President’s Message
Andrew Maximous, PE, TE

Dear ITE Southern California Members,

Happy New Year! I hope all of you had a wonderful holiday season.

I would like to thank Ray Lau and John Sam for their time and coming to our November meeting. Their presentation on the space shuttle’s final mission through the streets of Los Angeles was very special.

The 2013 ITE Technical Conference will be held March 3-6 in San Diego. Many of our section members will be attending or presenting at the conference. For all conference information and registration, please visit www.ite.org/conference.

This month, the City of Santa Monica has recently installed its first green bike lane along Ocean Park Blvd. Co-newsletter editor Jay Dinkins played a key role in implementing the 0.5 mile stretch of the facility.

The Board will soon be sending an email survey to all members. Please take a few minutes to send us your feedback and help us improve the meetings and section activities for all. Thank you.

Finally, a bit of trivia: In January 1929, the City of Los Angeles installed the world’s first pedestrian-activated push-button traffic control device. It was the idea of Ralph Dorsey, the first traffic engineer for the City of Los Angeles. It was installed at the intersection of Figueroa Street and Meridian Street in front of Luther Burbank Junior High School.
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### Brief Look Ahead

**January**  
- Wed 16th, 11:30 AM, ITE So Cal/City Traffic Engineers Meeting, Monterey Hill Restaurant  
- Wed 23rd, 5:30 PM, Transit Coalition Dinner Meeting, Metro Headquarters 3rd Floor Union Station Conference Room, 1 Gateway Plaza, Los Angeles ([http://thetransitcoalition.us](http://thetransitcoalition.us))  
- Wed 30th, 11:59 PM, ITE So Cal Newsletter Deadline (contact: Newsletter Editors)

**February**  
- Tues 12th, 11:30 AM, ITE So Cal/Central Coast Meeting, Los Robles Greens, Thousand Oaks  
- Sun 3rd – Wed 6th, ITE 2013 Technical Conference and Exhibition, San Diego ([www.ite.org/conference](http://www.ite.org/conference))  
- Wed 6th, ASCE Region 9 (California) Infrastructure Symposium (High Speed Rail) at Los Angeles Union Station (Info: Email Ken Rosenfield krosenfield@ci.lagunahills.ca.us or check [www.asce.org/region9](http://www.asce.org/region9) for updates)

**March**  
- Fri 1st, ITS CA Scholarship Deadline (see flyer) (contact: Brian Burkhard: 415-747-1008, brian.burkhard@transpogroup.com)

**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
The New Year brings new California laws that will be in full effect. Several transportation-related senate and assembly bills were signed by Governor Brown in 2012 that will now see implementation.

**AB 1458, Buchanan. California Transportation Commission.**

Existing law establishes in state government the California Transportation Commission with specified powers, duties, and functions relative to transportation matters. The Governor’s Reorganization Plan No. 2 of 2012 (GRP 2) proposes to establish the Transportation Agency, which would include various departments and state entities, including the commission. GRP 2 is proposed to become operative on July 1, 2013, if not disapproved by the Legislature in accordance with specified procedures. This bill would provide that the commission retain independent authority to perform its powers, duties, and functions.

**SB 415, Price. State Highways: Relinquishment.**

Existing law gives the Department of Transportation full possession and control of all state highways and describes the authorized routes in the state highway system and establishes a process for adoption of a highway on an authorized route by the California Transportation Commission. Existing law also provides for the relinquishment of state highways or portions of state highways to any county or city by the commission in accordance with specified criteria and procedures. This bill would, in addition, authorize the commission to relinquish to a county transportation commission or regional transportation planning agency a park-and-ride lot within their respective jurisdiction, if the department enters into an agreement with the county transportation commission or regional transportation planning agency providing for that relinquishment. The relinquishment would be effective on the date following the county recorder’s recordation of the relinquishment resolution containing the commission’s approval of terms and conditions of the relinquishment.

**SB 1029, Committee on Budget and Fiscal Review. Budget Act of 2012.**

The Budget Act of 2012 makes appropriations for the support of state government for the 2012-2013 fiscal year. This bill would amend the Budget Act of 2012 by adding items of appropriation relating to a high-speed rail system in the state. This bill would declare that it is to take effect immediately as a Budget Bill. The nine items that were added would assist all segments of the proposed high-speed rail project.

**AB 1600, Torres. Metro Gold Line Foothill Extension Construction Authority.**

Existing law creates the Metro Gold Line Foothill Extension Construction Authority for purposes relating to the development of a light rail project extending from the City of Los Angeles to the Cities of Pasadena and Claremont. This bill would provide for the extension of the project to the City of Montclair, instead of the City of Claremont. The bill would authorize the authority to also accept grants, fees, and allocations from federal agencies, and to accept transfers of funds from federal, state, and local agencies. The Los Angeles County Metropolitan Transportation Authority (LACMTA) would be required to assume responsibility for operating all completed phases of the project. The bill would require the authority to enter into a construction agreement with the San Bernardino Associated Governments (SANGAG) prior to commencing construction of the portion of the project in the County of San Bernardino.

**Federal Legislature**

Moving Ahead for Progress in the 21st Century Act (MAP-21)

On July 6, 2012, President Obama signed into law P.L. 112-141, the Moving Ahead for Progress in the 21st Century Act. MAP-21 provides needed funds and represents a milestone for the U.S. economy. This will be the first multi-year transportation authorization enacted since 2005. Funds surface transportation programs at over $105 billion for fiscal years 2013 and 2014. MAP-21 will transform the framework for investments to guide the growth and development of the country’s vital transportation infrastructure. The Department of Transportation will develop a new transit safety program that will provide Americans with the confidence that the buses, subways, streetcars, and light-rail systems they ride every day are the safest in the world. Many more transportation programs will follow as time progresses.
AIPRO is an organization of independent railroad operators who compete against each other and Amtrak to provide passenger rail services under contract to public and private organizations. Our companies are Herzog, Veolia, First Group, Keolis and RATP-Dev. While many have never heard of us and think only of Amtrak as the nation’s passenger carrier, we are a substantial presence in the rail passenger business. In fact, some of our members by themselves are significantly larger than Amtrak. In the United States, independent AIPRO carriers are operating more than 252,000 trains per year carrying more than 72 million passengers.

So why did these operators, fairly quiet on federal policy issues in the past, create AIPRO? America’s population is growing. Highways and airports are increasingly congested. We believe there is a need in this country for a functional premium passenger rail network. Unfortunately, today, American intercity passenger rail is an embarrassment by developed world standards. We know it can be done better. Thus, our AIPRO mission is to actively encourage the expansion of passenger rail service in the United States to achieve a world-class high performance passenger network.

The first step toward a fresh approach to rail passenger service can be taken in the new Congress that just convened. The Passenger Rail Improvement and Investment Act of 2008 (PRIIA) which authorized rail safety and passenger service expires in October of this year. The reauthorization is our opportunity.

How should the program look? We propose the interstate highway model with the federal role restricted to capital and oversight to assure safety, service standards and smooth interconnectivity. State supported routes should be at the heart of the program. Section 209 of PRIIA requires 19 states to pay nearly the full subsidy costs of all 27 intercity corridors under 750 miles. We will suggest these states receive federal incentives to take full responsibility for corridor governance. Caltrain and Boston MBTA and others provide an excellent “commuter model” that can be applied to all intercity state subsidized passenger corridors across America as a part of the new PRIIA reauthorization. This model offers improved quality at a better price through a competitive approach.

