



INSTITUTE OF TRANSPORTATION ENGINEERS

SOUTHERN CALIFORNIA SECTION

NEWSLETTER

2008 – 2009, Issue No. 9

June 2009

President's Message

Carlos Ortiz, PE, TE, PTOE



Well, it is time to step down as President of the section. This month we will elect the new section board for 2009 - 2010. It has been a pleasure to have served you as President this year. I'm proud to say that we have had excellent presentations, great speakers, lunch sponsors, and our attendance was great.

As some of you know, this is my fourth time as President in a professional society. In the past I served as President for American Society Civil Engineers Orange County YMF, Riverside-San Bernardino ITE Section, and Orange County Traffic Engineering Council (OCTEC) but I'm mostly proud to have served this section. I had a great time and trust me you cannot do it by yourself without having great support from Past-Presidents, current Officers and Chairs, our members, and my company. I would like to thank everyone for your support during my presidency.

I would like to encourage our members and especially our young engineers and planners to participate in a professional society, not only by attending meetings, but taking a position as an Officer or a Chair. You will have support!

Our May meeting was our annual joint meeting with the Orange County Traffic Engineering Council (OCTEC) and it was our annual event where talented students from **Cal Poly Pomona, California State University Long Beach, California State University Los Angeles, UCLA, and UC Irvine** provided us with some great and unique technical presentations. Over 120 members and students attended the meeting. We would like to thank our Past Presidents **Ms. Ruth Smith** and **Mr. Glen Pedersen**, and **Mr. Ron Keith** for the excellent and tough questions and judging. Our guest speaker was **Mr. Walter Okitsu**, Managing Director with Crain & Associates, and ITE Western District Licensing Certification Chair. **Mr. Okitsu** gave us an excellent presentation on the "**California Professional Engineering License Update**". Please read the Scribe Report for more information from the meeting.

Since this will be my last meeting as your President, I saved the best for the end. We will conclude this year with our Mini-Workshop and Business Meeting that will be held on **Wednesday, June 10, 2009**, from 8:30 a.m. to 1:30 p.m. I would like to thank our Technical Chair **Mr. Jason Rondou** for his assistance in getting the speakers throughout the year and especially for this meeting. Our invited guests include:

- **Mr. Ron Keith**, Principal Traffic Engineer with Orange County Transportation Authority (OCTA). **Mr. Keith** will be presenting on the "**Orange County Traffic Signal Synchronization Master Plan**"
- **Mr. Nazir Lalani**, Traffic Engineer with the County of Ventura. **Mr. Lalani** will be presenting on "**How Transportation Liability Impacts Civil Engineers**"

(Cont'd on Page 2)

Meeting Announcement

Wednesday, June 10, 2009
@ 8:30 a.m.

Monterey Hill Restaurant

3700 W. Ramona Boulevard
Monterey Park, CA 92629
(323) 264-8400

For Reservations Contact:

Lisa Martellaro-Palmer at

lisa.martellaro-palmer@lacity.org

Ph. (323) 957-6823

By 12:00 pm on Friday,
June 5th, 2009

(E-mail preferred)

See Flyer for More Details

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VACANT

2nd Coordinator Needed**President's Message (Cont'd)**

- **Mr. Hamid Bahadori**, with the Automobile Club of Southern California and Chairman of the California Traffic Control Devices Committee (CTCDC). **Mr. Bahadori** will be presenting on the **"Latest Regulations for Establishing Speed Limits in California"**
- **Mr. Krishniah Murthy**, Metro's Deputy Chief Capital Management Officer. Mr. Murthy will be presenting on the **"Los Angeles County Measure R Update"**
- Our lunch guest speaker will be **Mr. John Fisher**, Assistant General Manager of LADOT. **Mr. Fisher** will be presenting on **"New Parking Signs for California-- Completing the Gap"**

After lunch, we will conduct our Annual Business Meeting. For more details, please see the attached meeting flyer.

Please be sure to vote for our 2009-2010 Section Officers. The ballots must be received by mail or hand-delivered no later than noon at our June 10th Meeting.

Also, on **Thursday, June 11, 2009**, we will be conducting our second joint meeting with **TRB Highway Capacity and Quality of Service Committee**. The joint meeting will be on **Technical Updates on the 2010 Highway Capacity Manual**. Again, we apologize for the inconvenience for having two meetings in the same week but TRB is holding their annual meeting in Newport Beach and invited us to join them again. Last year we had a great turnout at the meeting in July. Their members were very impressed with our participation. The speakers and topics for the upcoming meeting are:

- **Mr. Jim Bonneson**, Texas Transportation Institute. **Mr. Bonneson** will be presenting on the **"New Signalized Intersection Methodology"**
- **Mr. Bastian Schroeder**, North Carolina State University, **Mr. Schroeder** will be presenting on the **"Updated Freeway Facilities Methodology"**
- **Mr. Paul Ryus**, Kittelson and Associates. **Mr. Ryus** will be presenting on the **"Interactive Elements of Volume 4"**
- **Mr. Rick Dowling**, Dowling and Associates. **Mr. Dowling** will conduct an open discussion on **"Input on HCM Issues"**

The meeting will be at the Hyatt Regency, in the City of Newport Beach (1107 Jamboree Road, 949-729-1234).

