Dear ITE Southern California Members,

It difficult to imagine that we are already in to the month of April. 2019 has been moving so fast, and your section board members and chairs have been working hard to make ITE worth your time. One of the ways we are working for you is by providing a venue for students and prospective employers to connect. We are currently planning our up-coming job fair that will take place right before the Annual Student Night on May 22, 2019. We are still looking for companies to participate. If you are interested, please contact me or one of our sponsorship chairs.

From our Board, thank you to our March Tri-Section Workshop Speakers: Ellison Alegre, Farid Nowshiravan, Vassili Alexiadis, Mort Fahrtash, Ed Alegre, Nick Compin and Joe Buler. It was a packed event with great discussion about current Integrated Corridor Management efforts. These projects are complex with many stakeholders, and our speakers detailed how they would be successfully implemented and maintained. Thank you to our Workshop Sponsors Albert Grover and Associates, Iteris, 1-CLICK, and Western Systems.

We also had an after-hours social event at the Wursthaus. I attended and enjoyed seeing both new and familiar faces. Thank you to the attendees for capitalizing on this opportunity to network with some of your fellow ITE members.

Our next meeting will be on April 17, 2019 at Luminarias Restaurant. The Speaker, Dapeng Zhang of Hyperloop One, will be presenting on “Making Hyperloop a Reality.” Our April Meeting Sponsor KOA Corporation will set up a tactical urbanism demo exhibit at the venue for the enjoyment of the attendees. I hope to see you all there!
## 2018-2019 Southern California Section Officers

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<tr>
<th>Position</th>
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ITE Southern California Section
www.socalite.org
On Friday, March 29, the California Region (Region 9) of the American Society of Civil Engineers (ASCE) held their Annual Infrastructure Symposium at the San Diego Convention Center with the theme “Reimagining Tomorrow’s Infrastructure”. There were approximately 200 delegates total with a fairly even distribution among the parallel Transportation and Water Tracks. Transportation Track highlights were as follows:

**Session 1: Local Transportation, Technology, and Housing** moderated by Domenic Lupo of AECOM localized these three topics to the San Diego Region.

- San Diego City Councilmember Mark Kersey discussed his bold infrastructure platform of repairing and enhancing City transportation infrastructure that got him elected to the City Council along with developments that are well underway.
- ASCE Region 9 Legislative Advocate Richard Markison discussed Governor Gavin Newsom’s bold initiative of building 3.5 million housing units in California to address the State’s severe housing crisis with special emphasis on the severity of the crisis, the lack of new housing construction that lead to the crisis, and the numerous housing bills currently going through the Legislature to address this crisis.
- San Diego County Regional Airport Authority President/CEO Dennis Probst discussed the unique engineering challenges and innovative expansion plans (terminal modernization, traffic tunnel, multi-modal integration) at one of the world’s busiest and severely capacity constrained single-runway airports.
- Mr. Mugg Stoll of SANDAG discussed the Regional Plan on Transportation, Land Use & Housing with special emphasize on the interrelationship among these three elements within a region that is characterized by steep mountain, deep valleys, and scattered water bodies.

**Session 2: Mobility, Housing, & Economics in SoCal** moderated by William Anderson of AECOM took a deep dive into the relationship among concepts, projects, and economics.

- Kelly Cunningham of the San Diego Institute for Economic Research presented a series of graphs illustrating how the housing and employment demographics of San Diego compare to the rest of California and the nation, while emphasizing how the high housing prices relative to incomes are not quite as severe in the San Diego region as they are in the Bay Area and Silicon Valley.
- Kate MacKay of Mott MacDonald offered a fascinating Australian perspective on the concept of Mobility as a Service with special emphasis on ensuring that effective policies are in place, so that the multiple elements can develop simultaneously and operate harmoniously.
- Robert James of HNTB provided success stories on smart infrastructure innovations in New York City and their practicality to other parts of the nation. Among the hot topics currently under discussion in Manhattan is congestion pricing such as what’s currently in place in many European cities.
- Darrell Johnson, CEO of OCTA reinforced the importance of roadway, rail, and transit projects alike in enhancing mobility throughout the heavily populated and predominantly car-oriented Orange County. Of special emphasis is the Orange County streetcar project in the fairly densely populated City of Santa Ana.
Session 3: The Big Picture on Jobs, Housing, & Mobility moderated by Bethany Dawa of TY Lin International offered a multi-modal perspective on innovations currently underway in SoCal.

