AN UPDATE ON THE STATUS OF PASSENGER RAIL IN WESTERN MASSACHUSETTS
Submitted By: Dana Roscoe
In This Issue:

A Message From the New England Section President ........................................... 2
New England Section Directory ................................................................. 3
The Editor’s Minutes ........................................................................... 4
An Update on the Status of Passenger Rail in Western Massachusetts ............ 5
Leadership ITE ....................................................................................... 8
A Message from the Northeastern District Chair ............................................. 10
Candidates for 2014 International Vice-President ........................................... 11
Section Calendar .................................................................................... 11
Fare Increases, Ridership, and Economic Development.................................... 12
Meet the New Members of the New England Section Executive Board .......... 13
Candidates for ITE Northeastern District Director .......................................... 14
The Influence of Clear Zone Size and Roadside Vegetation on Driver Behavior ............................................................................. 16
Where Are They Now? ........................................................................... 18
Northeastern Director’s Report ..................................................................... 19
Chapter Updates ..................................................................................... 20
Job Opportunities .................................................................................... 22
ITE International Annual Meeting and Exhibit Information ................................ 23

A Message from the New England Section President

JOSEPH SEGALE, P.E., PTP
Policy and Planning Manager
Vermont Agency of Transportation

Dear NEITE Members:

Spring is always a welcome sight after a long New England winter. This year, spring is particularly busy and exciting in the New England Section of ITE.

April Meeting
This past April, the NEITE Executive Board met in conjunction with the Connecticut Chapter for its joint annual meeting held at the Manchester Country Club in Manchester, CT. The technical program and dinner topics focused on sustainable transportation and Michael A. Knodler emceed a traffic bowl contest that pitted students from the UMass and UConn student chapters against seasoned transportation professionals. As always, the traffic bowl was great fun and demonstrated the diversity of topics and expertise of the transportation engineering and planning profession.

At the April meeting, the NEITE Executive Board approved the Section’s 2013 budget and took an important step towards implementing a key action item in the strategic plan. As noted in my president’s message for the February issue of the Chronicle, NEITE is at its best when our exchanges include a healthy mix of public, academic and private sector participants. To encourage greater participation by public sector members, the Board approved a pilot program that will provide free registration at the joint Maine / New Hampshire / NEITE meeting on June 5th in Wells, Maine for public sector registrants who are ITE State Chapter members (see Page 9 for more information). We will track participation to help determine whether or not this approach is effective and if successful will implement it at other meetings. If you are a public sector member, I would appreciate hearing your ideas on how NEITE could better serve your needs.

Big Year in the New England Section
2013 is as notable as it is busy for the New England Section. The Local Arrangement Committee for the Northeastern District’s Annual Meeting in Northampton, MA on May 22-24 is wrapping up the final details and is ready to provide a memorable event. In addition, the Local Arrangement Committee for the ITE Annual Meeting and Exhibit on August 4-7 in Boston is hard at work helping to ensure the success of that event. John Kennedy, an Institute of Transportation Engineer Fellow with a distinguished record of supporting ITE in New England, the Northeast District and at the International level, is a candidate for International Vice President and has earned all of our votes. Finally, the New England Section has put forth two excellent candidates, Ken Petraglia and Gary Hebert, to represent the Northeastern District on the International Board of Direction. To ensure you have an opportunity to vote, please take the time to log on to the ITE web site and verify that your email and other contact information is correct.

Closing
I continue to be inspired by the contribution and support of our members. Thanks for everything you do, and please contact me at joe.segale@state.vt.us or 802-477-2365 with any questions, comments or suggestions.

Sincerely,
Joe Segale, P.E. / PTP
New England Section President

NEITE’s mission is to serve its members, the transportation profession, and the public by facilitating professional development and education, promoting the exchange of ideas, and enhancing the professional practice to provide safe efficient cost-effective and sustainable transportation solutions.
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ASA New Hampshire Chapter:
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ASCE Rhode Island Chapter:
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On the Cover: View of current AMTRAK Passenger Rail Service from Riverfront Park in Springfield, Massachusetts. Photo Source: Jeffrey McCollough

On the Back Cover: The reconstructed Hampton Tolls along Interstate 95 in Hampton, New Hampshire. Photo Source: Samuel W. Gregorio, E.I.T.
Hello once again New England Section:

Time is really starting to fly by as we as a Section and District roll into Northampton for the 2013 Northeastern District Annual Meeting. The Local Arrangements Committee has done an outstanding job to put together an educational and exciting program this year and have represented the New England Section proudly.

Profiling the Membership

The second issue of the New England Chronicle this year profiles many people from our New England Section and from the ITE community as a whole. The issue includes profiles of the two International ITE Vice-President candidates; including our Section’s very own John J. Kennedy, P.E., PTOE. In addition, the issue profiles Kenneth J. Petraglia, P.E., PTOE and Gary L. Hebert, P.E., PTOE; the two ITE Northeastern District Director candidates. Finally, as a new staple for future Chronicle issues, we begin to profile our Section’s Executive Board; including our newest Board members Rebecca L. Brown, P.E. and Nicholas M. Fomenko, P.E., PTOE.

The Status of Passenger Rail

In this quarterly issue, our feature article focuses on the Knowledge Corridor Rail Project in western Massachusetts. The project is aimed at improving transportation rail service along the Vermont Amtrak Rail Line within the state of Massachusetts. As someone who spent a full six years out in the Pioneer Valley of Massachusetts, I can relate to how passenger rail improvements can really assist in the growing Connecticut River corridor.

Student Research and Experiences

For the second straight issue of the Chronicle, we put a spotlight on one of our student members and their research. This quarter, Cole Fitzpatrick, a Masters Degree Graduate of UMass Amherst (now serving as an engineer with the Town of Agawam, Massachusetts), shares his research on clear zones and roadside vegetation.

I ask that if any student within our many student chapters wish to contribute their research or projects to the upcoming issues of the New England Chronicle, to don’t be shy. Everyone in the transportation community benefits from new knowledge; much of which is garnered from the research going on at our colleges and universities.

We Have Some BIG Meetings Coming Up!

Not only are we just two days away from experiencing Northampton together at the District’s Annual Meeting, but I would like to remind the entire New England Section that the ITE International Annual Meeting and Exhibit will be held in Boston this upcoming August. Please visit the ITE website for details. Our next Chronicle issue, the “Boston Issue,” will be a focus on transportation around the metro-Boston area.

Contributions to the Section

As I have stated in previously issues, I would also like to take this opportunity to welcome all within the New England Section to contribute their experiences, opportunities, challenges, and innovative strategies to the New England Chronicle; to share knowledge within the many aspects of transportation engineering and planning.

I would again like to thank all contributors to the second issue of 2013. Behind the scenes, it takes many people across the Section’s membership to put together the award winner newsletter publication of your New England Section. I hope you enjoy the second issue of the 2013 calendar year.

Samuel White Gregorio, E.I.T.
Project Engineer
Transportation Engineering + Construction, Inc.
As demand continues to grow for transportation options for intercity travel, passenger rail has gained support in both popularity and funding to become a viable alternative mode of travel in the Pioneer Valley in the near future. Expanded passenger rail service results in increased ridership, a potential travel time savings, a reduction in emissions, the potential for reduced highway maintenance costs, and improved highway safety. The Massachusetts Department of Transportation (MassDOT) has included passenger rail service connecting Boston and Springfield as a targeted investment to spur economic development in its 21st-Century Transportation Plan.