WE LOOK FORWARD TO SEEING YOU THERE!

May 2009 Scribe Report

By John A. Dorado II



The **ITE Southern California Section** monthly meeting was held jointly with the Orange County Traffic Engineering Council (**OCTEC**) on Wednesday, May 20, 2009 at the Radisson Suites Hotel in the City of Buena Park. This is an annual meeting, in which students from our local universities are invited to attend and give technical presentations regarding transportation-related projects. The local universities included:

- California State Polytechnic University, Pomona (**Cal Poly Pomona**)
- California State University, Long Beach (**CSULB**)
- California State University, Los Angeles (**CSULA**)
- University of California, Irvine (**UCI**)
- University of California, Los Angeles (**UCLA**)

Our guest speaker was **Mr. Walter Okitsu, PE, PTOE, PTP**, Managing Director of Crain & Associates and our **ITE Western District Licensing Certification Chair**. **Mr. Okitsu** provided a presentation regarding the **"California Professional Engineering License Update"**.



Our **first** presentation was provided by students from **Cal Poly Pomona**. The topic of their presentation was **"SR-74 at I-215 Interchange Improvement Project"**, an interchange improvement analysis project. The purpose of this project was to analyze three design alternatives, and to provide a recommended alternative. The following identifies the three alternatives:

1. Single point interchange
2. Partial cloverleaf interchange

3. Relocation of off-ramp

Each of these alternatives was analyzed through Synchro/SimTraffic software to obtain the following:

- Level-of-service (LOS) analysis
- Traffic modeling/simulations

The students concluded that the relocation of the off-ramp was the "best" alternative.

The **second** presentation was provided by students from **CSULB**. The topic of their presentation was **"Long Beach – Atherton Street at Palo Verde Avenue"**, an intersection analysis project. The purpose of this project was to determine if the survey intersection was operating at its optimum level, utilizing results from the following:

- Intersection volume counts
- Signal timing
- Speed survey
- Intersection delay (LOS)
- Accident analysis

The students concluded that the intersection is currently operating at an acceptable LOS and the current signal timing should be maintained.

The **third** presentation was provided by students from **CSULA**. The topic of their presentation was **"Pedestrian Safety Improvements for Communities of East Los Angeles"**.

In order to build a case regarding the reasons "why" this study was initiated, the students "walked" us through different types of "potential pedestrian accident" scenarios, which is prevalent throughout East L.A.

After identifying these unsafe scenarios, various proposed improvements were introduced, such as:

- Raised crosswalks
- Countdown pedestrian signals
- In-pavement lighting systems



The **fourth** presentation was provided by students from **UCI**. The topic of their presentation was "**Local Effects of Gas Price Hikes on Transportation Systems**", a focused analysis regarding the effect of gas prices and its relation to the number of freeway vehicle miles traveled (VMT), including other factors.

This type of analysis has never been studied, but with assistance from their professors, the students came up with a very logical and systematic approach. Local freeway sections were analyzed including peak period flow rates. The analysis compared years 2008 vs. 2005 and identified fluctuations in VMT. This showed that traffic volumes have not steadily increased throughout the comparison timeframe (which is predominately contrary to the initial assumption).

Other factors were included in the analysis such unemployment rate, but the students identified that further research needs to be completed before publishing conclusive findings.

The **fifth** presentation was provided by Steve Sy from **UCLA**. The topic of the presentation was "**An Operational Study of Culver Boulevard in Downtown Culver City**", a corridor and intersection analysis project.

The project corridor was Culver Boulevard between West Washington Boulevard and the realignment of Washington Boulevard. This corridor was chosen to be analyzed due to the non-conventional original alignment ("X" type intersection), realignment(s), and its location (within the centralized downtown area). Pedestrian circulation and local businesses were also considered in this analysis.

The student concluded that the current alignment is the "best" alternative.

During dinner, **Mr. Okitsu**, provided a presentation regarding professional engineering licenses. He provided an overview of how the following professional engineering licenses or certifications are obtained and their respective responsibilities:

- Professional Engineer (P.E.)
- Professional Traffic Operations Engineer (P.T.O.E.)
- Professional Transportation Planner (P.T.P.)

He also walked us through the hierarchy of the following professional engineering licenses and how they could potentially overlap:

- Civil
- Electrical
- Mechanical
- Traffic

He concluded that the person with a Civil Engineering license has the most flexibility between all of the aforementioned licenses.