• Steve Schibuola of the IBI Group provided an overview of the San Ysidro Intermodal Transportation Center Study, presenting multi-modal transportation solutions for addressing congestion challenges at the world’s busiest land border crossing.

• John Haggarty of SANDAG presented the Mid-Coast Corridor Transit Project currently under construction with special emphasis on its relationship to Amtrak’s LOSSAN Corridor and the Coaster Rail Service.

• Allan Kosup of Caltrans District 11 emphasized the importance of multi-modal solutions (roadway, rail, transit) interacting harmoniously to provide congestion relief within the severely capacity constrained Interstate 5 Corridor within North San Diego County.

• Joshua Schank of LA Metro discussed some of the extraordinary innovations to address near-term (Aerial Tramway concept between LA Union Station and Dodger Stadium by 2022) and long-term (ITS developments and transit expansions by the 2028 Olympics) transportation challenges within the LA Region.

Session 4: Creative Funding to Advance Housing & Mobility moderated by Bethany Dawa of TY Lin International explored economics topics such as SB 1 and shifting financing priorities to better address environmental challenges.

• SANDAG CEO Hasan Ikhrata reinforced the value of SB 1 to the San Diego Region while underscoring the important roles that efficient, innovative, and multi-tasking millennials bring to the region’s transportation system of tomorrow.

• Deanna Spehn, Policy Director for Senate Speaker Toni Atkins provided her own personal story of growing up in the Los Angeles Region in the 1980’s where significant air pollution challenges posed severe constraints on health and quality of life. She emphasized policies underway in Assemblymember Toni Atkins’ office for incentivizing transportation innovations such as electric vehicle-use for cleaning up the air.

• Commissioner Jim Madaffer discussed his own experience of owning an electric vehicle (EV), the joy of turning on his EV first thing in the morning with the dashboard showing a 350-mile range, cashing in on incentives at the Federal and State level, and establishing a stronger “nexus” between funding mechanisms and environmentally-friendly transportation solutions.

• I emphasized the importance of expediting the completion of a usable high-speed rail segment to a major population center in order to
generate ridership revenue and attract private investment, and the value of environmental clearance and full right-of-way acquisition for the expedited completion of the proposed Brightline project between Southern California and Las Vegas.

To take a deeper dive into the complete transportation system topic with emphasis on the rail perspective for getting Los Angeles ready for the 2028 Olympics, check out http://www.ushsr.com/events/losangeles2019.html.


While the highest percentage of Californians surveyed want universal health coverage, increased housing construction, and free community college tuition; California Governor Gavin Newsom continues to see value in the California High-Speed Rail project provided that additional transparency and accountability measures are put into place.

At the February 19 meeting at the Secretary of State Auditorium in Sacramento, newly appointed Chair Lenny Mendonca reinforced the importance of the Governor’s transparency and accountability measures. The Authority has been practicing several such measures for the past three years such as posting downloadable photos highlighting some of the most recent construction progress on its website; and holding public Finance & Audit Committee meetings with downloadable performance metrics. Among the most recent developments is the provision of an opportunity for public comment at the April 16th Finance & Audit Committee meeting at the Secretary of State Building in Sacramento; and providing a link on its website titled “Transparency & Accountability”.

Clicking on “Transparency & Accountability” brings up a page with a narrative asserting the Authority’s commitment to “transparency and accountability”. Specifically, it states that “we understand the importance of keeping the public informed about the work we are doing to deliver high-speed rail and how we are conducting this work on behalf of the citizens of California.” The Transparency & Accountability page provides links to the 2018 Business Plan, funding agreements, funding plans, the Board of Director’s Finance & Audit Committee and the “full Board’s deliberation and decisions” in the form of written documents and videos of Board of Directors Meetings.