The Pioneer Valley Region, as seen in Figure 1 to the right, is located in the mid-western section of Massachusetts. The region covers 1,179 square miles which encompasses the fourth largest metropolitan area in New England. Bisected by the Connecticut River, the Pioneer Valley is considered the crossroads of transportation in Western Massachusetts. Situated at the intersection of the area’s major highways, including Interstate 90 (Massachusetts Turnpike) traveling east-west and Interstate 91 traveling north-south, the region offers easy access to all markets in the eastern United States and Canada. The City of Springfield itself is the third largest city in Massachusetts. Springfield is located within 30 minutes of Hartford, Connecticut, just 25 miles to the south. The Hartford and Springfield metropolitan areas share both economy and culture and are linked by the Connecticut River, Interstate 91, the Bradley International Airport, and the Connecticut River Rail line. Branded as “The Knowledge Corridor,” Hartford and Springfield have a unique partnership to foster economic

Continued on Page 6

Figure 1: Map of the Pioneer Valley Region in Massachusetts
Springfield Line to Springfield, MA and then Haven, CT the train runs on Amtrak’s North East Corridor. North of New and St. Albans, VT. The Vermonter runs on in each direction between Washington D.C. The State of Vermont funds one train per day distance travelers. The region and are basically limited to long convenient for commuters to jobs outside the City and Philadelphia. None of these trains are D.C., with major stops at Hartford, New York and Amherst. Passengers are not allowed to board or alight the train in Palmer.

In addition to the Northeast Corridor service, there is also a long distance train that serves the region. The Lake Shore Limited serves Springfield by providing daily service between Chicago, IL and Boston, MA. Unlike all other Northeast Corridor trains out of Springfield, the Lake Shore Limited requires reservations. The Pioneer Valley’s East-West service is limited by a situation common to many Amtrak routes. Amtrak leases the tracks it must use from a local freight railroad. Amtrak owns the trains but does not own the track and physical infrastructure that they travel on. The track and ultimate control over trains is held by the host freight railroad. Here in the Pioneer Valley, CSX is the host freight railroad. Since CSX runs its own freight trains over tracks that are also used by Amtrak, opportunities for expanding service on the East-West line may be limited.

Connecticut River Line Improvements
In 1989, the Vermonter train was relocated from the Connecticut River line to its current alignment due to deteriorating track conditions. Current track condition requires reduced operating speeds as low as 10 miles per hour (mph) in some areas. While the current Vermonter route alignment allows the train to operate at higher speeds, it results in an approximately 40 minute longer trip between Springfield, MA and St. Albans, VT. In 2007, U.S. Congressman John Olver secured funding to study the feasibility of returning the Vermonter to the Connecticut River line. This would eliminate the need to use the CSX line between Springfield, MA and Palmer, MA, and it would better serve the region’s urbanized area with stops in Greenfield, Northampton and Holyoke, MA replacing the single stop in Amherst, MA. The restored route is shown in Figure 2 to the left. Upon completion of the feasibility study in 2009, MassDOT applied for high speed intercity rail stimulus funds to return the Vermonter to the Connecticut River line, and in January of 2010 the project was funded. The project will upgrade the existing railroad ties and track along the line, improve the safety of at-grade crossings, and build a bicycle and pedestrian tunnel under the active rail line to connect the Norwottuck Rail Trail to the Manhan Rail Trail in Northampton, MA. Construction on this line is underway and service is anticipated to return to the line in 2014.

New Haven-Hartford-Springfield Rail Project
The New Haven-Hartford-Springfield Rail project represents a broad partnership between the State of Connecticut, Amtrak and the Federal Railroad Administration (FRA), as well as the states of Massachusetts and Vermont. The goal is ambitious – to provide those living, working or traveling between New Haven, CT, Hartford, CT and Springfield, MA with high speed rail service equal to the nation’s best rail passenger service. Since 1999, the Pioneer Valley Region and Connecticut have been working toward the implementation of passenger rail service between the three cities. In 2009 and 2010, the Connecticut Department of Transportation (ConnDOT) applied for and received federal funds to complete the necessary track and station improvements between New Haven and Hartford. In 2011, ConnDOT applied for $227 million in federal funds and authorized an additional $97.3 million in state bonds to complete the line from Hartford to Springfield. In May 2011 the FRA awarded the project $30 million, leaving a funding gap of $196.7 million.

Continued on Page 7
Continued from Page 6

The service would operate on the existing 62 mile Amtrak owned Springfield Line connecting the three cities. The rail corridor crosses the MA/CT border in Longmeadow, MA and continues to Union Station in Springfield. Union Station would be the primary station located in Massachusetts.

Intercity Rail service is expected to have a significant impact on the 13 railroad station areas serving the 17 communities along the rail corridor. The service will connect the third, fourth and fifth largest metropolitan areas in New England and provide a connection to both Amtrak and Metro North Service into the New York Region. The project will also result in a coordinated connection to Bradley International Airport in Windsor Locks, CT providing another option for air travelers to access the airport. When the project is complete, service will expand from the existing six trips daily between New Haven and Springfield, to 25 trips per day.

In Springfield, the project should have a direct and significant impact on the Union Station Redevelopment and the surrounding downtown area. The rail service will bring a large number of commuters through the station and increase housing and business opportunities for people looking to live or work in any of the three cities or outlying communities.

Union Station Regional Intermodal Transportation Center

The redevelopment of Union Station on Frank B. Murray Street in downtown Springfield, MA has long been an important regional project to enhance the mobility of residents throughout the Pioneer Valley region. The goal of the station redevelopment is to consolidate regional and local transit services, passenger rail, parking, and approved transit-related uses. The project is being managed by the Springfield Redevelopment Authority, which owns the property. Proposed tenants include PVTA, Peter Pan Bus Lines, and Amtrak. The Union Station project is a two-phase, $78 million rehabilitation of the property. Phase one will restore the terminal building, add a 24-bay bus terminal, a 146-space parking garage, and an additional 4 bus bays adjacent to this garage. The total cost of phase one is $48.6 million. A pedestrian tunnel linking the Union Station with train boarding platforms will be restored allowing pedestrian access to Union Station from Lyman Street.

The second phase of the project will include developing more retail and office space at Union Station, including the upper floors. Phase I Construction is anticipated to begin in the near future.

Improvements to Union Station could also result in expanded passenger rail service on the Vermonter Line to Springfield. Massachusetts would be responsible for funding additional trips along this route. The Massachusetts State Rail Plan identifies expanded passenger rail service along the Connecticut River line as a cost-effective improvement with an additional six round trips between Greenfield, MA and Springfield, MA recommended each day. A new intermodal transportation center was recently constructed in the City of Greenfield and will begin to accommodate passenger rail service when the Vermont returns to the Connecticut River line in 2014. Similarly, a new passenger platform will be constructed adjacent to Union Station in the City of Northampton to support upgrades to the existing rail platform.

The restoration of passenger rail service in Holyoke, MA is also moving forward with the advancement of the design of a new rail station at the bottom of Dwight Street, near its intersection with Main Street. This site provides opportunities for Transit Oriented

Continued on Page 9

Continuing Education Opportunities in NEITE

The Continuing Education Committee needs your feedback and fresh ideas for training opportunities that are innovative and that would draw significant interest to the Section membership. Most importantly, training opportunities that would serve you, the New England Section membership in the upcoming meetings and gatherings.

We are currently planning potential workshops for September and December and would love to hear from membership. If you have ideas for training sessions that would benefit the membership the most and have a high interest level, whether a half-day or full-day or training, please contact either:

Alan Cloutier, P.E., PTOE
Acloutier@fstinc.com

Greg Lucas, P.E., PTOE
Glucas@beta-inc.com

SAVE THE DATE!!!