Throughout **Mr. Okitsu's** presentation there was a common theme geared towards the students to "**Take the Engineer-In-Training (E.I.T) Exam!!**"

At the end of the presentations, little did the students know that a panel of judges was selected to ask questions, rank the students presentations, and to provide monetary awards for each school.

Our honorary distinguished panel of judges included **Ruth "The Ruler" Smith, Ron "The Hammer" Keith,** and **Glen "The Gavel" Pedersen**. They asked rigorous questions regarding each presentation and through deliberations, determined the following the rankings and awards:

1. "Best Overall Project Award" to **Cal Poly Pomona - \$500**
2. "Most Unique & Thought Provoking Award" to **UCI - \$400**
3. "Most Enthusiastic Award" to **CSULA - \$300**
4. "Back-to-the-Basics Award" to **CSULB - \$300**
5. "Survivor Award" to **UCLA - \$300**

The monetary awards were provided by **ITE Southern California Section** and **OCTEC**.



Thanks to all in attendance. It was a great turnout (120 people), especially from all of the students and professors. We look forward to seeing you next year!

Legislative Analysis

By Walter Okitsu, PE, PTOE, PTP



California's Budget Mess Gets Worse

The voters of California have spoken. By defeating Propositions 1A through 1E last month, they have sent a message to Sacramento: don't increase our taxes, and don't expect the electorate to clean up the budget mess, but we still want those highway and high-speed rail projects that we approved in past elections.

Propositions 1A Through 1E Fail

The resounding defeat of Propositions 1A through 1E means that California has increased its budget hole from \$16 billion to \$25 billion. Now the state must collect more taxes and fees and severely reduce expenditures. What's at risk for us is the State legislature transferring some or all of the fuel excise tax and sales tax on gasoline away from transportation to close the deficit.

According to American Council of Engineering Companies, the Legislative Analyst Office (LAO) is recommending diversion of the following to the General Fund: Proposition 42 sales tax revenue on gasoline in 2009-10 for \$1.153 billion and in 2010-2011 for \$1.6 billion, transit debt service from "spillover" (\$427 million) and \$273 million from the Public Transportation Account, highway debt service (\$137 million), and a \$1.03 billion gasoline tax subvention for local roads (permanent without payback).

A few months ago I wrote that our industry was on a winning streak. That's over.

Who to Blame

I've read in the LA Times that much of the blame for California's budget mess should fall on the voters who irresponsibly pass most of the costly measures that come their way. We might feel a little sheepish, because a couple of these measures are sending money our way. Californians approved the sale of general obligation bonds amounting to \$20 billion for transportation infrastructure with Proposition 1B of 2006 and \$10 billion for high-speed rail with Proposition 1A of 2008, with no revenue source for paying them off.

However, spending on transportation infrastructure makes a lot of sense, even in a down economy. It's the revenue source issue we need to deal with, and the

source is obvious: raise the user fees. Our problem is that the best user fees have the unfortunate name of "taxes", as in fuel excise taxes and vehicle-miles-traveled taxes. Those words sound bad to both conservatives and liberals. Somehow, the public is much more receptive to the word "bonds", and that's what's contributed to this mess.

Expecting a consistently rational result from elections is too much to expect. It was the Governor who pushed the initiatives onto the ballot for the bond measures that passed, and the budget-fix measures that failed. *Los Angeles Magazine's* latest issue has LA Mayor Antonio Villagairosa's picture on the cover with the label "failure." I think Arnold Schwarzenegger might be next in line.

Thank Goodness for Measure R

Los Angeles County starts collecting its 1% sales tax for transportation projects on July 1. Perhaps this is not the fairest way to raise money for transportation, but it's a fairly reliable source. Whew!

Federal Highway Bill: Green-TEA?

The reauthorization of the Federal surface transportation bill, the successor to SAFETEA-LU, is being worked on in the House Transportation Committee. Environmental groups have been looking forward to a greener form of transportation reauthorization. Credit for the GREEN-TEA name, which seems likely to stick, goes to New York-based Center for Clean Air Policy who thought of it a couple of years ago. Clever. Now they need to come up with a bill title to go with the acronym "GREEN".

The latest rumor is that the bill will be in the \$400 billions, but that it will be late, and we'll see extensions of SAFETEA-LU until 2010. The lateness would be intentional, so that the populace will forget about the supposedly huge infrastructure funding that was in the stimulus package. You might recall that ground transportation only received about 5% of the stimulus package.

Hill.com reports that, oddly enough, business groups like the American Trucking Association and the U.S. Chamber of Commerce, that would normally oppose an increase in taxes, are strongly in favor of increasing the fuel tax. It's the Obama administration that's opposing fuel tax increases.