The Transparency & Accountability page also states that “recently, Governor Gavin Newsom directed us to take steps to provide an even greater degree of transparency for the Citizens of California. Our Board of Directors fully supports his request, and we are taking the first steps to fulfill that commitment by creating this Transparency & Accountability webpage”. This webpage then takes a deeper dive into the concept of the “Change Order” which is a “revision to a current contract that modifies the scope of work” as circumstances unforeseen during the preparation of the initial contract often come up throughout the life of the construction contract. Such changes may be directed by the Authority, others may be directed by the agency having jurisdiction, and others may be discovered by the contractor in the field.
The project currently has three active design-build contracts. These include Construction Package 1 (CP 1) - a 29-mile stretch between Madera and Fresno; Construction Package 2-3 (CP 2-3) – a 65-mile stretch between Fresno and the Kern County Line; and Construction Package 4 (CP 4) – a 25-mile stretch between the Kern County Line and north Bakersfield. The bottom of this webpage contains preliminary information on change orders for each of these three construction packages. At the time of this article, there were approximately 230 published change orders associated with CP1, approximately 70 associated with CP 2-3, and approximately 25 associated with CP 4. Clicking on an individual change order provides specific information on that particular change order. A typical change order includes: (1) a description of the change, (2) a payment item, (3) a description, (4) quantity, (5) units, (6) unit price, (7) net amount, and (8) a time adjustment. Following these items is typically an attachment showing the release of claims, a contractor’s sworn certification, and signatures by representatives of both the Design-Builder and the Authority.

A typical change order involves at least three parties. These include the Design-Builder, the Project/Construction Management Team (PCM), and the Authority. Typically, the Design-Builder will produce a cost estimate to calculate the fee for the change. Then the PCM Consultant will prepare an independent cost estimate to assess the validity of the change. Then the two parties will negotiate to determine a mutually agreeable price. Then the Authority will conduct its own assessment. Once all parties reach an agreement, then a change order is executed, and the contractor is given authorization to proceed with the change in work. Occasionally, after extensive negotiations, the parties may be unable to reach an agreement. In that case, the Design Builder and the Authority follow a dispute resolution ladder. Should that ladder not produce the desired results, then they are given the opportunity to go before a dispute resolution board.

For more information on the California High-Speed Rail Project in general, videos and materials from prior Board of Directors Meetings, and the ongoing implementation of Governor Gavin Newsom’s Transparency and Accountability measures, go to www.hsr.ca.gov.

For information on the upcoming West Coast Rail Conference in Los Angeles where transparency and accountability will likely be hot topics, go to http://www.ushsr.com/events/losangeles2019.html.
The Joint Tri-Section March Workshop with the Riverside/San Bernardino and San Diego ITE Sections was held on Friday, March 8, 2019, at the Plaza de Magdalena in San Juan Capistrano. There were several speakers that came to discuss the state of Integrated Corridor Management (ICM) in Southern California.

The first speaker was **Morteza Fahrtash**, Caltrans District 7 Traffic Manager. He spoke about how there is significant congestion in his district and how it can be addressed by an ICM Central during emergency situations. The main goal of ICM is to minimize the impact of incidents on traffic. This can be accomplished by having institutional collaboration with local agencies and proactive technology integration. A response plan to any incident or emergency is significant, and it needs to serve as a template for any future incidents. However, the perspective from local cities is that Caltrans is just attempting to “dump” traffic into their cities during emergencies. One way to assuage this issue is to explain to these cities that since vehicles will already be taking detours through their city, regardless of whether cities approve, it is better to have them do so in an orderly fashion. Partnership is important, and the Connected Corridor Program that has been developed by Caltrans District 7 is part of the California Transportation Plan (2040). There are more than 459 signalized intersections and 45 freeway metered ramps that are a part of the program. The program has already been in use along the I-210 and there has been a 13% reduction of delay.

After Morteza, **Farid Nowshiravan** came to talk about the Orange County (OC) Triangle ICM Project, and the work currently taking place. Kimley-Horn and Associates worked on the concept of operation while Advantec Consulting Engineers identified a few sample scenarios for diverting traffic on the I-5, SR-91, and SR-57. Traffic needs to be managed early before major traffic congestion on both freeways and arterials occurs. Caltrans, OCTA, and the City of Anaheim were the major agencies involved, while other local agencies including the City of Garden Grove and the City of Santa Ana were involved, too. At the same time, Caltrans District 12 is currently upgrading its traffic management center (TMC) including a new video wall and upgrading the regional arterial traffic management system (ATMS). This will help Caltrans to better implement the OC Triangle ICM Project, which will have 54 “SMART” intersections that include new pedestrian and bicycle detection. There will also be 120 total V21 roadside units for helping to monitor the traffic congestion on the freeways and arterials.