14th Annual Desjardins Memorial Golf Tournament
June 5th, 2013 | Sandy Burr Country Club | Wayland, MA

On Wednesday, June 5, 2013 the New England Section will be hosting the 14th Annual Thomas E. Desjardins Golf Tournament to benefit scholarships for college students in the field of transportation engineering. Last year's tournament took place again at Sandy Burr Country Club and we will return for our 14th year. We're hoping for good weather and our usual rematches with past winners.

Last year we awarded two scholarships, thanks to your support and dedication to raising money for our students. We are already looking forward to this year’s tournament at Sandy Burr. Our start time this year will be at 9:00AM, so plan to arrive between 8:00AM and 8:30AM to give us a chance to register and be ready to go on time.

For more information please contact Rodney Emery at (617) 532-4251, fax (617) 242-9824, via email at rod.emery@jacobs.com or Paul Nauyokas at (617) 924-1770 or via email at pnauyokas@vhb.com
Quarterly Images

Talking Turning Movements
New Hampshire Chapter Meeting in Concord, NH

Pondering Questions
CT-ITE Traffic Bowl Team in Manchester, CT

Learning Roadway Layout
UMass ITE Student Chapter and Samuel Gregorio, EIT of TEC, Inc. work together to survey out new UMass Agriculture fields.

Leadership ITE

The Future of ITE
At the heart of great organizations are great leaders. One of the first obligations of leadership is to secure the future of the organization, and developing the next generation of leaders is among the most important ways to accomplish this. To this end, the Institute of Transportation Engineers (ITE) has established LeadershipITE, a program to identify, develop, and engage leaders for the future of ITE and the transportation profession.

The pace of change in transportation, technology, and the world at-large is accelerating. Many of the issues created by these relentless changes will impact society and people's quality of life in ways we can hardly attempt to predict. Often we find those outside the transportation industry leading the conversation on these issues instead of knowledgeable transportation professionals. It is certain, however, that engineers, planners, and technologists, the core of ITE's membership, will need to provide solutions to these challenges. LeadershipITE will ensure that our Institute and its members are positioned to engage and shape that future.

At its core, LeadershipITE:
- Recognizes the importance of leadership to the profession.
- Transforms ITE members into high-level leaders.
- Seeks individuals with a desire to make the profession better.
- Connects and engages leaders from across the globe.
- Tasks participants with solving issues vital to the future of transportation.

Program Description
A class of approximately 30 members who reflect the diversity of the future of the Institute and the profession will be selected. These individuals will engage in an intensive 9-month program of workshops, conferences, team projects, and other activities that address the challenges and opportunities facing ITE and the transportation profession. Through this program, LeadershipITE participants will explore current issues in transportation, develop and hone leadership competencies, and build the professional network required to succeed as leaders in ITE, in their organizations and in their communities.

The primary components of the program include:

- 3 multi-day workshops.
- A kick-off retreat and workshop will be held in conjunction with a meeting of the International Board of Direction at ITE Headquarters in Washington, D.C. (November 7-9, 2013).
- A second workshop will be held in conjunction with the ITE Technical Conference in Miami, Florida (March 8-12, 2014).
- A third workshop and graduation will be held in conjunction with the ITE Annual Meeting in Seattle, Washington (August 9-13, 2014).
- Professionally facilitated team-building and leadership development exercises.
- Small team projects addressing real-world issues facing ITE and its members.
- Networking opportunities with international transportation leaders and decision makers.
- Ongoing alumni activities and networking events.

Eligibility
To be eligible to participate in LeadershipITE the applicant must:
- Be an active ITE Member or Fellow in good standing with the ITE.
- Be able to demonstrate contributions to ITE through volunteer activities.

Application Process
The application period for LeadershipITE is open through August 12, 2013. A completed application packet includes:
- A completed application form submitted by the due date,
- Responses to short essay questions,
- Nomination letter from current or past ITE District or Section officer,
- Support letter from non-employer, and
- Support letter from current employer.

Tuition
Tuition for the 9-month program is $2,995 USD. The tuition includes registration at the ITE Technical Conference and Annual Meeting held during the program year and some meals. Travel and lodging are not included.

Questions
Contact: leadership@ite.org
Continued from Page 7

Development and coordination with fixed route transit service provided at the Holyoke Multimodal Transportation Facility on Maple Street.

East/West High Speed Rail
In its 2005 Transportation Appropriations Bill, Congress designated the Boston, MA – Springfield, MA to New Haven, CT as well as the Springfield, MA to Albany, NY corridors as part of the Northern New England High Speed Rail Corridor. Congress further provided funds to study the feasibility of High Speed Rail Service in the Boston – Springfield - New Haven Corridor.

With partial funding from the FRA, MassDOT is advancing a study of the corridor. MassDOT has recently hired HDR Consultants to conduct the study of this route between Boston and New Haven as well as the route between Boston and Montreal via Springfield. This planning effort provides an opportunity to develop a long term master plan for Passenger Rail in Southern New England. Potential improvements to be considered as part of this study include:

- Upgrade of the existing Amtrak route to high-speed standards along the 98.2 mile corridor between Boston and Springfield.
- Restoration of double track between Worcester, MA and Springfield.
- Restoration of passenger rail service between St. Albans, VT and Montreal, Canada.

- Feasibility of new passenger rail service on the Central Corridor to link state universities in Vermont, Massachusetts, and Connecticut.

It is the intention that this plan will explore opportunities for passenger rail service and provide a scalable, incremental plan for implementation of new or expanded services. Particular emphasis will be placed on developing an innovative funding strategy as well as looking at the economic impacts that rail service would have on affected communities.

Conclusions
It’s an exciting time for passenger rail in the Pioneer Valley. Recent funding has allowed for necessary infrastructure improvements to support opportunities to enhance passenger rail service and provide transportation alternatives to the single occupant vehicle. Passenger Rail can be a contributing factor to assist in the revitalization of downtown areas, provide additional jobs for the Pioneer Valley region, reduce vehicle congestion, improve mobility, and improve air quality.

Dana Roscoe is a Principal Planner and currently serves as the Transportation Section Head for the Pioneer Valley Planning Commission. He’ll be presenting additional information on the Knowledge Corridor Rail Project this month at the 2013 Northeastern District Annual Meeting in Northampton, Massachusetts.

MEMBERSHIP COMMITTEE UPDATE

Committee Chair: Rebecca L. Brown, P.E.

Over the past several years, ITE has seen a steep decline in membership and participation by public sector members and employees. To encourage more participation in ITE by public sector members, the NEITE will subsidize registration fees for all public sector participants who are a member of a State Chapter of ITE to attend the upcoming joint Maine / New Hampshire Chapter Meeting on June 5, 2013 in Wells, Maine. Registrants must be a State Chapter member to take advantage of this opportunity and may pay the State Chapter dues ($10) to become a member and attend this event.

The New England Section will subsidize registration fees for all public sector participants who are a member of a State Chapter of ITE to attend the upcoming Joint Maine / NH Chapter Meeting on June 5th, 2013.

If successful, NEITE will consider continuing to subsidize public sector registration at other chapter and section events. The Membership Committee will continue to consider additional options for increasing public sector participation, and will consider extending these options to student members of a State or Student Chapter in order to encourage more involvement at the student level. NEITE will contact state agencies to discuss with them options to increase agency membership in the Institute of Transportation Engineers.