Legislative Analysis (cont'd)**Pork Barrel Politics Heating Up**

The draft Federal transportation bill contains \$136 billion in earmarks, although that's likely to be hacked down a bit. It should be noted that the stimulus package (aka Recovery Act) earlier this year contained no earmarks at all, and that seemed to favor California, which got closer to its fair share of Federal money. Defenders of earmarks claim that earmarks are the only way to insure that really important projects get funding, but California doesn't need Congress to decide what's important. California, unlike most other states, has a fairly rational system of distributing Federal money down to the local level. Sure, we Southern Californians often complain that a disproportionate amount ends up going to the northern part of the state, but we don't have much evidence of pork-barrel politics being played within California.

President Obama doesn't seem inclined to veto all earmarks, so the next best thing for California would be a process of shaming congressmen out of bringing home the bacon. According to the AP, every project in the bill will have a member's name attached to it.

What's California's Fair Share, Anyway?

You often hear that California is a donor state, meaning that we receive less than 90% of the money we generate for the Federal government. I'm not sure how much sympathy that generates in DC. After all, if every state got exactly 100% of what it contributes, you'd need a mule team to travel across Wyoming.

Furthermore, if revenues are tied to how much fuel that's burned, maybe that's not such a great measure for rewarding states with Federal money. And you can bet that other rationales are used to justify spending in non-donor states. The governor of Texas is justifying a Ports-to-Plains highway by saying "nine states - Texas, Oklahoma, New Mexico, Colorado, Nebraska, Wyoming, North Dakota, South Dakota and Montana - account for more than 40 percent of the United States' agricultural production," thus arguing to spend money in some of our sparsest states in the country.

A better funding formula with no earmarks is what's needed in the next transportation reauthorization.

Possible Penalties for Free Parking

Get used to hearing the name of UCLA Professor Donald Shoup. His last name is starting to become a

verb. To "Shoup" means to implement parking pricing strategies to improve the urban form and the environment. His ideas have inspired several new bills in the California legislature.

California Senate Bill 728 (Lowenthal) would allow local agencies to impose a \$500 civil penalty on employers that fail to offer cash instead of subsidized parking. Under current law, those of you working at companies of 50 or more within the AQMD jurisdiction are supposed to be offered cash each month in lieu of your free parking space. You didn't get that offer? That's because the law isn't being enforced by the California Air Resources Board. This bill would allow local governments to fine your employer. Currently, Santa Monica is the only local agency to enforce the law. This bill might not get too far. The Los Angeles Chamber of Commerce is in opposition, favoring Senate Bill 425 instead.

SB 425 (Simitian) uses a carrot instead of a stick. It gives small business tax incentives to participate in employee commute programs. I would think that even if this bill passes, only a corporate tax accountant might be aware this incentive exists.

Meanwhile AB 1186 (Blumenfeld) makes it easier to implement the unenforced parking cash-out law, by requiring business leases to explicitly show the price of each subsidized parking space. For instance, rather than assigning 50 free parking spaces along with the office space, the lease will show a price for each of those spaces. This bill would at least remove a barrier that prevents employers with a conscience from making an offer to their employees, even if the other bills fail.

Then there's SB 518 (Lowenthal). The bill is narrowly passing through Senate committees. It would forbid State subsidies to local agencies that build free parking lots, allow pay parking for nonresidents within residential permit zones, and allow cities or counties to use money from the Highway Users Tax Account (the 18 cents per gallon gasoline tax) on transportation demand management (TDM) measures. SB 518 would permit local agencies to set by ordinance "performance targets" as opposed to fixed metering rates, thereby allowing, for example city staff to adjust parking meter prices according to time-of-day demand as opposed to going to city council for every rate change. The bill creates a points system for TDM measures that local agencies can use for the Air Resources Board's (ARB) carbon reduction cap-and-trade system. SB 518 is supported by environmental groups. It is opposed by cities and counties, building and business groups, and interestingly enough, the American Planning Association.

Legislative Analysis (cont'd)

South Pasadena Might Allow 710 Tunnel

SB 545 (Cedillo) would eliminate a surface freeway extension of I-710 through South Pasadena. Senator Cedillo wants the City of South Pasadena to drop a lawsuit contesting \$780 million in Measure R funding directed toward a tunnel proposed to close the 710 gap. SB 545 kills a surface or cut-and-cover extension, but not a tunnel. South Pasadena would get no Measure R funds; that's reserved for a tunnel. This bill is moving along, so far without opposition.

Curbside Parking on the Wrong Side of the Street

AB 213 (Bonnie Lowenthal) would allow on-street parking to occur on the left side of a two-way local residential street that dead-ends with no designated area in which to turn around, provided that the applicable streets are demarcated with signs or markings giving adequate notice of the parking allowances. At issue here is that these vehicles would have to back out through an intersection to get out of the dead-end. The Assembly Transportation consultant notes that bill amendments will assure that an engineering analysis will have indicated left-side parking to be the best traffic solution in any particular setting before it is authorized. The bill has no opposition.

This analysis is based on the world as it stood June 3, 2009. Send comments regarding this article to wokitsu@crainandassociates.com.

