Avoid trying to force your views on others without first listening and seeking to understand where they are coming from.

Why are drawbacks exaggerated? One of the great exaggerations came from an opponent likening the "pull the plug" warnings to Titanic's iceberg warnings that went unheeded. Such opponents may represent large groups that have traveled for miles, seeking popularity from their own group members over exercising the "common good".

What are the next steps? Focus on education over advocacy. Identify the pros and cons. Then formulate your own conclusions. Find out as much about the technology as possible from sources like the US High Speed Rail Association (USHSR) (www.ushsr.com). Keep abreast of the latest CHSRA news as www.hsr.ca.gov including progress on the Proposition 1A compliance lawsuit scheduled for a decision in late August. Respect the opinions of competing interests. Get elected officials and the public to seek out transportation engineers among the experts on this pivotal project.

Why did the Team with the Lowest Technical Score win the First High-Speed Rail Design/Build Contract?

David M. Schwegel, PE

At their Thursday, June 6, 2013 Board Meeting in Sacramento, the California High Speed Rail Authority (CHSRA) (www.hsr.ca.gov) took a critical vote. This vote authorized CHSRA CEO Jeff Morales to “negotiate final terms of the Design/Build (D/B) Contract for Construction Package 1 (CP-1)” with the “apparent best value proposer” among the five proposing Joint Ventures (JV’s). CP-1 goes from Fresno to Madera. All five JV’s submitted both technical and price proposals to CHSRA by the January 18, 2013 deadline.

What were the results? The CHSRA April 12, 2013 Press Release “California High-Speed Rail Authority Announces Bid Results on Central Valley Construction Project” identifies the following results:

| Proposer | Price (billion) | Price Score (out of 70) | Technical Score (out of 30) | Total Score |
|-------------------------------------|-----------------|-------------------------|-----------------------------|-------------|
| Tutor Perini/Zachry/Parsons | \$ 0.985 | 70.00 | 20.55 | 90.55 |
| Dragados/Samsung/Pulice | \$ 1.085 | 63.55 | 26.13 | 89.68 |
| California Backbone Builders | \$1.366 | 50.49 | 27.71 | 78.20 |
| California High-Speed Rail Partners | \$1.263 | 54.59 | 20.70 | 75.29 |
| California High-Speed Ventures | \$1.537 | 44.87 | 21.41 | 66.27 |

Source: CHSRA Press Release (April 12, 2013)

Price was weighted 70%. Technical was weighted 30%. The engineer’s estimate was approximately \$1.5 billion, with the “apparent best value proposer” Tutor Perini/Zachry/Parsons (www.tutorperiniparsons.com) coming in around 1/3 below this estimate. Tutor Perini is headquartered in Sylmar. Zachry is headquartered in San Antonio. Parsons is headquartered in Pasadena.

How would I have picked initially? On initial examination, I would have picked Dragados/Samsung/Pulice for their favorable balance of low price and high technical score. That was before I understood the thoroughness of the selection process.

What did I learn by taking a deeper dive? All five JV’s passed the initial test of minimum technical competence. The other four went above and beyond the call of duty, providing extra “nice to have” technical research, thereby yielding higher technical scores. The highest technical score went to California Backbone Builders comprised of several firms headquartered in Spain with extensive experience constructing their nation’s HSR system, the Alta Velocidad Espanol (AVE).

CHSRA Board Member Rossi brings extensive financial experience to the table, having worked with Bank of America and Bank of Japan. He was also instrumental in reassuring skeptical Senators of CHSRA’s technical competence in managing the state’s most expensive infrastructure endeavor ever during last year’s State Assembly and Senate HSR Hearings. During the June 2013 CHSRA Board Meeting, he requested reassurance on the “apparent best value proposer’s” investment grade qualification, impairments of other JV’s, independent study of bond due diligence, and technical

score. Chief Program Manager Frank Vacca, and Chief Counsel Tom Fellenz provided the needed reassurance. Other Board Members raised similar questions and received comparable reassurance. The technical score was tested twice.

Now that I have a more thorough understanding of the selection process, the high-priority of effective financial stewardship in regaining the public trust on massive infrastructure projects, and the thoughtful and careful consideration by voting CHSRA Board Members (as reflected in their thorough questions to the Chief Program Manager and Chief Counsel), I would have agreed with their decision to move forward with the “apparent best value proposer.”

How rigorous was the selection process? A group of public employees in cooperation with CHSRA’s legal, financial, and program management consultants evaluated each JV’s SOQ in February 2013, and found them all qualified. A more thorough evaluation was conducted in March 2013, resulting in a technical score based on compliance with the provided Instructions to Proposers (ITP) plus extra “above and beyond the call of duty nice to haves.” In addition to numerous procedural safeguards, the ITP also stipulated providing proof of financial, administrative, and technical competence for pulling this project off. During the proposal preparation process, all JV’s capitalized on the opportunity to submit Requests for Information (RFI’s). CHSRA also worked with the Department of General Services (DGS) to use excess secure state-owned office space to make sure integrity and confidentiality were maintained in the selection process.