To learn more about membership at the New England Section level, please contact:

Rebecca L. Brown, P.E.
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rbrown@tecmass.com

AWARDS UPDATE

Committee Chair: Douglas Prentiss, P.E., PTOE

The NEITE Awards Committee is always soliciting nominees for the following awards: Transportation Leadership; William P. McNamara Distinguished Service Award; Young Professional & Transportation Engineer of the Year. To nominate, please contact Doug Prentiss at dprentiss@fstinc.com.
Hello ITE Northeastern District Members!

I am extremely honored to be your District Chairperson this year and I’m excited about all we have planned in 2013. This is going to be a very busy year within the District and there will be many opportunities for members to attend events and get involved. It is my hope that all members will take advantage of what the District has to offer. ITE is not just a provider of outstanding transportation reference material, we are an organization of transportation professionals that can work together to advance and improve our industry. Our meetings give members an opportunity to network and learn from each other, and they give our leaders a chance to mentor and teach our next generation of transportation professionals. The 2013 meeting schedule is especially exciting for the District with the addition of the ITE International Annual Meeting being held in Boston, August 4-7. It’s been several years since the International meeting was hosted by the Northeastern District, and it is an event that every Northeastern District member should experience. The International meeting will never be closer and easier to attend than now, so make sure you put it on your calendar. Another great meeting opportunity is our District’s Annual Meeting in Northampton Massachusetts this May. This event provides opportunities to earn several Professional Development Hours (PDH) and to attend social events, where you can catch up with old friends and network with other professionals. This year’s event will not only feature ever popular activities such as a bike tour, golf scramble and traffic bowl; but it will also include unique activities such as technical tours of the UMass Driving Simulator and RTIC Center, an emerging professionals group event, and an airport tour and scenic flight opportunity.

In addition to these meeting opportunities, the District is pleased to announce that ITE International is rolling out a new program called LEADERSHIP ITE this year. This 9-month program will focus on developing the next generation of ITE leaders and will include three multi-day workshops (held at the Fall meeting of International Directors in Washington DC, the ITE Technical Conference in Miami and the 2014 Annual Meeting in Seattle), and several webinars and team projects. Throughout the Leadership ITE program, participants will explore current issues in transportation, develop and hone leadership competencies, and build the professional network required to succeed as leaders in ITE and in their community. The program will require a tuition of $2,995 (which includes registration to the ITE Technical Conference and Annual Meeting held during the program year) and participants will have to pay all their own travel and hotel expenses. There may be scholarship money available for those who need it, but the amount available is yet to be determined. ITE is looking to enlist 30 participants in their inaugural program, which starts this fall. Applications are due by August 12, 2013 and it is strongly encouraged that you have the recommendation and support of your District leadership before applying. If you are interested in this program, please contact me at mwieszchowskigpinet.com or (518) 453-9431, and we can discuss in more detail. You can also find more information about the program and its requirements at www.ite.org/leadership/default.asp.

Speaking of Leadership, election time will be coming up on us shortly. This year we have two important elections. The first is for International Vice President, where the District’s very own John Kennedy is one of the Candidates. John has done a lot for the District and he would be an outstanding choice for International office. Please make sure you support your District when the electronic ballots for this election come out in the next couple months. Also being contested this summer is the District’s representative for International Director. Paula Benway’s term is up this summer, and I want to thank Paula for all she’s contributed over the last three years. She had been a fighter for the Northeastern District and her efforts are greatly appreciated. This year our International Director will come from the New England Section and we have two highly qualified candidates with Gary Hebert and Ken Petraglia. Regardless of the outcome, I am confident the Northeastern District’s representation at the International level will be outstanding. I encourage all District members to voice their opinion through participating in this year’s election. Don’t sit on the sidelines, let your voice be heard.

Finally, I just wanted to update you on a couple initiatives we’ve undertaken this year. First is our Northeastern District website. Better communications is key to the growth and success of this District and our current website is not conducive to that goal. It is out of date and difficult to update. Our website needs to have current and relevant news, it needs to have links to useful information and it needs to provide resource documentation to assist students, Section and District officers, and members. The website should be a place all members can go to on a daily or weekly basis for the latest news, events and happenings in the transportation world, and my hope is that we can achieve that through a redesign and by using easily managed software and an active web manager. These changes are in the works and will be rolled out by the end of the year.

Another project we’ve initiated is a review of the District Bylaws. The Bylaws are the instruction manual for the District. They provide guidance for District leaders and shape how the District moves forward. Currently our Bylaws contain several provisions that have become out of date since they were written decades ago, so our Bylaws Committee Chair, Kim Hazarvartian, is now hard at work reviewing the current Bylaws and he will be providing a report and recommendations at our District Board Meeting in May. It is my hope that we can remove the outdated provisions and add relevant guidelines that will assist upcoming leaders govern the District in the future.

With that said, I look forward to serving you throughout the remainder of the year. My goal is to ensure everyone in the District sees the benefit of being an ITE member. However, just like with any organization, it will be what we make of it. Please help me make it strong. If you have any ideas about where we can improve, or would like to volunteer to assist in any way, please give me a call. Take care and I hope to see you all at one of our upcoming meetings.

Michael R. Wieszchowski, P.E., PTOE
Northeastern District Chairperson
Candidates for 2014 International Vice-President

Jeffrey M. Arey, P.E. (F)
Vice President, Reynolds, Smith and Hills, Inc.
Jacksonville, Florida USA

ITE has an opportunity over the next several years to enhance its image in the transportation industry and increase its membership with value-added services. Individuals working in the transportation profession have choices to make in spending their membership dollars. ITE must earn these dollars by providing current and relevant information that individuals need to do their jobs in public agencies, as consultants or in academia. I want to be a part of this effort and ask for YOUR SUPPORT to allow me to participate.

ITE - The organization needs a branding around which the membership can rally and on which the staff can focus.

MEETINGS - Opportunities for a joint or combined mid-year meeting with other organizations or ITE districts should be investigated.

MEMBERSHIP - Rebuilding ITE membership in major cities in the U.S. and Canada is essential for the future growth of the organization.

LEADERSHIP INSTITUTE - The ITE Leadership Institute will add value to ITE membership as it will provide training that is vital for career advancement and to develop future leaders of ITE and the Transportation profession.

TRANSPORTATION FUNDING - ITE must become recognized as a player in the reauthorization process. ITE members must be energized at the local level and provided with information to discuss reauthorization with their representatives.

WHY JEFF?

Involvement - joined as a student Member in 1965 at North Carolina State University; chaired and served on numerous ITE committees at all levels; ITE International Director for the Florida/Puerto Rico District from 2008-2010.

Leader - served on the Board of Governors of NSPE; President of 3 State Engineering Societies; Vice-chair of Florida Engineering Management Corporation; VP of 3 major transportation companies; recognized by peers by being selected Engineer of the Year in both Northeast Florida and Florida.

Understanding - that volunteers make ITE function; the need to listen to the members; the need to act; the time commitment needed to work with the members, the Board and staff to make ITE the transportation organization of choice.

John J. Kennedy, P.E., PTOE (F)
Senior Principal, Vanasse Hangen Brustlin, Inc.
Watertown, Massachusetts USA

Understanding the needs of our members is integral to guiding ITE’s growth. My extensive background and passion for the profession and Institute provide me with a unique perspective, and what I believe to be a true understanding of our members’ needs.

My priority is to serve ITE’s primary membership base—practicing engineers and planners and educators—by providing the tools we need to do our jobs in an evolving and rapidly changing environment. One of the many components of this will be to provide better connections between practitioners and the research and products of our university colleagues, and the students they are training as our future replacements. I also believe that we must remind ourselves of our roots, which will allow us to better understand and question the output of the models that we rely so heavily on, and to think about the application of standards and guidelines we use in design. And, we must do this in a cost-effective manner, recognizing the Institute’s revenue and expense streams. I am ready to take this on.