Newsletter Sponsorship

This newsletter is a perfect venue for advertising your products and services, as it is circulated nine (9) times a year to more than 700 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.

Thank you in advance for your contribution to the ITE Southern California Section.

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 vacancies after September. Feel free to contact me, Julia Wu, at jwu@koacorporation.com, to schedule your sponsorship ad. ♦

Jan-09	Iteris, Inc.
Feb-09	Phoenix Highway Products, Inc.
Mar-09	Kunzman Associates
Apr-09	Kimley-Horn and Associates, Inc.
May-09	Al Grover & Associates
Jun-09	Linscott Law & Greenspan
Sep-09	URS
Oct-09	(Available)
Nov/Dec-09	(Available)
Jan-10	(Available)
Feb-10	(Available)

If you find any factual errors, have comments about any of the articles you have read in this newsletter, or have suggestions on how to improve the newsletter, please e-mail our newsletter editor: Steve Itagaki (sitagaki@jmdiaz.com).

Announcements

Let's Carpool to Our Monthly Meetings

ITE Southern California Section would like to offer carpooling to our monthly meetings.

In order to coordinate, please provide the following information to our board members:

1. Name and contact information (cell phone preferred).
2. Whether you are looking for a ride or if you are driving and have room in a vehicle.
3. Location (e.g., downtown LA, Santa Monica, etc.)
4. How many seats available in your car if you are driving.
5. Ability to travel to a central meeting point.
6. Any other accessibility concerns (e.g., in a wheelchair, etc.)

For those interested in joining a carpool in the **Santa Monica/LA vicinity**, please contact:

Sam Morrissey, PE
Principal Transportation Engineer
Planning and Community Development/Transportation Management
City of Santa Monica
Tel: (310) 458-8291
sam.morrissey@smgov.net

TSA Membership

The Los Angeles Chapter of the Traffic Signal Association (TSA) is seeking new members. TSA has bi-monthly meetings at Steven's Steakhouse in Commerce, CA. The purpose of the meetings is to discuss technologies and products that are specific to the traffic signal engineering and maintenance fields. It is also a forum to share knowledge and expertise in these same fields.

TSA will also be organizing the Fountain Valley Vendor Show in October.

Please see the attached flyer for details, and sign up in support of the TSA.

ITE Western District 6 Annual Meeting

The 2009 Western District Annual Meeting will be held in Denver, Colorado from July 12-15. Whether this will be your first annual meeting or you're a frequent attendee, we're confident that the City of Denver, the Rocky Mountains, and all of the surrounding beauty, attractions, and activities will encourage you to arrive early and stay late to enjoy Colorado. The meeting will be held at the Sheraton Denver Hotel. For more information and registration materials, please go to the Westernite website at www.westernite.org.

ITE Annual Meeting and Exhibit

The 2009 Annual Meeting and Exhibit will be held in San Antonio, Texas from August 9-12. Join nearly 2,000 transportation professionals as they exchange ideas on transportation issues. Highlights include numerous technical sessions where you can share your perspective in the open dialogue between the audience and panelist(s) in the conversation circle sessions. Visit the exhibits and see the latest products and services being showcased. For registration and information, please go to the ITE website at www.ite.org.

ITS-101 Training Course

FHWA, FTA, SCAG, and ITE are sponsoring an introductory course on Intelligent Transportation Systems (ITS). This introductory course is intended for anybody who is involved in planning or implementing an ITS project. This includes transportation planners, traffic engineers, public-transit operators, emergency service providers, IT professionals, elected officials, funding agencies, and others. This course will be offered on Wednesday, June 17 and will be held at SCAG. There is no cost for public agencies. Please see attached flyer for more details.

Candidate Biography & Statements

Arief Naftali, PE, TE, PTOE
Transportation,
AECOM USA, Inc.
Candidate for President,
Southern California Section



I am humbled by this exceptional opportunity to serve as your 2009-2010's President. It is certainly another highlight of my life this year in addition to reaching a 10-year milestone being in the Civil/Transportation Engineering profession, and becoming naturalized as a US citizen.

Since actively participating in our beloved section in 2004, I have come to know and interacted with many of you. I would like to pay a special tribute to Monica Suter, Glen Pedersen, Ruth Smith, Sunil Rajpal, Joaquin Siques, and last but not least Carlos Ortiz, my predecessors and mentors, who have encouraged, motivated and inspired me over the years through their dedication, leadership, and passions to our profession and the affairs of this Section.

This is truly an unprecedented time of investment and opportunities in our profession. The new Administration has chosen to highlight the importance of investing in our infrastructures amid the worst recession since World War II. Furthermore, there seems to be a stronger "push" and growing awareness towards implementing sustainable solutions and low-impact improvements to the challenges facing our facilities, roads, highways, and bridges. As transportation/traffic engineers and professionals, we certainly have an indispensable role to work together and see this mission come to pass.