How did the other proposers respond during the protest period? A protest period was provided according to standard practices, should JV’s wish to participate by expressing concern with the quality of competing proposals. None opted to do so.

What about the recent negative press of the apparent best value proposer? Tutor-Perini did have some negative press questioning their financial performance. Yet the Chief Counsel and Chief Program Manager provided assurance that a detailed review of financial performance recently revealed no “impairments” that were “show stoppers.”

How did Mr. CEO Tutor himself weigh in? Mr. Ron Tutor (CEO of Tutor-Perini) weighed in after the CHSRA Board vote, acknowledging the financial concerns and the Las Vegas MGM issues from the press. Then he provided reassurance, noting his company’s net worth in excess of \$1 billion. He also noted his company’s involvement in much of California’s large civil works including the Richmond-San Rafael Bridge, I-80, BART, and the Altamont Corridor Express (ACE), and reassured the audience of his commitment to the success of “this very important project.”

What are our next steps? Keep an eye on the summer “groundbreaking,” the outcome of the Prop. 1A compliance lawsuit (decision expected in late August), environmental clearances, and future construction packages that will further extend the project south as close to Bakersfield as the initial \$6 billion funding will go. Subscribe to US High Speed Rail Association’s (USHSR) (www.ushsr.com) free weekly eNewsletters to boost your understanding of HSR technology in general, as the public is now starting to see the connection between HSR and Engineering. There is no CHSRA July Board Meeting, so keep an eye on outreach events and industry forums. Network with elected officials. Senator Cathleen Galgiani, the “godmother of HSR” was in attendance at the CHSRA June 2013 Board Meeting. Elected officials frequent HSR events. You never know who might show up. Let them know Engineers are here as a resource on high-profile, technically complex infrastructure topics like HSR.

Benefits

Iteris offers associates one of the most comprehensive benefits programs in the industry.

A number of these benefits reflect our unique workplace and provides associates with opportunities to celebrate the culture, continue their education, and achieve their personal and professional goals.

Iteris offers a wide variety of benefits, services and programs designed to make it easier convenient for employees to juggle work and everyday life.

- Incentive-based bonuses
- 401(k)/Retirement savings plan
- Comprehensive medical and dental coverage
- Vision plan
- Life insurance
- Medical reimbursement plans
- Disability coverage
- Generous time-based benefits (paid time off, holiday schedule)
- Family friendly programs (dependent care, flex-time/alternative work week)
- Professional support benefits
- Comprehensive education assistance program
- Home computer purchase assistance program
- In-house training programs
- Travel and entertainment discounts
- Legal services

CAREERS WITH MOBILITY

Current Listing of Opportunities with Iteris:

Iteris, Inc. is a leader in providing intelligent information solutions to the traffic management market. We are focused on the development and application of advanced technologies and software-based information systems that reduce traffic congestion, provide measurement, management, and predictive traffic analytics, and improve the safety of surface transportation systems.

We are seeking the following individuals to join our dynamic team:

Senior Transportation Engineer/Associate Vice President

Open to location anywhere in the U.S.

This position will assist us in growing our bus transit business. Responsibilities include business development activities, pre-marketing for upcoming projects, developing innovative pursuit strategies, writing proposals, making presentations to clients, conducting interviews and negotiating contracts with major transportation clients. We are seeking a degreed individual with at least 15 years applicable experience.

Senior Transportation Engineer/Planner

Based in Southern California (Long beach, Santa Ana or Los Angeles)

This position will serve as a key member of Iteris transportation planning and modeling practice. Responsibilities include business development activities, developing and maintaining regional and local travel demand models, micro-simulation models, and overseeing model applications for multiple projects. The qualified individual will assist in developing and applying advance modeling techniques, research, analysis and training. We are seeking a degreed individual with at least 8 years of consulting and/or public sector experience in the transportation planning field and at least 3 years performing marketing & business development activities.

Sr. Analytics Consultant

Open to location anywhere in the U.S.

This role as Senior Transportation Engineer/Senior Analytics Consultant will lead business development efforts, manage projects, and performing technical tasks on ITS projects related to performance measurement. We are seeking a degreed individual with 5 - 10 years direct experience in Traffic Operations and/or ITS Project Management consulting.

We have additional opportunities available throughout our growing offices across the U.S.

Visit our website for more information and to apply online: www.iteris.com

If you are interested in being a part of a team dedicated to excellence while making a profound difference and impact in the transportation industry, join Iteris.

Confidential resumes or letters of inquiry can be sent to jobs@iteris.com.

Iteris, Inc. is an Equal Opportunity Employer

ITE WESTERN DISTRICT ANNUAL MEETING REGISTRATION IS OPEN

Arizona Biltmore Reservations – Rooms are filling up with over 240 room nights already reserved. Room rate is **\$149.00 night including resort fees**. The rate will be honored three days before and after to conference. Visit the website <http://www.arizonabiltmore.com/> and use the Group Rate Code “ITE” when making your reservation.