With the deficit crisis, a major new federal grant program for rail passenger is not in the cards. New creative public and private financing will be necessary. There is now nearly $34 billion unused in the federal Railroad Rehabilitation Improvement Financing (RRIF) program and there will soon be $10 billion per year in the Transportation Infrastructure Finance & Improvement Act (TIFIA). Sensitizing TIFIA and RRIF to rail passenger is the key. One example of what might be done is H.R. 4361, a bill introduced by Congressman Tom Petri (R-Wis) and Dan Lipinski (D-Il). This bipartisan bill uses the TIFIA-RRIF mechanism to leverage new streams of passenger rail financing from the value increase of property around station areas. This could be a particularly attractive program for intercity and high speed rail development in California. In fact, California, often on the cutting edge, may be the place to bring a new generation of major railroad public-private partnerships to America.

Within the next couple of months, AIPRO will suggest a legislative approach that builds the on the existing state supported passenger rail network, but will embrace public-private partnerships where a number of quality and highly experienced operators offer competitive pricing and innovation under federal guidelines. This will expand America’s mobility options, reduce urban congestion, and importantly, create jobs that would never otherwise exist. If we succeed, there will be a great deal of work for transportation engineers in California and everywhere else!

Ray Chambers is a senior transportation consultant and Executive Director of the Association of Independent Passenger Rail Operators (AIPRO).
The California High-Speed Rail Authority was created in 1996 and built upon the State’s Intercity High Speed Rail Commission which operated from 1993 – 1996. The Authority is the state entity responsible for planning, constructing and operating an 800-mile-long high speed train system serving California’s major metropolitan areas. The first director, Mehdi Moshed, was appointed in 1998. The Authority has a nine-member policy board (five appointed by the governor, two appointed by the Senate Rules Committee, and two by the speaker of the Assembly)1. Rod Diridon Sr. of Mineta Transportation served as an early board member and was the Board Chairman for many years and is currently the Chair Emeritus. The Authority released its first business plan in 2000 and a draft Environmental Impact Report (DEIR) in 2004. The State certified the DEIR in 2005. There have been several business plans over the years, generally calling for a two Phase construction Process - Phase I linking San Francisco to Los Angeles through the Central Valley, and Phase II linking Sacramento and San Diego to the system. The plans have grown in costs from the initial plan of $33 billion, to the plan at the time of voter approval of $43 billion which included both phases of construction, to over $110 billion for Phase I in the Draft 2011 Plan, to the current Final 2012 Plan that calls for a “Blended” / “Hybrid” approach for $68 billion for the Phase I built out.2

Under statutory law, the Authority was initially allowed up to 23 employees, but typically had fewer and relied on a team of up 650 outside private industry professionals until most recently. Operating under budgets from the Legislature, the Authority has spent approximately $150 million to date.3

The California High Speed Rail Authority and the Final Business Plan
Jeff Windham, San Jose State University/Mineta Transportation Institute

An Excerpt from "On Board with the United States – California High Speed Rail: Re-Aligned Strategies and Push Pull for the Future" (Oct 9, 2012)

Following the passage of Proposition 1A and the promise of Federal funding from ARRA, the Authority presented the 2011 Draft Business Plan. This plan met with severe resistance from both municipalities and citizens in regards to the takings required and the perceived lack of meeting the requirements of the California Environmental Quality Act (CEQA) or the National Environmental Policy Act (NEPA) for consideration of alternatives to the proposed route and build as well as mitigations or alternatives for provisions of the Air and Water Quality Acts. The costs associated with this draft plan had been inflated to over twice previous plans costs at over $100 billion and there were no identified future funding sources. The time of operation went from 2020 (contained in Prop 1A) to 2033.

Due to the seemingly insurmountable problems associated with the building of the first Initial Operating Section (IOS) in both the heavily populated, geographically challenging and highly regulated metropolitan areas of the San Francisco Peninsula and the Coastal areas of Southern California, the plan called for building an Initial Construction Section (ICS) in the Central Valley.4 This segment would not be electrified, but offered the potential to shorten the existing diesel powered AMTRAK ACE passenger rail route by 45 minutes if put into service5. This was met with strong objections, but favored by the oversight of the FRA, and would likely allow for compliance with ARRA statutes.6

The Safe, Reliable High-Speed Passenger Bond Act for the 21st Century, AB 3034, introduced by Assembly Members Galgiani and Ma, was presented to the Legislature in September 2002 and approved in 2003 as statutory law added to the Public Utilities Code and Streets and Highways Code to be presented to the voters as a bond measure. It was first presented on the voter ballot in 2004 and again in 2006, but removed both times. The bill was amended several times and presented on the ballot as Proposition 1A in 2008 and it won by a general election vote of the people at 52.7%.

1 S.B. 1420, Chapter 796 of the California Statutes of 1996
3 This is a minimal figure based on secondary research and CHSRA publication. Figures have been quoted as high as $700 m for all aspects of study, scope and reporting for private industry. Classifications and funding sources vary by cause and purpose.
4 The “News Wires” went berserk, public input surged and the “green” and “liberal” backed CHSR fell to NIMBY and political pressure.
5 Stan Fiensod, HSR Instructor-MTI and Dan Richards, primary communication in class and at conference. Also see ACE / AMTRAK web and related articles.
established in AB 3034 to evaluate the funding plans and prepare independent judgment to the plan both criticized the plan on these and several other grounds.

At this time, a group of Northern and Southern California politicians, who were close to the project and realized the benefits available as well as the potential loss of ARRA funding, put forth the "Blended Plan". This plan would provide monies for improvements to the Caltrain Peninsula Corridor and the Southern California Metro Line. Interesting to note is that the San Francisco Municipal Authority and the Trans Bay Terminal Authority required electrification of the corridor to use the approach tunnel to the Terminal under construction. The tunnel could not facilitate diesel locomotives! The blended approach would allow for operation of HSR train sets on the corridor along with the Caltrain train sets, and it would eliminate the much dreaded dedicated and elevated four track system to a two track system with signaling technology, level crossing improvements and turnouts. This action would lead to the $950 million of prop 1A funds for improvements to linking HSR with transit (see proposition language, reference list #3) and HSIPR development in combination with existing funds from local, region, state and federal HSIPR, expansion, safety and technology grants and funding.

The Authority’s original plan had called for a high level of private funding sources but a call for interest received minimal response from the private sector. The private sector had grown tired of the project’s delays, and they anticipated far too many complications associated with federal, state and local government stipulations.

Governor Brown called on his friend and former Bay Area Rapid Transit (BART) Executive Dan Richard to come out of semi-retirement, relocate across the country, and head up the project as a newly appointed Board Chairman. The following is a description of the key changes and selling points in the 2012 Business Plan that was adopted and that lead to success. Memorandums of Understanding were signed by the Northern and Southern Authorities, Senate Bill No. 1029 which amended the Budget Act of 2012 in accordance with the provisions of AB 3034 passed on a one vote margin and the FRA released the Record of Decision which begins releasing ARRA funds under build and spend provisions.

The critiques, comments, and suggestions from multiple sources helped considerably in the newly adopted business plan. The LAO had backed off on some of their concerns but still suggested against the project and the Peer Review Group supported the project with some concern.