As President, I plan on continuing the excellent work that my predecessors have begun and done. This includes; maintaining and improving the relevancy of our luncheon topics to the prevailing issues that directly affect our professions and practice, working with our student/college chapters and vendors to not only maintain their interests for sponsorships in the Section but also share their latest research and experiences so we can stay on the "cutting edge" of technology in this industry, and finally improving communication and networking opportunities within the Section so members and affiliates alike will be able to gain up-to-date experiences, knowledge, and professional friendship through their involvement in this Section.

Lisa Martellaro-Palmer
City of Los Angeles
Department of Transportation
Candidate for Vice-President,
Southern California Section



Hello Southern California ITE members. It has been a privilege to serve you as the Section's Secretary/Treasurer for the 2008-2009 fiscal year and I would be honored to serve you as Vice President this coming year. If elected Vice President, I will fulfill my responsibilities and try to offer the best luncheon meetings possible. I will work closely with the other officers and promote various ITE activities. I will encourage participation from our professional members and the next generation of transportation professionals.

I have been involved in our chapter for several years and this last year I served as Secretary/Treasurer and prior to that, I served as the Section's Professional Liaison to the universities. I have also written several articles for our newsletter and spoken at District 6 conferences.

I received my Bachelor of Science degree in 1994 in Engineering and my Master of Public Administration degree in 2006 from California State University, Northridge. I would like to complete my Master in Civil Engineering with an emphasis in Transportation at California State University, Los Angeles. This fall I will be taking my Professional Engineering Exam in Traffic.

I would like to encourage others to join and become a part of our chapter. I have truly enjoyed being a member of ITE and a part of our Southern California chapter and I would greatly appreciate your vote.

Candidate Biography & Statements

Steven Itagaki, PE, TE, PTOE
JMDiaz, Inc. (JMD)
Secretary-Treasurer Candidate
Southern California Section



As your incumbent Newsletter Editor for almost two years, I graciously accept the nomination for Secretary/Treasurer for the ITE Southern California Section. I have always recognized the value and importance of this Section, and ITE overall. In addition, I enjoy the interaction and support from this organization and its members.

My 18 years in this profession have allowed me to gain the experience and meet the challenges in the traffic and transportation industry. I received my Bachelor of Science degree in Civil Engineering from California State Polytechnic University, Pomona. I also hold a Professional Engineering License in Civil, a Traffic Engineering License, and a Professional Traffic Operations Engineer certification. I am currently a Project Manager employed at JMD where my experience has expanded not only in traffic engineering but also into all aspects of civil engineering, including rail and transit.

As your Secretary/Treasurer, I will maintain the tradition of ensuring the monthly meetings are well coordinated and organized with topics relevant to our profession. As a Cal Poly Pomona alumnus, I will not only uphold working with their student chapter but also with other local universities to encourage participation and involvement. I will also persistently promote ITE and lobby towards improving membership and increasing awareness in the traffic and transportation profession. Lastly, I will continue to support the distribution of our newsletter and pertinent information in an environmentally conscious manner through our Section website and emails to all of our members.

My passion in the traffic and transportation industry can only be supplemented by serving you as your Secretary/Treasurer. I look forward to continuing my service to the Southern California Section and would appreciate your vote.

Andrew Maximous, PE
City of Santa Monica
Secretary-Treasurer Candidate
Southern California Section



I appreciate being nominated for the position of the Section's Secretary/Treasurer. Having participated in this Chapter for more than 5 years, I am very familiar with its members and organization. I am currently the Section's webmaster and have been working together with the current board to keep the site's information current and useful to our members.

As your Secretary/Treasurer I plan to:

- Work closely with the board members to continue to organize monthly meeting topics and agendas with relevant speakers and presentations that share insight into the many responsibilities of traffic engineers.
- Work to improve the attendance at our monthly meetings
- Coordinate budget efforts for the board and lobby to use funds towards increasing the number of young professional and student members.
- Ensure the information regarding all ITE activities is distributed to all of our members in an environmentally friendly manner.

I am extremely proud to have been working in the profession for the last 7 years. I have a Bachelor's degree in Civil Engineering from Cal Poly San Luis Obispo and hold a Professional Engineer's License (Civil) in California. I have been the Transportation Engineer for the City of Santa Monica for the past 2 years and I have previous experience with consulting. I look forward to this opportunity to serve the members of the Southern California Section.



Traffic isn't pretty...

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we've made it work better.

For over 40 years, Linscott, Law & Greenspan, Engineers has been a fixture in the transportation planning and traffic engineering professional community of Southern California. We provide consultation in many areas, including:

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- Master Planning
- Site Access and Circulation
- Parking Design and Planning
- Traffic Signal Design
- Operational Analyses
- Permit Processing and PS&E
- Traffic Control Design
- Roadway Signing and Striping
- Transportation Demand Management

Because of our client-focused, team-oriented, and supportive environment, Linscott, Law & Greenspan, Engineers was ranked one of the top 10 "Best Firms to Work For" by CE News in the small firms category.