**Kenneth Gustat** from Western Systems then gave a brief presentation on the equipment that they manufacture that can be utilized in ICM, including NEMA cabinets and a potential new type of cabinet known as the P Plus. Their equipment works with Siemens to help manage data networks, routers, and switches. Next Ellison Alegre from SANDAG gave a presentation on the ICM in use on the I-15. From 2003-2012, SANDAG developed new express lanes on the I-15 that provide 20 miles of faster travel between SR-78 in Escondido and SR-163 in San Diego. The I-15 Express Lanes are free for motorcycles, clean air vehicles drivers, vanpools, transit riders, and carpools. Ellison then talked about their TMC and how it is able to see incidents and can use a CCTV camera to verify and survey any incident. An
appropriate response plan can then be implemented. Ellison emphasized the importance of engaging stakeholders and an “executive-level” project sponsor/champion. ICM is about people, processes, and tools.

The next speaker was Ed Alegre, Past President of the Orange County Traffic Engineering Council and Senior Manager at the Los Angeles County Metropolitan Transportation Authority (LA Metro). LA Metro has passed multiple sales tax measures including Measure R and Measure M in order to fund new projects like ICM. ICM needs to be implemented as its benefits include improving incident management, improving travel time, and increasing the number of vehicles that can travel on roadways as most highway systems in Southern California are built out. He spoke of the LA Regional ICM Assessment, with a goal of assessing corridors in LA County and identifying opportunities for integrated corridors and assessing communication gaps. There was then a paneled session moderated by Ed Alegre about ICM, and how to implement one with local agencies. Procuring a stakeholder agreement is very significant, as a local agency cannot operate an ICM on its own. There needs to be multiple agency support to run the system effectively. In addition, technology standardization is important for center-to-center communication.

Nick Compin from Caltrans was the next speaker, and he talked about planning and deploying ICM projects. Currently, there are the Caltrans Connected Corridors Program and Corridor System Management/Pilot Projects. Transportation Systems Management and Operations (TSM&O) between Caltrans and local agencies has taken place to implement institutional integration, technical integration, and operational integration. There needs to be a Standardized Data Platform that makes it easier for future arterials and highways to be added to the ICM. After, Joe Butler from Caltrans spoke about the Connected Corridor Statewide Program, and its TMDD (Traffic Management Data Dictionary) Standards. This Interface was developed to support center-to-center communications as part of the regional deployment of ITS for centers to cooperate in the management of a corridor, arterial, incident migration, event management, and more. There are multiple TCS vendors, which is necessary as Caltrans needs to see all of the options to make the most educated and responsible decision.

The joint luncheon meeting with the San Diego ITE Section was an exceptional session where members of both Sections were able to discuss new concepts, technology, and ideas that can be used to improve traffic congestion and efficiency in Southern California, as well as enjoy the food and atmosphere of San Juan Capistrano. The next meeting will be on Wednesday, April 17, 2019, at the Luminarias Restaurant in Monterey Park.

April 2019 Legislative Analysis

Tyler Lindberg (Iteris)

Here is an update on transportation-related bills in the Legislature:

- **SB-526 (Allen)** would require metropolitan planning organizations (MPOs) to provide any data determined by the state as necessary to fulfill mandated reductions in transportation-related greenhouse gas (GHG) emissions to determine if MPOs are on track for GHG reduction targets. If an MPO is found not to be on track, the bill would require guidelines for assigning lower priority to projects that increase vehicle miles traveled (VMT) and GHG emissions than for projects which would

Inside the Senate Chambers in the Capitol in Sacramento (Photo Credit; David Schwegel)
reduce them. (Status: Active Bill – hearing April 3rd)

- **SB-127 (Wiener)** would establish a Division of Active Transportation within the Department of Transportation and require the California Transportation Commission (CTC) to give higher priority to projects focused on increasing safety for pedestrians and implementing bicycle and pedestrian facilities through the State Highway Operation and Protection Program (SHOPP). (Status: Active Bill – referred to Committee on Transportation on January 24th)

- **AB-659 (Mullin)** establishes California Smart City Challenge Grant Program, enabling municipalities to compete for grant funding to implement emerging ITS technologies. (Status: Active Bill – passed and re-referred to Committee on Appropriations on March 25th)