Revisions from the draft plan included: (1) Commitment to blended system; (2) Commitment to blended operations; (3) Investment in bookends; (4) Initial Operating Section South; and (5) IOS First Construction Segment- put into service. This reduced the price to $68 billion for Phase I and provided broader and earlier benefits. The blended approach leverages other HSIPR funds that have been available for the North / South improvements but were not fully funded. The North / South passenger rail improvements were set for early approvals due to planning and costs and Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) in place. The blended approach offers integrated infrastructure investments, integrated service and independent utility and immediate benefits. The IOS South 10-year completion will close the gap between Bakersfield and the Los Angeles area, where there currently is no passenger rail, and will allow for earlier revenue capture. The San Joaquin Intercity line (5th busiest AMTRAK line in the nation) will have improved service by 45 minutes through connection with the ICS. The Final Business Plan also provided independent verification of ridership levels that at the lowest levels will provide for operation and maintenance costs to be covered by fares as stipulated in Proposition 1A, i.e. there are to be no operational subsidies.

Also author witness to personal testimony at Senate Hearing (ref#5), from Peer Review Group Chairman- Will Kempton and Legislative Analyst’s Office Farra Bracht & Brian Weatherford.

8 MTM Class Presentation, Rod Diridon Sr., 2010 and CHSRA call for "investors"- 2011, and Industry Attendee direct conversations and presentations- USHSRA Conference, May, 2012, SF, CA. "The authors personal conversations sought to uncover the mode of the Rail Industry Leaders in attendance".

9 Dan Richards, Personal account translated by author, re: USHSRA Conference.
10 See Peninsula Corridor Joint Powers Authority, made up of the Valley Transportation Authority, San Mateo Transportation Authority, San Francisco Municipal Transportation Authority and the Transbay Terminal Authority; Also see Southern California Area Governments (SCAG) and Orange County Transportation Authority and Los Angeles Metro.
11 See footnote 2
12 See footnote 15
40 Burning Transportation Questions

David M. Schwegel, PE

1. Why are no US cities identified among the “10 Global Cities for Infrastructure”? US infrastructure was once the “envy of the world.” Increased international and decreased domestic infrastructure spending kept US cities out of the top 10. The top 10 list includes: (10) Vancouver, British Columbia, (9) Hamburg Germany, (8) Sydney, Australia, (7) London, UK, (6) Hong Kong, China, (5) Dusseldorf, Germany, (4) Copenhagen, Denmark, (3) Munich, Germany, (2) Frankfurt, Germany, and (1) Singapore, Singapore. Vancouver is a surprise as the city has limited freeway infrastructure and challenging topography (mountains, water) posing severe concerns by the International Olympic Committee. Apparently “Canada’s largest ever transportation planning endeavor,” readying the City for the 2010 Winter Olympics, paid off. (Berlinger, Joshua, “10 Global Cities for Infrastructure,” Business Insider, Dec 5, 2012)


3. How much funding is needed for Hurricane Sandy repair work? New York Governor Andrew Cuomo notes Sandy caused $32.8B in damage. An additional $9.1B is needed for “commonsense mitigation and prevention” for a grand total of $42B. Much of this is for transit infrastructure. (“Cuomo says he needs $42B for Sandy work,” US News, Nov 26, 2012)


5. What’s so special about Beijing to Hong Kong HSR? On Wednesday, December 26, China launched the 2,298 km (1,400 mi) (world’s longest) Beijing-Guangzhou HSR line reducing rail travel time from 22 hours to 8. (“World’s longest bullet train service launched in China,” The Business Times Weekend, Dec 26, 2012)

6. Why is HSR on a Funding Political Collision? Congressman Kevin McCarthy (Republican, Bakersfield) claims the California High Speed Rail Authority wants an additional $38B in federal funding – a sum that’s unfeasible especially during fiscal cliff negotiations. While McCarthy wants to starve California’s ambitious $68B project of any additional federal funding, the Obama administration wants more project funding, even in the wake of the fiscal cliff. US Senate support for additional federal funding remains strong, especially from Senators Dianne Feinstein and Barbara Boxer, and Majority Leader Harry Reid. (Walters, Dan, “California bullet train heading for political collision on funding,” The Sacramento Bee, Dec 11, 2012)


8. Why construct a 220-story Sky City in China? The proposed 838-meter (2,750-foot) 220-floor Sky City near Changsha, China would surpass Dubai’s 828-meter (2,715-foot) Burj Khalifa Tower as the world’s tallest. Construction of the 1.2M square foot structure would take place over 9 months. The structure from the ground up includes junior and middle schools (floors 1-5), office (6-15), residential/hotel (16-180), restaurants (181-219), and observation (220). The primary motivations are reduced land footprint and improved energy efficiency with power generating elevators and energy efficient LED lamps. Yet urban planners claim it would be a “death trap in emergencies.” (Qian, Wang and Zhiwei, Feng, “Grounds for concern over world’s ‘next tallest building,’” China Daily, Nov 29, 2012)

9. Is Cordova Hills Smart Growth or Urban Sprawl? The proposed 2,668-acre Cordova Hills Mixed Use Development (8,000 residential units, 1.3M square feet of commercial space plus office, recreational with 74 miles of trails and 99 acres of parks, and potential educational space) would be located outside of Rancho Cordova beyond the Sacramento urban growth boundary. Proponents and the Sacramento County Planning Department claim the project aligns well with the general plan emphasis on compact and mixed-use developments with diverse housing types and additional smart growth policies. Critics include the Sacramento Area Council of Governments (SACOG) and the Environmental Council of Sacramento (ECOS). They question the economic feasibility of the massive commercial center (in a region with a 70-year supply of retail zoning) and the uncertainty of the proposed college. (Nax, Sanford, “Controversial Cordova Hills Development up for approval,” Sacramento Business Journal, Dec 13, 2012)

10. Why a Clearance Elevation on the I-5 Oregon-Washington Columbia River Crossing? The proposed $3.5B crossing replaces a drawbridge that snarls I-5 traffic between Portland, Oregon and Vancouver, Washington. The proposed 115-foot clearance is sufficient to accommodate the dredging vessel Yaquina, but not the US Army Corp of Engineers dredge. The initially proposed 95-foot clearance was deemed insufficient last March after a
11. What’s the latest on the Dallas Area Rapid Transit Airport Line? US Transportation Secretary Ray LaHood announced awarding a $120M federal loan to Dallas Area Rapid Transit (DART) to keep the proposed 5-mile/$400M Orange Line extension to Dallas/Fort Worth’s Terminal A on schedule. (Benning, Tom, “DART receives $120 million federal loan to fund D/FW Airport rail,” The Dallas Morning News, Dec 14, 2012)

12. What’s the latest on the Washington DC Capitol Crossing? The ambitious 7-acre/5-building (each 130 feet) project includes one 150-unit residential and four (between 300 KSF and 685 KSF) office towers across I-395, joining Capitol Hill and the East End. The developer, Property Group Partners obtained initial fee interest on the project – among the District’s most ambitious – slated for LEED Platinum certification. (Morphy, Erika, “Property Group Acquires Capitol Crossing Fee Interest,” Globe St <dot> com, Dec 5, 2012)


14. What are some highlights of Downtown Dallas redevelopment? Dallas planners encourage thinking of downtown redevelopment as working a Rubik’s Cube, getting steps closer to “six sided perfection.” Highlights include a deck park with a grass-silenced freeway, $2.3B in investment and redevelopment activity since 2002 joining activity 141 -acre Museum, Belo Garden, hotel revitalizations and islands, the Margaret Hunt Hill Bridge, the Perot Hall and compact development? (Vartabedian, Ralph, “Bullet-train planners face huge engineering challenge,” The Hill’s Congress Blog, Dec 21, 2012)