My traffic engineering career spans more than 40 years and I’m still very active on the technical side. I’m a registered Professional Engineer and I’ve been a PTOE since the program started in 1999. A 38-year member of ITE, I’ve held technical and elected positions at the District, Section, and Chapter levels, and served on the International Board of Direction and Coordinating Council. I’m a co-founder of Vanasse Hangen Brustlin, Inc. (VHB), a 900-person transportation, land engineering, environmental, and energy firm established in 1979. I believe that my diverse experience will enable me to effectively lead ITE and I look forward to continuing to make a positive impact on the organization.

Balloting starts July 1 and I would appreciate your support. Regardless, ITE is your organization—please participate in electing the leadership that will help guide its future.

If you’d like to get to know me better and learn about my vision for ITE, review my brochure and campaign statement at www.ite.org.

Strategic Plan Update

Committee Chair: John Mirabito, P.E., PTOE
Draft revisions to the New England Section Strategic Plan were developed for the previous Section Board Meeting on April 2nd in Manchester, Connecticut. The Strategic Plan was created in 2007, and updated to reflect changes in the needs of our Section members and the profession.

The Executive Board will be reviewing and discussing the proposed revisions at the upcoming Board Meeting on June 5th, to be held in Wells, Maine.

Public Relations Update

Committee Chair: Nick Fomenko, P.E., PTOE
As Chairman of the Public Relations Committee, I have continued to initiate outreach to STEM schools across New England in the event that Section members could be called upon to deliver presentations to students about the transportation engineering field. The general, little feedback has been received. The responses I have received indicates that we will increase this involvement when the next school year resumes in the fall.

Section Calendar

May 2013
Northeastern District Annual Meeting
May 22nd-24th, 2013
Hotel Northampton
Northampton, Massachusetts

Desjardins Golf Tournament
June 5th, 2013
Sandy Burr Country Club
Wayland, Massachusetts

Joint NHITE / MaineITE Meeting
June 5th, 2013
Village by the Sea Conference Center
Wells, Maine

Memorial Bridge Emerging Professionals Event
June 13th, 2013
Portland City Hall
Portland, Maine

June 26th, 2013
The Traditional Golf Club
Wallingford, Connecticut

August 4th, 2013
Hynes Convention Center
Boston, Massachusetts
Fare Increases, Ridership, and Economic Development

WILLIAM F. LYONS JR., P.E., ESQ
President / Principal
Fort Hill Infrastructure Service, LLC

Introduction
The current crisis in transit system funding is causing great concern in the transit industry. Dwindling federal and state funding is causing transit properties to raise revenues within their current system. Fare increases are one of the few areas transit properties can make unilateral changes.

However, fare increases are not the panacea. Fare increases can cause ridership to decrease. If ridership decreases, then the deflection of riders will show up elsewhere in the transportation system, likely in a single occupant vehicle (SOV). An increase in SOV traffic in an urban area can, in turn, increase congestion, reduce productivity, and strangulate existing economies, not to mention cause any number of environmental problems for society.

Even worse, congestion can prevent new economic growth by depriving urban areas of the mobility they need to transport employees to employment centers. Without the potential for new economic growth in urban areas, industry is likely to favor suburban growth, which has another set of harmful side effects, such as sprawl, increased societal vehicle miles travelled (VMT), and a degraded environment and quality of life.

Dwindling Federal and State Funding Resources
As a percentage of the cost to build and operate a transit system, federal and state funding for transit has been on the decline since the 1960s. When transit systems became eligible for federal funding in the 1960s, there was a time of deepening federal investment and commitment to public transit. This occurred as ridership was plummeting and receipts were diminishing for most systems. Significant emphasis was placed by the Congress on maintaining viable public transportation systems.

However, by 1980, fare box revenue represented only 31% of overall revenues, a far cry from the 70% of 1970, just a decade earlier. The federal investment in public transit grew from just $400 million per year in 1970 to $6 billion in 1980. Spurred on by federal investments and federal matching funds, state and local government investments rose from $1.4 billion per year in 1970 to $4.1 billion per year in 1980.

Although federal funding (in real dollars) was reduced in the 1980s, state and local funding increased to more than make up for the lost federal funding. At the end of the decade, state and local governments were shouldering 52% of transit spending while the federal government was responsible for only 20% of transit spending.

Although federal funding increased on the whole between 1991 and 2005, the federal share of funding transportation agencies continued its decline. By the end of the 1990s, federal funding represented only 15% of overall transit spending, while state and local governments were responsible for more than 60% of overall transit spending. This trajectory demonstrates a continuing and deepening decline in federal transportation funding and a substantial shift away from a central federal role towards a dominant state and local role.

Research indicates that regional and local governments raise about their 51% of their transit funding from fares. This revenue is usually dedicated to operations. Regional and local taxes pay for about 18% of transit systems, of which sales taxes represent approximately 57.5%; property taxes represent 5.8%; gas taxes represent 3.8%; income taxes represent 2%; tolls represent 2%; and all other funding sources represent 28.8%. Taxes directly related to a specific project represent approximately 16% of regional and local funding for transit, with sales taxes representing 45.5%; property taxes representing 7%; tolls represent 5%; gas taxes represent 0.2%; and other sources represent 42.1%. Of the remaining funds from regional and local funding sources, local general appropriation funds (10%) and other funding sources (5%) complete the funding picture. As can be seen from these amounts, regional and local governments are heavily reliant on local taxes to pay for transit systems.

Looking more broadly at how transit systems are funded as of 2005, federal funding paid for approximately 5% of operating costs and 25% of capital costs. State government paid for 23% of operating costs and 16% of capital costs. Local and regional governments pay for 29% of operating costs and 46% of capital costs. Other sources of income represent 7% of operating costs and 14% of capital costs. Finally, fare revenue and other earned income makes up 33% of operating costs but pays for no capital costs.

Fare Increases Cause Decreased Ridership
As budgets for transit properties become tighter, and the federal and state governments assume a smaller role in the funding of transit systems, the transit agency itself is left to increase revenue on its own. One of the few ways a transit property can unilaterally increase revenue is to raise fares. However, raising fares can have a deleterious effect on the overall transportation system by deflecting riders from the transit system and into a Single Occupant Vehicle (SOV). According to the American Public Transit Association (APTA), a 10% increase in bus fares will result in a 4% decrease in ridership.

One case in point is Madison, Wisconsin. When rates were raised in 2009 for the Madison Metro, ridership decreased every month for six months. The monthly decreases ranged from 1.32% to 5.4%.

In another example, a fare increase in New York City in May of 2003 was partially responsible for a decrease in ridership on New York City Transit. In that case, ridership decreased 2.5 percent for that year. That was the first decline in ridership in the previous five year period, including 2001.

Decreased Ridership Impacts Economic Growth
Intuitively, we know that reduced ridership is bad for the economy. We also intuitively know that decreased ridership means increased highway congestion. If commuter riders are displaced from the transit system, one of two things has happened. Either the rider has ceased working at the activity center that previously required a transit trip, or the employee is continuing to travel to that activity center, but has elected to take an automobile based on the economics of their

Continued on Page 13
Research conducted by Transportation for America confirms that transit increases access to jobs for employees and increases access to employees for industry. It also confirms that transit ridership results in lower costs of living for the average worker, and thus increases their ability to spend money in the economy, thereby generating more commerce. Finally, increased transit ridership reduces automobile ownership and use, thereby reducing highway congestion and increasing regional mobility. Each of these benefits is substantial in isolation; combined, this is a powerful argument that transit ridership is good for economic development.