- **SB-152 (Beall)** amends Active Transportation Program within Caltrans regarding proportional fund appropriations to recipients, greatly increasing the amount awarded to MPOs. It would require 75% of available funds be awarded to projects selected by MPOs in areas with populations greater than 200,000, 15% to fund projects in small urban and rural regions, and 10% to fund projects of a “transformative” nature, awarded competitively statewide. (Status: Active Bill – hearing April 9th)

- **SB-59 (Allen)** establishes guiding principles related to autonomous vehicles to ensure that their rollout supports state efforts to reduce VMT and GHG emissions and encourage efficient land use. Would require the Office of Planning and Research to cooperate with State Air Resources Board to convene an autonomous vehicle interagency working group to guide policy development that is consistent with these goals. (Status: Active Bill – hearing April 9th)

- **SB-7 (Portantino)** prohibits Caltrans from implementing a freeway tunnel or surface freeway or expressway for I-710 between I-10 and I-210. (Status: Active Bill – hearing April 9th)

- **AB-847 (Grayson)** requires the Department of Housing and Community Development to establish a competitive grant program to cities and counties to offset up to 100% of any transportation-related impact fees from qualifying housing development projects. (Status: Active Bill – re-referred to Committee on Housing and Community Development)

- **AB-285 (Friedman)** requires Caltrans to address within the California Transportation Plan how the state will achieve GHG emissions reductions targets of 1990 levels by 2020 and 80% below 1990 levels by 2050. Requires Caltrans to identify a statewide integrated multimodal transportation system needed to meet these targets. (Status: passed by Committee on Transportation and re-referred to Committee on Natural Resources on March 26th)

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

**Call for Technical Articles**

If you are interested in preparing a technical article for inclusion in an upcoming newsletter, then please send it to Co-Newsletter Editors Bryan Elenes (belenes@advantec-usa.com) and David Schwegel (davidmschwegel1@gmail.com) by the end of the month preceding the next month’s newsletter. For the April 2018 Newsletter, the deadline is **11:59 PM on Friday, April 26th**. Typically, 300 words and one photo fit into one column of our monthly newsletter.
Election Results
Congratulations to Randy McCourt for being elected as 2020 International President and Alyssa A. Reynolds Rodriguez for being elected as 2020 International Vice President. Both begin their terms in January 2020. Thank you Vice-President Candidate Lynn A. LaMunyon for running a positive and professional campaign. ITE looks forward to her continued leadership of the Traffic Engineering Council and within the Northeastern District.

New Podcast – Mobility as a Service
In this month’s ITE Talks Transportation podcast, Susan Zielinski, former managing director of the SMART program at the University of Michigan, discusses Mobility as a Service (Maas), including what initiatives are currently underway in the space, how the public and private sectors are contributing to the MaaS ecosystem, and the opportunities and practical challenges of implementing a true MaaS environment in a community.
https://www.ite.org/professional-and-career-development/learning-hub/podcasts/

New Video Highlighting ITE e-Community
One of the greatest benefits of ITE membership is the online community, or the e-Community, as its being rebranded, to distinguish from the physical Community of Transportation Professionals. Membership in ITE connects you to a world of ideas, people, and resources. The e-Community is your window into this world, giving you perspective on where our profession is heading, connecting to peers from across the globe, and finding answers to questions or solutions to problems. View this short video on the benefits of the e-Community https://www.youtube.com/watch?v=YxypYK2bR8I&feature=youtu.be.

Many posts are by individuals who are facing a challenging transportation issue and are looking for examples or advice from others. Within 24 hours there are usually at least a half-dozen responses from around the country and sometimes the world providing first-hand experience from those who have dealt with the same or a similar issue—making it a “force multiplier,” extending the resource and knowledge base of individuals or firms.

Look for more of these one-minute videos in the coming months, inspired by the LeadershipITE group project on ITE’s podcasts at https://youtu.be/yGnLQC-5o7e.

#ITEAustin2019 Program Now Online
The program for the Joint ITE International and Texas District Annual Meeting and Exhibit is now online! Check out the upcoming workshops, technical and plenary sessions, and the technical tours planned for Austin. Pathways include: CAV (Connected and Automated Vehicles), Complete Streets, Leadership, Mobility as a Service, Rural ITS, Smart Communities, TSMO (Transportation Systems and Management Operations), and Vision Zero. Plus! Check out the family and student activities. And we didn't forget about traditional TexITE events.
https://www.ite.org/events-meetings/2019-joint-ite-international-and-texas-district-annual-meeting-and-exhibit/program/

Look for the next issue of Spotlite later this week.