15. Why are e-Bikes such a hot item in China? In 2011, annual electric bike sales reached 25M (92% of the global market) bringing total e-bikes on Chinese roads to 120M. Declining prices, boosted technology, additional factories, and increasing market demand fuel rising sales on this mode of transportation increasing travel distance with reduced pedal effort. Is the US next? (Coren, Michael J, “Electric Bikes Have Invaded China. Is the US Next?”, Co Exist, Dec 17, 2012)

16. What are some consequences of exaggerated MPG claims? A Roseville 2013 Ford C-Max Hybrid owner seeks reimbursement over exaggerated MPG claims (47 city/highway/combined). Consumer Reports claims the MPG is closer to 37. Hyundai and Kia plan to reimburse owners for the models that reported exaggerated MPG. (AOL Autos Staff, “Ford Sued Over Fuel Economy Claims,” AOL Autos, Dec 27, 2012)

17. Which American city vies to join the ranks of Shanghai with Maglev service? Orlando, Florida approved the first phase of a plan for a 14.9-mile/$315M magnetic-levitation (maglev) train between Orlando International Airport and the Orange County Convention Center. (Davies, Alex, “Florida Wants to Build A $315 Million Floating Train,” Business Insider: Getting There, Dec 17, 2012)

18. When did GHG emissions reach an all time high? The World Meteorological Organization reports greenhouse gases (GHG) reached a record high in 2011 with CO2 levels at 391 parts per million. TransForm (www.transformca.org) notes transportation contributes 40%. A European presenter at the US High Speed Rail Association (www.ushsr.com) June 2010 Los Angeles Conference notes, of 28 nations surveyed, the US (4% of world’s population consuming 25% of the world’s oil) is seen as most unfriendly toward climate change. (“Greenhouse gases hit record high,” BBC News Science & Environment, Nov 20, 2012)

19. Why do we need to help US transportation infrastructure? During the lame duck session of the 112th Congress, transportation infrastructure is one of many issues being pushed onto the 113th Congress. (Jones, Patrick D, “Crumbling, gridlocked transportation infrastructure needs help,” The Hill’s Congress Blog, Dec 21, 2012)

20. What is the Project of the Century? The 141-mile California High Speed Rail Bakersfield to Los Angeles section closes the state’s rail gap, crossing two mountain ranges and at least six fault lines. (Vartabedian, Ralph, “Bullet-train planners face huge engineering challenge, Los Angeles Times, Nov 12, 2012)

21. What are some best practices for infrastructure and compact development? The Urban Land Institute emphasizes making suburban developments denser by making them “more people-oriented than car-dependent” and boosting public transit options. Best practices include: (1) “building public-private partnerships,” (2) “taking a comprehensive approach” (around a top priority like street grid, utility infrastructure, or bus service among others), (3) “using place management” (accommodate visitor-drawing activities like festivals and farmers markets), (4) “implementing proactive planning” (based on market studies or adding zoning codes), (5) “fostering stakeholder engagement,” (6) “obtaining multiple funding sources,” and (7) “riding
22. Why did US Secretary of Transportation Ray LaHood have to defend CA HSR? On his Thursday, December 6th birthday, US Secretary of Transportation Ray LaHood testified at a House Transportation and Infrastructure Committee hearing, attempting to convince panel Republicans to drop the ban on future federal transportation dollars going to the California High Speed Rail project. (Laing, Keith, “LaHood defends California high-speed rail plan,” The Hill’s Transportation, Dec 6, 2012)

23. What are prospective sites for an LAX LRT Station? LAX, Los Angeles World Airports, and the Metropolitan Transportation Authority (MTA) have identified prospective sites for an LAX Light Rail Station. The most costly options are two beneath the central terminal. Other options include: (a) within a planned transportation center next to Lot C, and (b) within a proposed car rental and parking facility at Manchester Square (Aviation/Century Boulevards, one mile east of LAX). (Weikel, Dan, Los Angeles Times, Dec 18, 2012)

24. Why construct a London Airport in the English Channel? London’s Heathrow International Airport, the world’s busiest, is land capacity constrained, leading planners to propose options for a four-runway facility on “a man-made island, 1.8 miles off the coast of Kent.” The island location reduces conservation and environmental risks. High-Speed Rail would connect the airport with London. (Nolan, Steve, “Unveiled: 40 B pound airport for London...in the middle of the Channel,” Mail Online, Dec 19, 2012)

25. What low cost bus service recently returned to California? Anticipating higher ridership this time, Megabus (www.megabus.com) recently returned to California, offering service to Sacramento, Oakland, San Francisco, San Jose, Los Angeles, and Las Vegas, via double-decker buses catering to young professionals with Wi-Fi, power outlets, and climate control. (“Low-cost bus service coming to state, Sacramento,” Sacramento Business Journal, Nov 28, 2012)

26. Why was the Maine East-West Highway Plan identified among the Worst projects? The Sierra Club announced a proposed four-lane toll highway taking Maine woodlands would negatively impact air and water quality as well as sensitive wildlife areas. Sierra Club urges running commuter rail on an existing parallel freight line instead. (Associated Press, “Report: Maine east-west highway plan among worst,” The Miami Herald, Dec 11, 2012)

27. Which famous California Architect/Planner is integral to making China cities more live-able? China plans to upgrade its agricultural sector over the next quarter century, significantly reducing the agricultural workforce, moving much of it to cities. The nation will need to accommodate 300M additional urban residents – the “equivalent of building from scratch all the cities and towns in the U.S. and doing it in only a quarter of a century” at a price tag of $160T – 10 times America’s GDP. Berkeley-based Peter Calthorpe is redirecting China’s urban modernization from heavy automobile and “superblock” (high-rise apartments and mega shopping centers) trends to more “walk-able urbanism” trends with “small urban blocks with green courtyards” at 500 apartment units apiece in max-30-story buildings (vs. 5,000 units in 100+ stories in "superblock”). Calthorpe Associates is currently redesigning the new 1.5M Chongqing city with these and other “smart growth” concepts. (Dumaine, Brian, “Rethinking China’s cities: Urban designer Peter Calthorpe is working to make the country’s explosive growth more sustainable.” CNN Money, Dec 3, 2012)


29. What is one practice for optimizing fuel efficiency? Rice University’s Baker Institute for Public Policy proposes a marketing campaign on “smart driving” techniques to optimize fuel efficiency. Such techniques include gradual acceleration, speed limit adherence, routine vehicle maintenance, real-time fuel consumption feedback technologies, carpooling, and telecommuting. (Jalbuena, K, “Marketing for a more fuel efficient society,” Eco-Seed: Energy, Environment, Economy, Dec 19, 2012)

30. What are some best practices for marketing the Nissan Leaf? On Nissan Leaf’s second birthday, marketers reminisce about the innovative techniques integral to sales success. Target geographic regions include mid-Tennessee (Nissan North America headquarters) and California (landmark environmental legislation). As Nissan’s first all-electric vehicle, marketing efforts heavily emphasize environmental preservation, charging range, and non-fuel consuming benefits in addition to the quality of the driving experience. Target regions like California where the public is well-informed about electric and hybrid vehicle benefits (including tax benefits). Then incorporate educational campaigns in regions where the public is less informed. (Reisinger, Brian, “Nissan Leaf’s birthday: A lesson in tricky marketing,” Nashville Business Journal, Dec 11, 2012)