Conclusion
Our urban and regional economies are dependent on constantly rejuvenating themselves through reinvention, innovation, and economic growth. A key feature of a competitive urban economy is a transit system that is operated efficiently, effectively, and affordably. Without highly functioning transit systems, urban economies will be strangled at best and debilitated at worst.

The current trend of reduced federal and state funding for transit agencies is forcing transit agencies to raise fares to offset operating expenses. It is a well documented scientific principle that increased fares will reduce transit ridership. It is also a commonly understood principle that reduced ridership results in decreased employment opportunities, for both the employee and the employer.

Accordingly, raising fares has the deleterious effect of negatively impacting the economy and the potential for economic growth. This current trend of fare increases is being implemented at the peril of our urban and regional economies. We are managing to balance operational budgets, but only to the detriment of the very economies that pay for our transportation systems. This chain of events has the potential to cause a downward spiral for the economy as well as the transit system.

**Rebecca L. Brown, P.E.**
**Senior Transportation Engineer**
**TEC, Inc.**

**State of Residence:**
New Hampshire

**ITE Positions Held:**
New Hampshire Chapter Vice-President

**Education:**
M.S., Transportation Engineering, Rensselaer Polytechnic Institute, 2004
B.S., Civil Engineering, Rensselaer Polytechnic Institute, 2002

**Work History:**
Rebecca is a licensed transportation engineer with over 10 years of experience in traffic engineering, transportation planning, and traffic signal design for projects in Maine, New Hampshire, Massachusetts, Connecticut, Rhode Island, Vermont, and New York. Her experience includes traffic impact analysis, corridor studies, traffic-calming studies, design of off-site improvements, signal design, and air quality and greenhouse gas analysis. As a means of giving back to the community, Rebecca has volunteered her time for multiple design charrettes through Plan New Hampshire, a non-profit organization geared toward promoting and implementing environmentally, economically, and socially sustainable design of communities.

**Goals on Executive Board:**
1) Attract more students to join the New England Section and attend NEITE events;
2) Increase NEITE presence at a wider range of colleges and universities;
3) Increase coordination between NEITE and New England State Chapters to facilitate more joint meetings.

**Nicholas M. Fomenko P.E., PTOE**
**Senior Traffic Engineer**
**BETA Group, Inc.**

**State of Residence:**
Connecticut

**ITE Positions Held:**
NEITE Young Professional Group Chair
NEITE Public Relations Co-Chairman
NEITE Public Relations Comm. Contact

**Education:**
B.S., Civil Engineering, Villanova University, 2001

**Work History:**
Nicholas is a licensed transportation planner and engineer with over 11 years of experience in transportation engineering and transportation. Nicholas is a registered Professional Engineer in both Connecticut and Massachusetts and is a certified Professional Traffic Operations Engineer. Nicholas’s career began with BETA Group, Inc. in their Boston and Norwood, Massachusetts offices, and continued with Nitsch Engineering, Inc. in Boston. Five years ago, Nicholas relocated to Connecticut where he began work with Milone & MacBroom, Inc. in their Branford and Cheshire offices. He currently works for BETA Group, Inc. in their Connecticut office.

**Goals on Executive Board:**
1) Work with other Board members, Chapter officers, Committee chairs, and general members to better integrate modern technologies into typical operations;
2) Enhance visibility, and give NEITE a fresh face that is enticing to new members like so many other professional societies are practicing. Hopefully with progressive and exciting ways to reach out to engineers and planners, the NEITE membership will grow to new levels.
Candidate for ITE Northeastern District Director

Gary L. Hebert, P.E., PTOE (F)
Vice President, Fay, Spofford, and Thorndike, Inc.
Boston, Massachusetts

Brief History
Currently a Vice President with Fay, Spofford & Thorndike (FST), Gary began his long career in transportation in 1970 as a Transportation Engineer with Alan M. Voorhees (AMV) and Associates in its Buffalo, NY office. Mentoring under great traffic engineers Daniel W. Hoyt in Buffalo and Martin J. Bowman in San Diego, his AMV work also included stints in its San Diego, Los Angeles, San Bernardino, and San Francisco, California offices.

In 1976, he became a Senior Transportation Engineer with Public Technology, Inc. (PTI) in Washington DC. Among many PTI assignments, he was principal author of a USDOT nationally-circulated “Manual on Planning and Implementing Priority Techniques for High Occupancy Vehicles”. He assisted with field-testing the Manual in Dallas, TX San Jose & San Francisco, CA and St. Louis, MO.

Moving to Boston in 1978, he became a Traffic Planning Analyst with the MBTA, where he led efforts to enhance its park-ride system and improve on-street transit operations for a few years.

Since joining FST in 1981, Gary has managed or been a major contributor to a wide array of multi-modal assignments for Clients in New England, New York, and Pennsylvania. Projects have included local/communitywide/regional traffic impact and corridor studies, ferry studies, bicycle circulation plans, construction traffic management, parking, bicycle, pedestrian, transit, peer reviews, and master plans.

He is married to Carolyn, a registered dietitian, has two grown children, and resides in Marblehead, Massachusetts. Besides ITE, his interests include reading, tennis, walking/hiking, biking, painting, and - sadly for those who have played with him – golf. A graduate of SUNY at Buffalo and SUNY at Canton, he is a registered professional engineer in Massachusetts and Maine. He has provided expert witness testimony on traffic and parking issues as well as peer reviews on behalf of more than 20 Massachusetts communities.

ITE Professional Involvement
Joined San Diego, CA Chapter in 1972
• Fellow Member
• Technical Program Chair Northampton 2013 District 1 LAC
• Massachusetts/New Hampshire/RI Chapter Member
• Northeastern District Past Chair
• New England Section Past President
• NEITE Policy and Legislative Chair/District 1 Teller
• Author NEITE PDH Policy
• Massachusetts Technical Committee Member
• ‘Traffic Bowl’ Moderator at several District 1 meetings

ITE District 1 Meeting Presentations:
• “Incorporating Bike Circulation Enhancements in a Tightly-constrained Urban Environment, Salem, MA”, May 2012
• “Complete Streets II”, Moderator, May 2011
• “Cambridge, MA Mixed Use Trip Generation 1994-2009”, May 2010
• “Station Avenue Redevelopment Groton, MA Analysis”, May 2007
• “Road and Intersection Safety Policy and Legislative Initiatives – Comparing the New England States”, May 2004
• “Vineyard Haven Ferry Terminal, Designing a Strategy for Traffic and Parking Improvements”, May 2001

ITE Awards

POSITION STATEMENT:

General
It is all about our members. Will represent their interests in fiscally sound ways that actively encourage their participation in our profession at the Chapter, Section, and District levels.

Assist ITE to Sustain its Mission with financially-sound approaches
Intend to review ITE’s revenues and expenses to see if we can expand our base of support to keep financially sound as the District’s New England, Upstate, and Met Sections are doing. Quickly reverse ITE’s deficit to sustainable practices, preferably while keeping the dues structure manageable, e.g., all digital journals or even bi-monthly journals to lower printing costs.

Keep ITE members on the cutting edge of transportation innovation/hot topics
ITE Connect is doing a great job of keeping members up to date on hot topics and its continuation is crucial in a digital world dominated by social media. It’s a great resource for dialogue and feedback. Quarterly summaries would be great and perhaps an annual ITE Journal should be dedicated to summarizing some of the best conversations going.

Encourage greater student support and involvement
ITE needs to increase support of college student initiatives and provide more opportunities for students to mingle with working professionals. Will review current practices and recommend changes based on the most successful approaches being applied at various districts nationally.