Call for Newsletter and Meeting Sponsors
To maintain ITE SoCal as a strong and vibrant organization and to give companies the opportunity to showcase their latest services and products, both meeting and newsletter sponsorship opportunities are available.

Meeting sponsorship provides an opportunity to make a brief PowerPoint presentation on your company at monthly meetings that typically
attract over 100 attendees. Many of the meetings are held jointly with other ITE sections and transportation organizations, thereby reinforcing the strong publicity opportunity.

Newsletter sponsorship provides an opportunity to include a half or full-page ad in the monthly newsletter that gets published nine times annually and distributed to over 700 transportation professionals throughout Los Angeles and Orange Counties, also reinforcing the strong publicity in this publication that gets circulated far and wide within the expansive transportation industry throughout Southern California.

For more information, please contact Sponsorship Coordinators Emilio Murga (emilio@albertgrover.com) and Meghavardhan Govindu (mgovindu@gundacorp.com).

Thank you to this month’s Newsletter and Meeting Sponsors:

**Newsletter Sponsors**

- CUBIC/Trafficware*
- Iteris

**Meeting Sponsor**

- KOA Corporation

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# 2018-2019 Calendar

## Institute of Transportation Engineers

### Southern California Section

### August 2018
- **ITE Annual Summer Mixer**
  - Wed. Aug 22, 2018
  - Dinner – 5:30 PM
  - Police Academy Rock Garden, Los Angeles

### September 2018
- **Regular ITE Meeting**
  - Wed. Sept 19, 2018
  - Lunch – 11:30 AM
  - Monterey Hill Restaurant, Monterey Park

### October 2018
- **Joint Meeting with OCTEC**
  - Thurs. Oct 25, 2018
  - Lunch – 11:30 AM
  - Orange County Mining Company, Orange

### November 2018
- **Joint Meeting with Riverside-San Bernardino Section**
  - Wed. Nov 14, 2018
  - Lunch – 11:30 AM
  - The Restaurant at Kellogg Ranch, Cal Poly Pomona

### December 2018
- **Holiday Mixer with RSBITE & OCTEC**
  - Wed. Dec 5, 2018
  - Appetizers – 5:00 PM
  - Knott's Berry Farm Hotel, Buena Park

### January 2019
- **Joint Meeting with City Traffic Engineers**
  - Wed. Jan 16, 2019
  - Lunch – 11:30 AM
  - Monterey Hill Restaurant, Monterey Park

### February 2019
- **Joint Meeting with Central Coast Section**
  - Wed. Feb 13, 2019
  - Lunch – 11:30 AM
  - Santa Monica Public Library, Santa Monica

### March 2019
- **Joint Meeting with San Diego Section**
  - Fri. March 8, 2019
  - Workshop – 9:00 AM – 1:00 PM
  - Lunch – 12:00 PM
  - Plaza de Magdelena, San Juan Capistrano

### April 2019
- **Regular ITE Meeting**
  - Wed. April 17, 2019
  - Lunch – 11:30 AM
  - Luminarias Restaurant *(New Location!)*, Monterey Park

### May 2019
- **Student Chapter Night Co-sponsored by OCTEC**
  - Wed. May 22, 2019
  - 5:30 PM Student Job Fair, 6:30 PM Dinner
  - Knott’s Berry Farm Resort Hotel, Buena Park

### June 2019
- **Mini-Workshop/Annual Business & Joint Meeting with ITS SoCal**
  - Wed. June 19, 2019
  - 8:30 AM – 12:00 PM Workshop, 12:00 PM Lunch, 1:00 PM Business
  - Luminarias Restaurant, Monterey Park

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**Note:** Locations and information is subject to change. Last Updated – April 4, 2019.
April Meeting

April 17, 2019
11:30AM to 1:00PM

Luminarias Restaurant
3500 W. Ramona Blvd
Monterey Park, CA 91754
(This is next door to Monterey Hill)

Presenter:
Dapeng Zhang, Hyperloop One

“Making Hyperloop a Reality”

EARLY REGISTRATION ENDS ON APRIL 10, 2019 AT 5:00PM.