31. What’s the latest on the Miami-Orlando Rail project? The $1B/230-mile project is expected to whisk business travelers and tourists between these two destinations in 3 hours by 2015. (Turnbell, Mike, Continental Rail, Dec 18, 2012)
32. What is one city that’s planning a multi-billion-dollar waterfront improvement project? Replacement of the existing earthquake-prone double-decker Alaska Way Viaduct with a tunnel will connect downtown Seattle with its Puget Sound Waterfront, paving the way for a $4.5B waterfront transformation (incorporating ideas from Vancouver and Sydney), with Hurricane Sandy accelerating the effort. Elements include seawall reconstruction and extensive “walk-able urbanism.” (“Engineering Projects Will Transform Seattle, All Along the Waterfront,” New York Times, Dec 4, 2012)

33. Why did Nantes, France clinch the 2013 European Union “Green Capital” designation for 2013? Nantes, France was able to reinvent itself so successfully from an industrial city to a sustainability hub that it clinched Europe’s prestigious “Green Capital” designation following Stockholm (2010), Hamburg (2011), Vitoria-Gasteiz (2012) and preceding Copenhagen (2014). France’s fifth largest city (pop. 600,000 over 24 municipalities) was the nation’s first to reintroduce trams (the nation’s 3rd busiest transit system). Nantes also boasts dedicated busway and expansive bike-sharing systems. By 2009, 95% of residents lived within 1,000 feet of a transit stop. Yet a proposed airport in the outskirts is posing controversy. (Benfield, Kaid, “How an Industrial City Reinvented Itself as a Sustainability Hub,” Atlantic City Place Matters, Dec 17, 2012)

34. How does New York State’s infrastructure funding gap compare to California’s? New York State Comptroller Thomas DiNapoli says the state must spend $250B on water, sewer, and highway systems over the next 20 years, yet only $161B is proposed. By comparison, ASCE Region 9 (California) calls for a $650B infrastructure investment over the next 10 years to raise the state’s infrastructure GPA to a “B.” (Russ, Hillary, “New York infrastructure faces $89 bln gap in 20 yrs-official,” Reuters, Dec 20, 2012) (ASCE California Report Card 2012)

35. Why the San Diego Trolley Price Spike? Costs for the 11-mile downtown San Diego to La Jolla Trolley have jumped from $1.24B to $1.7B over 2 years. The $460M price spike is due to more trolley cars (22), rail bridges, and parking facilities as well as another station. Despite the spike, support for the Mid-Coast Trolley (projected 2018 opening) remains strong as boosted ridership projections over initial ones are a primary driver. (Nichols, Chris, “Trolley link to La Jolla spikes to $1.7 billion,” U-T San Diego, Dec 18, 2012)

36. How severe is South Carolina’s Transportation Shortfall? South Carolina Transportation Secretary Robert St. Onge reports a $30B revenue shortfall over the next 20 years to fund needed roadway, bridge, and mass transit improvements. (Associated Press, “Report says S.C. needs $30 billion more for road repair, transportation,” The Augusta Chronicle, Dec 8, 2012)

37. Which transportation projects does the Sierra Club identify as best and worst? Washington DC’s Capital Bike-share (resolves “first and last mile” transit user dilemma), and Purple (68K daily commuters on 2020 opening) and Silver (already spurring transit oriented development at Tysons Corner; expected to displace 91K car trips and preserve western Loudoun County’s rural nature) Transit Lines are identified among the Sierra Club’s annual list of 50 best projects. Virginia’s Outer Beltway (induces urban sprawl in western Prince William and Loudoun Counties without relieving congestion on I-495, I-95, and I-66), Coalfield Expressway (mountain top coal removal methods for constructing the 4-lane rural highway pollutes the environment while offering minimal mobility benefits in the sparsely populated region), and Route 460 ($2B/4-lane/55-mile parallel highway serving as a truck corridor generates urban sprawl and environmental damage and is far more oil-intensive than the port’s freight rail option) are identified among the worst. (Alpert, David, “Sierra Club names best and worst transportation projects,” Greater Washington, Dec 11, 2012)

38. What are the “Top 10 Construction Projects of 2012”? (10) Women in Brazilian Construction (transforms lives of economically and socially vulnerable women), (9) Self-raising Flood Barriers (UK), (8) Cycling in Copenhagen (vast network of cycling Super-Highways), (7) Data-driven cities (70% of world’s population lives in cities by 2050 with intelligent urban infrastructure reducing resource consumption), (6) Holcim Argentina (advanced sustainable cement), (5) Brazil’s stadiums (wave of sustainable, cost-effective, attractive buildings), (4) London’s new master (Shard, an energy efficient “sky-pricking” tower), (3) China new heights (wave of sustainable, cost-effective, attractive buildings), (2) Banah CEM (pioneering sustainable concrete (world’s 2nd most used resource behind water), (1) US Green Energy/Construction Projects (via $750B economic stimulus) (“Top 10 Construction Projects of 2012,” Construction Digital, Dec 13, 2012)

39. What’s the new course for US Construction? Despite a construction “industry in limbo,” green construction amidst a “Made in America” (industry regulation, tax benefits, stimulus packages, and “right to work”) campaign is heavily emphasized in a recent $27B stimulus package set aside for construction of roadways, schools, educational facilities, hospitals, commercial buildings (up by 8% over 2011), and multi-family residential facilities (up by 17% over 2011). (“US Construction plots a new course,” Construction Digital, Nov 9, 2012)

40. Why use plastic trash asphalt? Vancouver is paving roads with an asphalt mix consisting of a wax from plastic trash such as milk jugs and shampoo bottles using a “warm mix” (250 vs. 320 degrees for “hot mix”) reducing gas consumption by 20% in the heating process. Incorporating old plastic trash boosts the efficiency of the “warm mix” process devised in Europe in the 90’s. (Price, Andrew, “Paving Streets with Recycled Plastic,” Co Exist, Dec 14, 2012).
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
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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 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 starting in February, 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 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 Wednesday, January 30, 2013. Thank you in advance for your valuable contributions to this great team effort.
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 100M 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 on Reducing Childhood Obesity

The Institute of Transportation Engineers (ITE) recently concluded a three-year-long project to promote changes to community environments in ways that encourage increased physical activity and aid in reversing the U.S. childhood obesity epidemic. The goal of the project was to help ITE’s more than 17,000 members, who include traffic engineers, transportation planners, academicians, and transportation policy leaders, have a positive impact on the level of physical activity, health, and quality of life of individuals in the communities they serve. The work was supported by a grant from the Robert Wood Johnson Foundation (RWJF).

ITE’s primary goal was to inform, motivate, and advocate for a change in the implementation and behavioral habits of transportation decision makers to create healthier communities. The primary resources that were developed through this effort include sponsored sessions at a series of three of ITE international meetings; participation in local or regional meetings addressing this topic; and development of an information clearinghouse of Web-based articles, references, presentations, links and other relevant materials.

ITE utilized the expertise of a technical advisory committee for this effort as a means to research and collect statistics, policies, resources, Web-based articles, references, technical presentations, links to national events, and partner organizations. As a result, ITE developed an information clearinghouse of materials that are easily available for download. The project’s deliverables are hosted on the ITE Web site at http://www.ite.org/childhoodobesity/default.asp.

ITE will continue to demonstrate a commitment to being a bridge as professional communities tackle the opportunities and challenges of the nexus between transportation and health. A more detailed article about the project is featured in the January 2013 ITE Journal.

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.