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Mini-Workshop and Annual Business Meeting

Wednesday, June 10, 2009 - 8:30 AM to 1:30 PM

Registration & Continental Breakfast begins at 8:00 AM • Presentations begin at 9:00 AM

Workshop Presentations:

“Orange County Traffic Signal Synchronization Master Plan” - Mr. Ron Keith,
Principal Traffic Engineer with Orange County Transportation Authority (OCTA)

“How Transportation Liability Impacts Civil Engineers”- Mr. Nazir Lalani, Traffic
Engineer with the County of Ventura

**“Latest Regulations for Establishing Speed Limits in California”- Mr. Hamid
Bahadori,** with the Automobile Club of Southern California and Chairman of the
California Traffic Control Devices Committee (CTCDC)

“Los Angeles County Measure R Update” – Mr. Krishniah Murthy, Metro's Deputy
Chief Capital Management Officer

Lunch Presentation:

“New Parking Signs for California -- Completing the Gap”

Mr. John Fisher

Assistant General Manager, LADOT

Business Meeting:

Young Transportation Engineer Award

Classic Transportation Engineer Award

Presidential Proclamation by Ms. Monica Suter

Committee Reports

Election Results

Installation of Officers by Ms. Monica Suter

Place:

Monterey Hill Restaurant, Monterey Park

3700 West Ramona Boulevard, Monterey Park (323) 264-8400

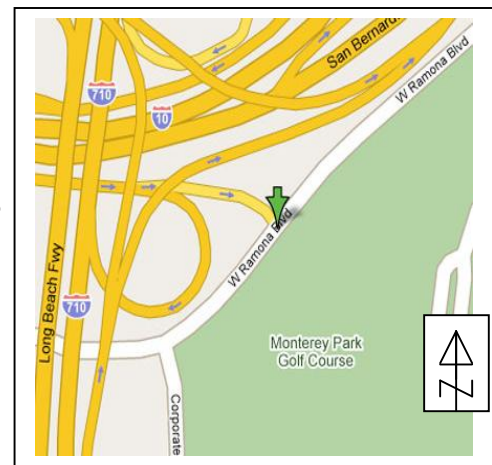
Price:

\$35 with Reservation, **\$40** without, **\$10** for Students

Reservations:

Email: lisa.martellaro-palmer@lacity.org

Please reserve by Friday, 6/5 at Noon !





INSTITUTE OF TRANSPORTATION ENGINEERS
SOUTHERN CALIFORNIA SECTION

Meeting with the (TRB) Highway Capacity and Quality of Service Committee
Technical Updates on the 2010 Highway Capacity Manual

Thursday, June 11, 2009 – 11:30 AM to 1:30 PM

Lunch begins at 11:30 AM • Presentations begin at Noon

Meeting Topics:

"NEW SIGNALIZED INTERSECTION METHODOLOGY"

Jim Bonneson, Texas Transportation Institute

"UPDATED FREEWAY FACILITIES METHODOLOGY"

Bastian Schroeder, North Carolina State University

"INTERACTIVE ELEMENTS OF VOLUME 4"

Paul Ryus, Kittelson & Associates

"OPEN DISCUSSION: INPUT ON HCM ISSUES"

Rick Dowling, Dowling Associates

Place:

**Hyatt Regency, Newport Beach (1107 Jamboree Road, 949-729-1234)
Terrace Room**

<http://newportbeach.hyatt.com>

****From the north – use 73 South. Exit Jamboree Rd. and turn right. Travel 3 miles south. Hotel is on right.**

***From the south – use 405 North. Exit Jamboree Rd. Turn left. Travel 5 miles south. Hotel is on right.**

Price:

\$35 with Reservation

Self-parking \$5 first hour; \$2 subsequent hours

Reservations:

Email loren.bloomberg@ch2m.com

Reservations Due by 5 pm, Thursday, June 4, 2009

What is I.T.S.? What is Systems Engineering? ... And why are they important to me?



You've probably heard a lot lately about Intelligent Transportation Systems (ITS) -- it seems to be a part of many transportation projects today. But are you still puzzled about what it is and how it relates to your responsibilities?

The answers to these questions are now available in an introductory training course "ITS-101" sponsored by FHWA, FTA, SCAG, and ITE. This 1-day, ***introductory*** course has four elements:

1. It introduces ***basic ITS concepts and terminology***.
2. It describes examples of ***state-of-the-art ITS projects***.
3. It introduces the ***ITS Architecture*** for your area.
4. It explains ***Systems Engineering*** in plain English.

Course Topics

- ***What is ITS?***
- ***How is ITS being used locally? (Guest speakers from leading ITS projects locally.)***
- ***What is our local ITS Architecture and how can you use it?***
- ***What is Systems Engineering? How can it make your ITS project successful?***

Who Should Attend?