Encourage greater pro-active ITE involvement in transportation policies and legislation
When it comes to policies and legislation, ITE should continue to lead the charge on important transportation legislation especially as it pertains to safety and infrastructure priorities. We should continue to identify things that work and those that don’t and provide information to legislators at all levels as soon as possible.
Candidate for ITE Northeastern District Director

Kenneth J. Petraglia, P.E., PTOE (F)
Vice President, BETA-Group, Inc.
Norwood, Massachusetts

* “Filed Validation of MOE’s For Unsignalized Intersection Analysis”
* “A Study of Pedestrian Countdown Signals in Downtown Boston”
* “Accessible Pedestrian Signal Guidelines”

* Other publications:
  * “Queue Management Strategies to Improve Traffic Flow/Access in Manhattan”
  * “The Installation of Pre-Signals At Railroad Grade Crossings”
  * “The 1982 Boston Cordon Count”, ITE Journal
  * “A Simulation Model to Develop Optimum Procedures For Manual Traffic Control at Intersections”

Positions Held in Other Professional Organizations
I am a member of the American Society of Civil Engineers (ASCE), the ACEC Leadership Education Committee, and I was active in the Women’s Transportation Seminar (WTS) Mentoring Committee.

Professional Registrations
I am a Professional Engineer (P.E.) in Massachusetts, Maine, Rhode Island, New Hampshire, Connecticut, and Vermont. I am also a Professional Traffic Operations Engineer (PTOE).

Awards Received
* Institute of Transportation Engineers (ITE) 2001 New England Section Transportation Engineer of the Year Award.
* New England Section Presidents Award, 2005
* Institute of Transportation Engineers (ITE) 2006 New England Section Distinguished Service Award
* Northeastern District Chairman’s Award, 2009
* Northeastern District Harvey B. Boutwell Award, 2010

POSITION STATEMENT:
I have spent most of my career heavily involved with ITE, and this involvement has taught me one thing - I can never give enough time to ITE to pay back what I have received! I could talk about networking, technical advancement, conferences, committees - I could go on forever. It’s all of that, and of course the close friends I have met through my ITE activities. During this time I would like to think that I’ve made some contributions to the organization, and hopefully there is more to come.

My experiences as a Section President and as a District 1 Chair have given me insight into the issues and the needs of our members. I also hold an International position on the Executive Committee if the Traffic Engineering Council. I believe that the role of a District International Director, however, should be twofold; that is to address local issues, but to do so while placing them in context of an international organization. I do believe that it is possible to consider national issues through the eyes of the District/Sections. I have been fortunate to be heavily involved at each level for many years, and I have been inspired by the leaders that have preceded me.

I continue to believe that communication is our greatest tool. The success gained through effective communication is demonstrated every day as we all address issues that face our organization. If I am elected as your International Director, I will present summaries of International Board meetings at District and Section meetings. I understand, however, that not all members have the opportunity to attend these meetings. To ensure that my messages reach all members, I will post these summaries, with my contact information, on the District website; I will also ask that the District include the summaries as an attachment to an email aimed at the entire membership.

I appreciate your consideration, and I hope to have the opportunity to work at the National, District and Section levels in the same traditions established by our previous International Directors.
Introduction
Due to increasing levels of the built environment, opportunities to preserve the natural environment are essential. Studies on climate change have shed light on the critical role trees play within the environment. Trees have the ability to reduce heat islands by providing shade, leading to lower pavement temperatures and decreased emissions, Dixon and Wolf (2007). Positive psychological implications such as reduced stress, decreased road rage, alleviated depression and expedited recovery from injuries have been associated with natural environments (Cackowski and Nasar, 2003; Naderi, 2003; Parsons et al., 1998). While trees provide psychological and environmental benefits, they do pose a potential risk to drivers when placed within proximity to the traveled way. Figure 1 shows the extreme severity of crashes when a tree is struck during a run-off-the-road crash.

Methods
In this study, vegetation density and clear zone size were examined based on selected speeds, actual speeds and lateral positioning. Both a static evaluation, including videos of real and virtual drives, and a field data study were utilized to determine speeds on roadways with four different clear zone size/vegetation density combinations. A static evaluation case study was included to determine the effect of utility poles on speed selections. Additionally, vehicle lateral positions were obtained at all sites and some sites were linked so data could be collected at two points where either a change in clear zone or vegetation density occurred.

Results and Discussion
The primary objective of this research was to examine the influence that clear zone size and roadside vegetation has on driver behavior. Vehicle speeds and lateral positions were the primary metrics used to evaluate drivers’ response within the static evaluation and in the field.

A total of 100 licensed drivers selected operating speeds for both virtual and real driving scenario videos. Speed selections increased as the size of clear zone increased for real drive videos. However, selected speeds were statistically the same for all driving simulation videos despite the differences in clear zone size/vegetation density as depicted in Figure 2.

Speeds were captured on four of the same roads, one of each type of clear zone size/vegetation density combination, presented in the static evaluation. For medium clear zone/dense vegetation and large clear zone/sparse vegetation combinations, static evaluation participants chose a speed statistically the same as observed in the field. The densely vegetated road with a large clear zone demonstrated a statistically higher average speed in the field than the average selected speed during the static evaluation. However, drivers who encountered small clear zones with dense vegetation drove at statistically lower speeds than the speeds chosen by static evaluation participants.

Lateral positioning in conjunction with observed speeds were observed in the field. With the exception of small clear zones, drivers positioned their vehicle closer to the edge of the road as the proximity of roadside objects decreased. At two linked locations, drivers positioned their vehicle further from the edge line as vegetation density increased for a constant large clear zone and closer to the edge line as clear zone size increased for constant dense vegetation. One example location is presented in Figure 3.

The presence of utility poles in close proximity to the roadway on speed selection was also investigated. When utility poles...
were in close proximity to the roadway, participants selected a speed 2 mph lower, a statistically significant difference (paired t-test, p=0.003). This case study confirmed that drivers do change their speed when roadside objects are in close proximity to the roadway. Utility poles pose a large hazard in the case of run-off-the-road crashes and do, in fact, cause drivers to take caution.

Clear zone size / vegetation density combinations have been shown to influence both driver speed and lateral position and validate a need for an in-depth driving simulator study. Determination of ideal clear zone size / vegetation density combinations is important not only due to the cost of tree removal and environmental damage but due to roadside safety.

Cole D. Fitzpatrick, E.I.T. recently received his Masters Degree from the University of Massachusetts Amherst under the advising of Michael A. Knodler Jr., Ph.D. Cole completed his undergraduate studies at Oregon State University and will be working for the Town of Agawam’s Engineering group.

Emerging Professionals Event - Portland, Maine

The Emerging Professionals Group is pleased to announce our next event in Portland, Maine on Thursday June 13th.

We will be joined by Tom Errico, Traffic Engineering Director of T.Y. Lin International, for a discussion of the recently completed Veterans Memorial Bridge project, a signature project for MaineDOT. Afterwards all are invited to the Sebago Brewing Company to share in some refreshments with our fellow engineers.

The discussion of the Veterans Memorial Bridge Project will begin at approximately 5:30 PM at Portland City Hall, 389 Congress Street in the State of Maine Room on the 2nd Floor. The social portion of the event will begin at 6:30 PM at the Sebago Brewing Company, at 211 Fore Street in Portland. Refreshments will be provided.

This event is open to both NEITE member and non-members. Please circulate this notice to any of your co-workers that are not currently members of ITE but who may be interested in this event. It will be a great opportunity for them to be introduced to the ITE community.

Space for this event is limited to the first 30 respondents. Registration for this event is $20, payable at the event.