Continuing Education Courses from UC Berkeley’s Institute of Transportation Studies Technology Transfer Program

TS-10: Traffic Control for Safe Work Zones with Flagger Training, January 23, Bakersfield
IDM-25: Asphalt Pavement Management Implementation, January 29-31, 2013, Online
PL-02: Funding and Programming Transportation Projects in California, February 6-7, 2013, Costa Mesa, 16.0 AICP-CM credits
TE-34: Bicycle Transportation: Planning, Policy, and Liability, February 12-14, Online
IDM-26: In-Place Asphalt Recycling & Soil Stabilization Strategies, February 26-28, Online
TE-27: Traffic Flow Principles for Practitioners, March 19-21, Online, 7.5 AICP-CM credits

For information or registration, go to: https://registration.techtransfer.berkeley.edu, or contact: 510-643-4393, courses@techtransfer.berkeley.edu.
**Will High Speed Rail Become a Reality? Should it?**

David M. Schwegel, PE

TransForm (www.transformca.org), one of California’s largest nonprofits advocating for “transportation choices” released a *Moving Ahead with High Speed Rail* report supporting California’s ambitious $68B HSR project. TransForm also values objective and candid discussions, bringing multiple perspectives to the table. HSR could revitalize city centers, reduce roadway congestion, and clean the air. Yet the cost is high, lawsuits are escalating, and opposition is brewing in urban and agricultural communities.

On Thursday, November 29, approximately 60 delegates (both students and practitioners) joined TransForm’s Executive Director Stuart Cohen in a lecture hall in the San Jose State University Engineering Building for a candidate discussion on: (a) Will HSR become a reality? (b) Should it? Panelists included: (a) Marian Lee of Caltrain on the “blended” perspective, (b) California High Speed Rail Authority (CHSRA) (www.cahighspeedrail.ca.gov) Chairman Dan Richard on the “champion” perspective, and (c) Elizabeth Alexis of Californians Advocating Responsible Rail Design (CARRD) on the “watchdog” perspective.

Highlights are as follows:

**MARIAN LEE (CALTRAIN) ON “BLENDED”**

**What are the benefits of a “blended” system?** Running HSR on the same tracks within the same right-of-way as Caltrain between San Jose and San Francisco with a similar approach on Metrolink between Palmdale and Los Angeles benefits dual systems in a single investment, minimizes impacts to urban communities, and shaves $30B off the system cost. The proposal would add passing track (preferably mid-line) and convert both systems from diesel to electrification reducing air emissions and travel time.

**What is the timeline for Caltrain electrification and HSR accommodation?** Electrification comes online by 2019. Additional HSR accommodations come online by 2026.

**What issues remain?** Funding commitments and environmental clearances must be obtained along the 17-city, 3-county corridor. Planners must also determine: (a) Will a maintenance facility be needed? (b) What are optimal locations for adding passing track?

**CHAIRMAN DAN RICHARD (CHSRA) ON “CHAMPION”**

**Why a tight deadline for completion of the Initial Construction Segment in the Central Valley?** A portion of the $6B funding from Madera to Bakersfield comes from the American Recovery and Reinvestment Act (ARRA), with a firm deadline of 2017. Additionally, federal funding is conditioned on a Central Valley start. Additional Central Valley benefits include: (a) acquiring “backbone” right-of-way in a region heavily plagued by urban sprawl, (b) testing trains at up to 250 MPH (maximum operating speed would be 220 MPH), and (c) stimulating the economy in one of the nation’s most recession plagued regions where 20% of children suffer from asthma.

**Why Pacheco over Altamont Pass?** Altamont has merit in serving greater population centers, expediting travel between the Bay Area and Stockton and Sacramento, and avoiding environmentally sensitive areas along the San Luis Reservoir. Pacheco sends all trains through San Jose (pop. 1M, Northern California’s largest city), avoids constructing a bridge across the San Francisco Bay and impacting the Don Edwards Wildlife Refuge (near the current Dumbarton Bridge), and meets the 2 hour 40 minute Los Angeles Union Station to San Francisco Transbay Center travel time requirements (deciding factor).

**Why not along I-5 as recommended by SNCF?** The French National Railway Corporation Société Nationale des Chemins de fer Français (SNCF) recommends an I-5 alignment, shortening the Los Angeles to San Francisco route by 70 miles, and serving the SR 99 cities via feeder track. While this expedites travel between these two cities, challenges include: (a) inducing growth along I-5 along horizontal alignments not designed to accommodate 220 MPH trains, (b) boosting farmland encroachment when many farmers are already concerned about the encroachment along the SR 99 route, and (c) reducing economic benefits to recession plagued SR 99 cities. A May 2011 re-examination of a Grapevine alignment sparked considerable opposition from bypassed Palmdale residents.

**What about hiring Engineers?** CHSRA recently hired Frank Vacca from Amtrak. While Amtrak CEO Joseph Boardman is “sorry to see him go,” he acknowledges “Vacca is a top flight person.” CHSRA CEO Jeff Morales has also worked aggressively to fill other key management positions like a Chief Financial Officer and a Risk Manager. Filling executive positions paves the way for filling numerous lower level ones.

**ELIZABETH ALEXIS (CARRD) ON “WATCHDOG”**

**Where does CARRD agree with CHSRA and Caltrain?** The “blended” system is an improvement that minimizes urban impacts. Transit Oriented Development (TOD) within San Francisco’s Transbay vicinity reaps huge benefits.

**Where does CARRD disagree?** CARRD claims: (a) separate tracks are needed for HSR within the “blended” segments, (b) living next to noisy stations approached by fast trains is not necessarily desirable, and (c) Central Valley cities may transform to sprawling bedroom communities.

**What should have been done differently?** CARRD claims “HSR left the station prematurely.” CHSRA should have more aggressively sought buy-in from the impacted communities rather than take the “100-foot-wide blade get out of our way” approach.

**STUART COHEN (TRANSFORM) ON TRANSIT ORIENTED DEVELOPMENT**

The Bay Area City of Union City is building a Transit Oriented Development (TOD) – perceived as “unfathomable” 7-8 years ago.

TransForm requested that HSR be powered by 100% renewables in 2006.
The US High Speed Rail Association (US HSR) (www.ushsr.com) – the “nation’s only nonprofit advocating for a nationwide HSR network to be constructed in phases between now and 2030,” held its third California Conference, on December 3-5, at the Los Angeles (LA) Metropolitan Transportation Authority (MTA) in cooperation with the Mineta Transportation Institute (MTI) (www.transweb.sjsu.edu) and the California High Speed Rail Authority (CHSRA) (www.cahighspeedrail.ca.gov). The event of nearly 300 participants featured educational sessions, networking events, and technical tours.

Session highlights are as follows:

1. **CHSRA CEO Jeff Morales** reinforces Governor Jerry Brown’s quote, “I would like to be part of the group that gets America to think big again.” He emphasizes that overall $68B California HSR project is actually 3 separate projects: (1) “blended” Northern California, (2) “blended” Southern California, and (3) “Next Gen HSR.” The $4.7B “blended” investment leverages other funds, bringing the total to $13B. A high priority for “Next Gen HSR” is the $10B Bakersfield to Palmdale gap closure (“project of the century”).

2. **CHSRA Chairman Dan Richard** underscores the tremendous financial stewardship of this massive $68B project and applauds Evelyn Young and Troy Hightower on moving forward with the CSU Bakersfield HSR Research and Simulation Center. He is pleased that the current Union Station to Sylmar Metrolink segment is “slow,” due to the public’s potential for demanding faster service. California is the new face for HSR and must do it right to properly propel it forward in other parts of the nation.