Registration through Eventbrite:

https://ite_2019_april_luncheon.eventbrite.com

General Registration $30 | Late Registration $35 | Students $20

For Questions, please contact:
Ed Alegre, PTP
Secretary
ITE SoCal Section
AlegreE@metro.net

Lunch is Sponsored By:
2019 Job Fair & Student Presentation Night

The Annual ITE/OCTEC job fair will host Civil Engineering students from seven participating universities. In the past year, this event has drawn over 100 attendees, a majority of whom are motivated college students seeking a career in transportation. With graduations just around the corner, this event is a great opportunity for companies seeking to hire new grads and interns, or advertise their brand to the newest wave of incoming transportation professionals. Private engineering firms and public agencies are invited to register for the job fair and meet the bright minds of tomorrow.

After the Job fair, students from each university will be presenting a transportation project during the course of dinner. Each team will be recognized with a financial award intended to subsidize student attendance at the ITE Western District Meeting in Monterey, CA.

Come support our local student chapters and future industry leaders!

REGISTRATION COMING SOON!
EARLY DINNER REGISTRATION ENDS AT 5 PM FRIDAY 5/10
DINNER REGISTRATION ENDS AT 5 PM FRIDAY 5/17

Early Dinner Registration $30 | Regular Dinner $35 | Students Dinner $20 | Life Members Free!
ITE WESTERN DISTRICT MENTOR AWARD

The Institute of Transportation Engineers (ITE) Western District Mentor Award recognizes professionals that provide exceptional support and guidance to young professionals in technical training, ITE activity, and professional development. Mentors play a significant role in growing young professionals into the leaders that are keys to ITE’s future. As a means of fostering individual young professional participation in ITE activities, ITE Western District has developed this award to help Sections and Chapters recognize those mentors who encourage their young professionals to get involved. Special recognition will go to those individuals that exhibit exemplary support evidenced by efforts such as:

- Providing unique and effective guidance in transportation engineering or project management practices.
- Participating in local, district and international ITE activities with mentees. This can include attending meetings, web seminars, preparing articles or publications for presentation at ITE conferences and technical journals.
- Provide opportunities and supporting advanced training/technical development for young professionals.

Young professionals who want their mentor to be considered for recognition should complete the nomination form detailing their mentor’s level of support, and submit the completed form to Joshua McNeill, Western District Career Guidance Chair (jmcneill@iteris.com).

A young professional is defined as an ITE member 35 years or younger.

Selection and Award

1. The Career Guidance Committee will review nominations and select one mentor for recognition at the Western District annual meeting.

2. Incomplete nomination forms will be disqualified.

3. For the mentor selected, ITE Western District will:
   (a) Submit the awardee for publication in the WesternITE.
   (b) Recognize the mentor with plaque at Western District Annual Meeting.
   (c) Encourage Sections/Chapters to provide mentor with local recognition.

4. The winning mentor from the previous year is ineligible the next year. The nominator and nominee must be an ITE member in good standing.

ITE Western District Mentor Award

ITE’s Western District would like to recognize an exceptional mentor at the Western District Annual Meeting. If you’d like to nominate a mentor: (1) complete the NOMINEE INFORMATION below, (2) attach a narrative, no more than two pages in length, addressing their contributions in the areas of professional development, technical training/support, ITE service (use the questions below), (3)
complete YOUR CONTACT INFORMATION and (4) return the nomination to Joshua McNeill at the address below. 
The deadline for submittals is April 15th. The award will be presented at the Western District Annual Meeting.

NOMINEE INFORMATION

Name
Organization
Address

ITE Section or Chapter:

PROFESSIONAL DEVELOPMENT

➢ In what ways does your nominee support professional development?
➢ Does your nominee help provide a clear and beneficial career path for mentees?
➢ Does your nominee provide support for obtaining professional licenses?

TECHNICAL TRAINING/SUPPORT

➢ In what ways does your nominee support technical training in transportation engineering or planning?
➢ Is your nominee actively involved in any technical training programs?
➢ Does your nominee have a unique technical training style of note?

ITE SERVICE

➢ Is your nominee a current ITE member?
➢ Does your nominee actively promote membership in ITE at your organization?
➢ During the past year, did your nominee attend any ITE conferences at the International, District, Section or Chapter level?

YOUR CONTACT INFORMATION

Name
Title
Organization
Address
Telephone
Email

Please return nominations by email NO LATER THAN April 15th to:
Joshua McNeill
jmcneill@iteris.com

For questions, contact Joshua McNeill at (714) 356-1712 or at the email address above.