Vendor/Sponsor Registration – We would like to thank the exhibitors and sponsor that have already registered. For vendor and exhibit hall registration and availability visit the website (<http://www.azite.org/2013meeting/>) and click the Vendor & Sponsor Link at the right of the page. Select **“REGISTER NOW”**. For more information on vendor/exhibit registration and sponsorship contact Kim Konte at Kimberly.konte@nov.com.

Technical Registrations – Registration is open with the early registration closing on June 14th, 2013. For on-line registration visit our website at (<http://www.azite.org/2013meeting/>) and click the Registration Link at the right of the page for more instructions. For more information on registration contact Cathy Hollow at catherine_hollow@tempe.gov.

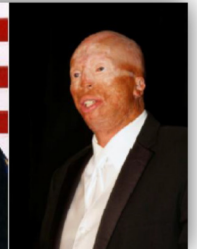


Conference/Technical Program is available at www.azite.org/2013meeting. The technical program and registration cost includes a half day workshop on the **Interactive Highway Safety Design Model (IHSDM)**. See the brochure for details and instructions prior to attending the conference. Contact Ray Yparraguirre at ray.yparraguirre@kimley-horn.com if you have questions or comments



Opening Remarks - Greg Stanton, Mayor of Phoenix

Monday, July 15th Keynote Address – Jason Schechterle “Beyond the Flames”



Monday, July 15th Lunch Guest Speaker – “Unstoppable” Anthony Robles is born with one leg and became 3-time all american and the 2011 NCAA National Champion in Wrestling.

Monday, July 15th Technical Tour – Light Rail Transit System and Sky Harbor Train with 50 person maximum capacity



Tuesday Morning, July 16th Technical Tour – Arizona Canal Bike Tour with 20 person maximum capacity

Tuesday Afternoon, July 16th Technical Tour – ADOT Traffic Operations Center with 30 person maximum capacity





Cathy Leong, P.E. (F) for ITE Western District Secretary-Treasurer

I am honored to be selected as a candidate for Secretary-Treasurer for the Western District. As the Chair of the Student Endowment Fund Committee, I have become acquainted with a number of Western District officers at the section and district levels. Through this interaction, I have developed a keen understanding of the goals and needs of the District, and look forward to the opportunity to continue serving ITE.

ITE Service and Leadership Roles

During my 18 years as an ITE member, I have had the opportunity to serve in a variety of service and leadership roles that have provided me with first-hand experience regarding the needs of members at both the student and full member levels. The following are a few highlights of my ITE service:

- Student Endowment Fund Committee Chair (2008-present). I have worked diligently with my committee over the last 5 years to grow the Endowment Fund from \$50k to over \$330k. I continue to work on new and exciting ways to raise awareness of the fund including Annual Meeting events. We held a Student Raffle in Anchorage, AK, Traffic Hero and MiteY Race events in Santa Barbara, and will be hosting another MiteY Race event in Phoenix, AZ this year.



Promoting the Student Endowment Fund at the 2010 Western District Annual Meeting in San Francisco

- Mentor for University of Hawaii at Manoa ITE Student Chapter for their Western District Data Collection Fund projects. In 2007, they were not selected for a District project, but I arranged for local funding so they could complete the project.
- LAC General Chair for the 2006 Western District Annual Meeting held in Hawaii. The meeting was a great success with over 400 attendees.



With LAC Vice-Chair Richelle Takara at the 2006 District 6 Annual Meeting.

- President (2003-2004), Hawaii Section

Vision and Goals

- Continued support for the Student Endowment Fund and student initiatives programs. The implementation of the strategic and investment plans that I helped to develop for the Endowment Fund will ensure the sustainability of our student programs.
- Advocate fiscal responsibility for our District including promoting the affordability of District meetings and events.
- Improve District responsiveness to the needs of our members. Coming from the Hawaii Section, I understand that rapid responses are necessary to overcome the physical separation between our sections and chapters.

ITE and Professional Awards

The following are a few of the ITE and professional awards that I have been fortunate to receive during my career.

- 2011-2012 ITE Individual Achievement Award
- 2007-2008 ITE Young Professional Achievement Award
- 2007 Young Engineer of the Year, Hawaii Society of Professional Engineers (HSPE)
- Presidential Proclamation, 2005, for service as 2006 Annual Meeting LAC General Chair



Professional Qualifications

The following is a summary of my professional qualifications:

- Project Manager and Senior Traffic Engineer with the Traffic and Transportation Group at Wilson Okamoto Corporation in Honolulu, Hawaii (1997-present)
- Registered Civil Engineer — Hawaii
- MS in Civil Engineering with an emphasis in Transportation, University of California, Berkeley
- BS in Civil Engineering, University of Hawaii at Manoa