3. **MTI Executive Director Rod Diridon** recalls the Southern Pacific Railroad (SPRR) study of the 1950’s concluding that Los Angeles to San Francisco HSR is “an excellent idea,” yet lack of courage by decision makers failed to materialize this concept nearly 6 decades later.

4. **MTA CEO Art Leahy** underscores the importance of Metrolink and Amtrak cooperating, specifically citing disagreement over a proposed $1 fare between a Fullerton pre-game show and the Anaheim Angels Stadium with outstanding publicity benefiting both parties. He calls for improved on-time performance on Amtrak’s LOSSAN (Los Angeles to San Diego) Corridor that boasts the nation’s second highest ridership yet only a 65% on-time performance record. He applauds the transition of LA Union Station from a relatively empty facility in the 70’s to a bustling transit hub serving 2,000 buses, 300 trains, and 300,000 passengers daily. Major station improvements are coming to accommodate HSR.

5. **State Senator Leland Yee** cast last July’s deciding vote (21-19) moving initial HSR funding forward. While many Senators valued the HSR concept, they were skeptical of slower than desired answers to tough questions on funding. Many of the electorate felt entitled to a more comprehensive response than “just trust us.” HSR benefits for future generations triggered the Senator’s “yes” vote. He emphasizes making HSR work, so future electorate can confidently tell their constituents that HSR was indeed an excellent investment.

6. **Simon Fraser University Professor Anthony Perl** underscores Hurricane Sandy’s reminder of transit’s importance to citizen’s livelihood. He notes while the world depends on oil for 90% of its transport, the US dependence is closer to 98%. Among technological advances, HSR is a key area where the US is not an early adopter. While the US set an HSR speed record of 183.85 MPH in Brian, Ohio, 9 presidents and 23 sessions of congress later, the US is still without a true HSR system. A key stumbling block to moving HSR forward in the US is inadequate rail infrastructure. Perl emphasizes California’s HSR success is essential for boosting American confidence in HSR.

7. **Fresno Mayor Ashley Swearengin** emphasizes how the rapid movement of data, goods, and people are critical to a robust economy. Fresno’s big 3 deficits are education, water, and transportation. A 4-hour drive or a $1,500 plane flight to California’s major business centers makes the transportation deficit especially critical for the “Food Capital of the World.” as Fresno is unable to ship employees quickly and cheaply enough. While agricultural opponents express concern over HSR’s perceived significant land takes, Mayor Swearengin notes urban sprawl (54,000 farmland acres over 20 years in Fresno alone) is a far greater threat than HSR to precious farmland. Mayor Swearengin wants to advocate for those businesses she represents, especially agriculture. Yes farmland takes by HSR are painful, but “vision gives pain purpose.”

8. **Palmdale Mayor James Ledford** paints an eloquent picture of the 40,000+ Palmdale region to LA commuters spending 4 hours per day behind the wheel – a non-sustainable practice in one of the fastest growing regions of LA County. Palmdale has major plans for a transit center and station area development – presented in a video both at the Conference in LA and the April 19, 2012 CHSRA Board Meeting in Sacramento. Palmdale also examines progress on XpressWest (Victorville to Las Vegas) with a proposed High Desert Rail Corridor to the Palmdale Transit Center. Discussions of a major airport in Palmdale to relieve domestic congestion at LAX have taken place over the last 20 years, with HSR as an integral element.

9. **LA Deputy Mayor Transportation Borja Leon** recalls California’s long-standing tradition of “thinking big” with the Aqueduct, UC System, and Golden Gate Bridge. HSR is next in line. He notes HSR success stories overseas like the ability of Madrid, Spain resident’s ability to do a day round trip to Barcelona. He also notes LA’s Measure R, among the nation’s most aggressive transit measures that constructs $36B/220 miles in additional transit,
getting citizens between points A and B in minutes instead of hours.

10. Parsons Brinckerhoff VP Market Leader HSR David Carol compares California and Northeast Corridor (NEC) HSR – “two projects of national significance.” California’s $68B system serves cities totaling 38M in 1 state representing 13% of the national GDP. NEC’s $120B system serves cities totaling 46M in 8 states representing 20% of the national GDP. Carol emphasizes it’s “not about trains or trip times, but customer experience.” California needs to get local transit systems ready for an “onslaught of 30M annual HSR passengers.” It’s imperative that both sides of the nation collaborate, as they represent 36% of the House and 25% of the Senate seats.

For complete videos, go to www.ushsr.com. Also, check out videos from other Conferences. Three videos of especially strong interest to transportation planners and engineers are as follows:

1. Peter Calthorpe (New York City 2011) addresses the CHSRA and California Strategic Growth Council funded Vision California (www.visioncalifornia.org), examining the impacts of four statewide growth scenarios A (Business as Usual), B (Mixed Growth), C1 (Smart Growth), C2 (Smart Growth, Green Future). He emphasizes how C1 and C2 are better aligned with “who we are, what we need, and what we can afford.” He notes between 1960 and 2006, singles living alone households increased from 17 to 26% while married with children decreased from 41 to 23%. He notes Denver’s Stapleton Mixed-Use region had the least loss of home value in the entire metropolis. He also notes that Portland, Oregon’s robust mixed-use land development patterns reduced VMT’s while the national average increased, contributing to the region’s significantly healthier economy than the national average. Calthorpe encourages examining land use impacts on the Bay Area at www.youchoosebayarea.com.

2. William Schroeer (Smart Growth America) (Los Angeles 2010) discourses the airport version of HSR with the station in the “middle of nowhere.” HSR is not the “cure all to end all.” Station area development requires aggressive planning and leadership to make the station the destination. Schroer notes when you exit the train in Cologne, Germany, “you are where you want to be.” Cities built around downtown train stations are encouraged over Rail Adjacent Development (RAD). Key success ingredients include: (1) genuine leadership/oversight, (2) planning for special area type, and (3) local transit connectivity integrated with other modes (including bikes).

3. Jean Pierre Loubinoux (International Union of Railways, UIC) (New York City 2011) provides a global HSR perspective from UIC, the world authority on HSR. He reminds delegates that the French HSR initiative took place during an economic crisis. The “3D Vision” includes: (1) boosting mobility, (2) reducing freight clutter with modern infrastructure technology, and (3) developing new transportation technology policies. He also emphasizes complimentary modes of transportation optimized for their respective travel markets, as funds are insufficient to build competing modes. He outlines specific objectives of the Paris to Marseilles line of: (1) job creation, (2) pollution reduction, (3) land occupancy reduction, (4) mode interoperability, and (5) travel time reduction. UIC holds biannual conferences. While the 7th Congress (Beijing 2010) was initially seen as risky, it attracted 4,000 delegates. The 8th Congress (Philadelphia 2012) was the largest HSR exhibition on American soil.

Another LA Conference highlight was US HSR Public Outreach Director Emy Louie presenting her Fast Trains – America’s High Speed Future (www.fasttrainsbook.com) book to President & CEO Andy Kunz for his passion and leadership in championing American HSR. Emy’s book includes travel stories comparing American road and air journeys with comparable length HSR journeys overseas, with scorecards identifying the merits of each respective travel mode. Her book answers burning HSR questions like: (a) Where did America go off track? (b) How did late adopter China become the world leader in HSR miles in only a few years? (c) Why did China pursue steel wheel technology after launching a magnetic levitation system between Pudong International Airport and downtown Shanghai? Her book includes fascinating photos from New York Times Pulitzer Prize Nominated Photographer Bruce Johnson.