This ***introductory*** course is intended for anybody who is involved in planning or implementing an ITS project, for example, transportation planners, traffic engineers, public-transit operators, emergency-services providers, IT professionals, elected officials, funding agencies, and others. ***No technical degree is needed. No knowledge of ITS or Systems Engineering is required.*** The only prerequisite is a general knowledge of transportation terminology and the local transportation system.

Date, Location & Registration

The next offering of this course is Wed. June 17, at SCAG. Some previous classes were full, so sign up soon. There is ***no cost*** to public agencies. (Consultants/students also if space allows.) To register for this ITS-101 class, send an email to Jesse Glazer, FHWA, Jesse.Glazer@dot.gov. Please include your name, organization, phone, and job description.

Traffic Signal Association

OBJECTIVE:

The TRAFFIC SIGNAL ASSOCIATION is an educational, nonprofit organization operating as a group to give knowledge, technical information, and guidance to its members throughout the local area.

Membership is made up of technicians, maintenance people, engineers, business men and women and vendors who are interested in the traffic signal field.

The purpose of this organization is to further technical knowledge within the traffic signal field by bringing modern technology via lectures, workshops and writings to all men interested or engaged in this field. It has also established a close-knit group of wide spread agencies toward the one goal of better traffic control.

HISTORY

In November 1960, a dozen traffic signal electricians working for the City of Los Angeles conceived the idea of forming a technical association with all other agencies working on traffic signal equipment. A meeting was scheduled with the City of Los Angeles group, City of Pasadena, the Los Angeles County Road Department, and District W of the State Division of Highways. From this gathering, the green light was given to go ahead with the forming of an association.

Letters were sent to most of the people engaged in traffic signal work in the Southern California area, and on January 24, 1961, 69 people voted for form this association. On March 21, 1961, with almost a hundred members present, our constitution and bylaws were adopted. On June 26, 1961, we became a nonprofit corporation under the laws of the State of California.

Dues were \$20.00 annually (from January to December), which includes a subscription to a bimonthly newsletter and an annual membership directory. It is written and edited to furnish current news and information, including changes and improvements in equipment or new methods to solve old maintenance problems.

Certification classes and Vendor Shows are held on a regular basis. Scholarship assistance is available in the form of grants to assist in attending seminars, certification classes, college or other programs to further develop your knowledge and expertise in the traffic signal field.

As can be seen, the purpose of the entire organization is to further the knowledge of its members in the field of traffic signals. They are encouraged to contribute articles to the technical bulletin. Should one member have a particular problem in one agency, another member in some other organization may have experienced this same type of problem and would forward this information.

Members are encouraged to attend all the business meetings. Here they will find speakers and demonstrations of the latest products in the field of traffic signals, keep up with the latest information given by those best qualified to give it. Manufacturers and their representatives are most anxious to find out how their products function in the field. You find out their problems and they find out yours. We all get to know each other and often members' discussions with fellow members at the meetings generate new approaches to enhance operations or solve problems.

Members are encouraged to participate in the activities of the Association. This could mean running for various offices, became members of the cabinet or join one of the many committees that our Association has.

Meetings are held on the 4th Tuesday of the odd months of the year.

Membership Application Form

Name: _____

Employer: _____

Title: _____

Address: _____

City/State/Zip _____

Work Phone: _____

Work Fax: _____

Email: _____

Home Address (Optional)

Address: _____

City/State/Zip: _____

Membership Fee: \$20.00

Make check payable to:

Traffic Signal Association

TSA-LA/OC Chapter

751 Weir Canyon Road, #157-411
Anaheim Hills, CA 92808

Vendor Show:
October 27, 2009

Special Events

Generally there are at least two special events held each year that are sponsored by the Southern California Chapter.

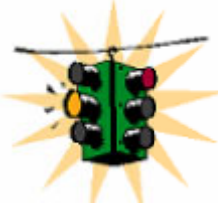
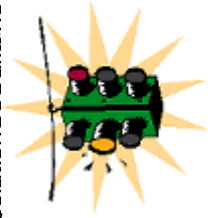
In March or April we sponsor and facilitate a week of IMSA Training Classes.

In October, we hold an annual Vendor Show in Fountain Valley for our members to gather information about a wide variety of products and services.

Watch for information about these and other events in your semi-monthly TSA newsletter.

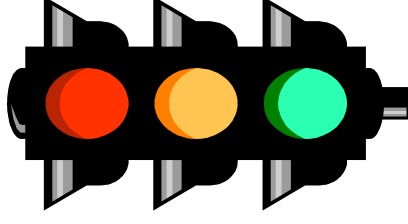
Contact us:

TrafficSignalAssociationSoCal@hotmail.com



**Traffic Signal Association
TSA – LA/OC Chapter
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