LA Conference Transportation Tours included: (1) LA Metro Red Line (incremental openings between 1993 and 2000, with 100,000+ current average weekday boardings), (2) TOD Projects in Los Angeles (Union Station, Hollywood’s Kodak Theater Complex, Hollywood & Vine, and Pasadena’s Del Mar Station), and (3) LA Metro Rail Operations Center (opening in 1990 and ballooning to current 362,904 average weekday ridership).

LA Conference takeaways for transportation professionals include:

1. Millennial (born between 1982 and 2000) Empowerment: Transit use and TOD passion are strong among this generation. A Fresno poll shows 88% of Millennials surveyed strongly support HSR. Conference Assistant Hannah Richter represented her generation well sporting her US HSR hat while greeting delegates, fielding questions, and producing a Conference video (see www.ushsr.com).

2. The World’s Largest Infrastructure Endeavor: HSR is it. The world’s longest HSR line – nearly 1,000 miles between Beijing and Hong Kong – made the news over the Christmas holiday. A key aim behind the “true HSR in the US” effort is engaging our nation in this massive worldwide endeavor.

3. Credibility Boost: Becoming well educated on HSR technology empowers us to clearly communicate the merits and drawbacks of HSR, boosting our credibility in the eyes of elected officials and the public.

ITE Southern California Section www.itesocal.org
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-Carquinez Bridge -Milpitas -San Luis Obispo
-Chula Vista -Modesto -Santa Ana
-Colton -Novato -Santa Barbara County
-Davis -Oakley -Santa Maria
-Dumbarton Bridge -Ontario -Signal Hill
-Fremont -Pacific Gas & Electric -Tustin
-Hayward -Palo Alto -Tulare
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Value: $2,000

Place: An accredited college or university in the State of California

Conditions: Selection criteria will be based on academic ability, stated career objectives and interests, and supporting letters of reference. To be eligible, candidates must be living in the state and registered as full-time students in a graduate studies program at an accredited college or university in the State of California. This is what you will need:

1. Official and most recent transcript showing previous courses;
2. List of courses the candidate is currently enrolled in;
3. Proposed list of courses anticipated for graduate degree;
4. Evidence of acceptance for study in a graduate program at an accredited college or university in the State of California;
5. An essay of not more than 1500 words indicating career objectives and particular interests in ITS;
6. Two letters of reference to be emailed directly to the ITS California Awards and Scholarships Committee. References should be confidential assessments of the candidate’s academic ability and record, commitment to career, and any other personal attributes, which indicate that the candidate is worthy of an award.

Deadline: **March 1, 2013**: Applications (all components) must be complete and received.

Apply To: ITS CA Awards and Scholarships Committee email [brian.burkhard@transpogroup.com](mailto:brian.burkhard@transpogroup.com)

Questions: Contact Brian Burkhard at (415) 747-1008 or email [brian.burkhard@transpogroup.com](mailto:brian.burkhard@transpogroup.com)
SUMMER 2013 STUDENT INTERN PROGRAM
City and County of San Francisco | SFMTA Sustainable Streets Division

*Gain valuable on-the-job experience under the award-winning guidance of more than 70 experienced professional engineers and planners.* Interns will participate in transportation planning and engineering related activities including: designing and implementing multimodal complete streets, performing community outreach and engagement, responding to community requests for transportation improvements, and coordinating with other city agencies, contractors and communities on transportation-related projects. The Sustainable Streets Division is considering candidates for the following groups:

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<th>Livable Streets</th>
<th>Transportation Engineering</th>
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<td>Traffic Operations</td>
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For more information about specific groups within the Sustainable Streets Division or about SFMTA projects, please visit our website at [www.sfmta.com](http://www.sfmta.com). Part-time work opportunities may be available during the school year. Earn up to $1,892-$2,128 bi-weekly depending on your qualifications.

**QUALIFICATIONS:**
- You must be currently enrolled as a full-time student in an accredited civil engineering or city/urban planning undergraduate or graduate degree program at the time of filing. Once hired, an applicant can be employed up to six (6) months after graduation; otherwise, you must be either returning to an undergraduate program or entering into a graduate program in Fall 2013.
- You must be considering a career in transportation/traffic engineering or planning. Completion of one or more transportation engineering or planning course(s) is desirable but not required.
- You must be a US Citizen, green card holder, or have a legal work permit prior to application.

**HOW TO APPLY:**
*Applicants must complete and submit all application materials online at [http://www.sfstudentintern.org/](http://www.sfstudentintern.org/).*

The application packet must contain the following in PDF format:
- Student Intern Application form found at [http://www.sfstudentintern.org/](http://www.sfstudentintern.org/)
- One-page cover letter (addressing your interest in transportation/traffic engineering or planning, and your career goals)
- Résumé
- Complete college transcripts for both undergraduate and graduate work

Qualified applicants selected for an interview will be notified of the exact date, time, and place of the interview. Selected applicants will be required to come to San Francisco for fingerprinting before a final offer can be made. Please be sure to provide us with a valid e-mail address and phone number.

**Deadline to apply:** **Tuesday, February 12, 2013 at 5PM (PST)**

Applicants should submit their applications as soon as possible. Minorities, women and persons with disabilities are encouraged to apply. SFMTA is an Equal Opportunity Employer

For more information, call Mark Lee at (415) 701-5214 or send e-mail to: Mark.Lee2@sfmta.com
January SoCal Meeting

On Wednesday, January 16, 2013
At 11:30 a.m.

I-110 Express Lanes Update
by Kathleen McCune, Transportation Planning Manager, LA Metro

With advance reservation: $30, Students $10
(Before 4:00 p.m., Wednesday, January 9th)
Additional $5 at the door

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

Monterey Hill Restaurant
3700 W Ramona Blvd
Monterey Park, CA 91754
Phone: (323) 264-8426

SoCal ITE and CTE Joint Meeting
The Institute of Transportation Engineers  
Riverside - San Bernardino Section  
Invites you to play in our  

30th ANNUAL GOLF TOURNAMENT

When:  Friday, March 22, 2013 at 8:00 am- Shotgun Start, Scramble Format
Where:  Menifee Lakes Country Club  
29875 Menifee Lakes Dr. Menifee, CA  (951) 672-4824  
I-215 to Newport Rd. East on Newport Rd to Menifee Lakes Dr.  
WWW.Menifee-Lakes.com
Who:  Everyone is welcome to play.  You need not be a member to participate.
Dress Code: Slacks or Bermuda-length shorts only. NO Denim. Shirts must have collars.
Cost:  $70- Early bird special if received by Tuesday March 12.  
$80- if received by deadline date Monday March 18.  
Includes green fee, cart, and buffet lunch.

Golfing Awards and Raffle prizes will be made possible by money and items donated by our vendor and consultant friends. If you would like to make a donation or you have any questions, please contact JR Morgan, at (951) 780-8435.

Make checks payable to “RSBITE” and send to:

JR Morgan  
7182 Westport St.  
Riverside, CA 92506

Name:  Phone:
Address:  City:  Zip:
Company:

List Names of Golfers You Will Be Playing With

Name:  Name:  Name:
Company:  Company:  Company:

Ite Riverside-San Bernardino Section (Charter Effective January 1, 1989)  
Institute of Transportation Engineers