To RSVP, contact:
Jason DeGray
jdegray@gpinet.com
Where Are They Now? - John J. Kennedy, P.E., PTOE

KENNETH J. PETRAGLIA, P.E., PTOE
Vice-President
BETA Group, Inc.

This “Where Are They Now?” article is a departure from previous entries. Normally, this article features someone who was once active in ITE, but has since retired or at least slowed down considerably. John Kennedy can never be accused of slowing down, as will become evident throughout this article.

John was graduated from Northeastern University in 1972, and began his career at Alan M. Voorhees, where he quickly climbed the ladder during his 6 and a half years. Several members of the Voorhees leadership, including John, then left to found Vanasse/Brustlin, or VHB.

Several members of the Voorhees leadership, including John, then left to found Vanasse/Hangen Design in January of 1979. The firm then went through some name changes, creating Vanasse/Hangen Associates to perform engineering studies, and Vanasse/Hangen Engineering to address land development design and traditional civil engineering. The firm is now Vanasse Hangen Brustlin, or VHB.

John’s awards include the New England Section Distinguished Service Award in 1993, the New England Section Transportation Engineer of the Year Award in 1997, and the District V Distinguished Service Award in 1997. His accomplishments in other organizations is also impressive, including the MoveMass 2000 Technical Excellence Award, the Artery Business Committee Excellence -In Building Award, the MoveMass 2000 Technical Achievement Award, and recognition as one of five “Key Players” by ACEC in Engineering for his role in Boston’s Central Artery/Third Harbor Tunnel Project.

When I asked about his greatest challenge, in typical John Kennedy fashion, he said he had no challenges…only opportunities. John also has no regrets in his career; instead, mostly satisfaction. Among his most satisfying opportunities was his work on the CA/T Project, considering the amount of work that was accomplished, the timing, and the magnitude and impact of the Project. John enjoyed the fact that during the height of the traffic management program, office space rent tripled in Boston – at a time when one might have expected the opposite.

His single greatest satisfaction, however, comes from being part of an organization (VHB) that he helped create, and how much it grew. John is proud of how many people with whom he came in contact, and how many of them have flourished and gone on to successful careers.

The biggest change John has seen in the transportation industry is the growth of continued evolution of analysis software and the way we do our jobs, from analysis to document preparation. He thinks this has been and continues to be a positive change, as long as we don’t forget to think about the results. Just question – does that answer make sense?

John has been married to Jeanne for 40 years this month. Jeanne works for their local high school in its Special Education Department. Their son Jon is married to Lisa, and they have given John and Jeanne two grandchildren but live in Bellingham Washington full time. Jon is actually living in Panama now as lead scheduler on the Panama Canal Widening Project, (his “Big Dig”) Their daughter Kathy is a high school guidance counselor, and is married to Farzard (another Georgia Tech grad and Jon’s little fraternity brother., and they live in the Boston area. John and Jeanne’s youngest, Brian, lives in Chicago and works for a major IT company.

Regarding John’s current candidacy for International Vice President, he is looking for support, particularly from the New England Section, but he feels the most important thing is to vote. “ITE is your organization – have a say in your elected officers.” Balloting will be from July 1st to July 19th. The new Vice-President will be announced at the business meeting and Opening Session at this year’s ITE Annual Meeting in Boston. Wouldn’t it be nice if…
Northwestern Director's Report

Paula F. Benway, F ITE
Associate
Stantec Consulting Services, Inc.

The International Board of Direction (IBOD) met on March 1-2, 2013 in San Diego, CA just before the Spring Technical Conference. This report highlights some of the information shared with IBOD and my own perspectives. If you have any feedback or questions, please don’t hesitate to contact me.

Financial

Preliminary unaudited financial reports indicate the Institute’s finances for 2012 are in the black with excess in revenue over expenditures; the positive year end results are reflective of adjustments in general operations (personnel, office savings, publications/website savings) along with unrealized gains in investment income and staff overhead recoveries. That’s great news.

Membership

Voting membership continues to decline with a net loss of 250 voting members for 2012. Life Members continue to increase (+98) effectively reducing dues paying members by a total of -348. Changing the criteria for Life Membership status is being considered. The number of Student members declined in 2012 by 245. Affiliated Agency membership is growing; 197 agency members include approximately 2,300 members. Affiliated Agency member dues currently represent approximately 22 percent of the individual member dues. Increasing the Affiliated Agency Membership program will be a focus for this coming year.

Publications


Professional Development

The second phase of the contract with RITA U.S. DOT to develop 36 ITS related web seminars has just begun, with development of 19 additional seminar modules. HQ is seeking feedback for other professional development ideas and needs. HQ staff will be attending our District Annual meeting, so make sure to share your thoughts with them.

ITE Tax Exemption for District and Sections

ITE Headquarters has received completed packages from seven ITE sections and several more have indicated they are preparing their submissions. HQ will be in contact directly with Districts/Sections to have the process completed by end of 2013. If you have not done so already, please contact me or Peter Frentz at HQ for the application forms.

ITE International Vice Presidential Election

Jeff Arey and John Kennedy are the two VP Candidates for 2014. Congratulations and good luck to both candidates! Both candidates will be attending the District Annual Meeting in Northampton, MA so take the time meet them.

Annual Meeting

Our district is hosting the 2013 Annual Meeting and Exhibit in Boston, MA on August 4-7th. Thank you goes out to the LAC, the Massachusetts Chapter, and the New England Section for all their hard work in organizing this event. The opportunity to be so close to an international meeting does not come around very often, so take advantage of it and GO! I will be there and hope to see a large District contingency.

Leadership ITE

The training program has been developed and information such as program description, eligibility, application process, schedule, tuition and FAQ’s are available on the ITE homepage. Curriculum will include: ITE International/District/Section/Chapter roles, leadership communications and skills training. The District Board will be discussing encouraging individuals to consider the program and assist in funding program participation. More information will be available at the District Annual Meeting.

Other

A significant amount of other initiatives include: initiating an update to the Strategic Plan; emerging issues; Institute purpose and name discussions; reviewing and revamping other documents such as Board Procedures, Policies and the Constitution; new subcommittees on Membership Development, Journal/Newsletters; and the list goes on. It’s going to be an exciting year of activity as I wrap up my three year term.
Chapter Updates

**CONNECTICUT STATE CHAPTER**
President: Ted J. DeSantos, P.E., PTOE
Report Submitted by: Kwasi Brown, P.E., PTOE

The Connecticut Chapter held its joint Annual Meeting with the New England Section on April 2nd, 2013 at the Manchester Country Club in Manchester, CT. The technical session entitled, “Bicycle and Pedestrian Planning,” was presented by David Head of ConnDOT and Neil Pade, Chairman of the Connecticut Bike-Ped Advisory Committee. The meeting also featured a traffic bowl pinning students against professionals and a panel discussion, “Predicting Transportation Needs—A Sustainable Approach.”

The Connecticut Chapter will be hosting a joint golf outing with the Connecticut Chapter of the WTS. The event is organized to raise money for the CT-ITE annual scholarship. The golf outing will be held on June 26th in Wallingford, CT. In addition, the Connecticut Chapter will be hosting its Transportation Mini-Series with Connecticut WTS on October 10 this fall. The mini-series focuses on new and innovative trends in the transportation engineering industry.

**MASSACHUSETTS STATE CHAPTER**
President: Dan Nelson, P.E.
Report Submitted By: Kenneth P. Cram, P.E.

To all my MAITE and fellow New England Section members, the Board of MAITE figured it was time we filled you in on what we have done in the past year and some of our goals for the future.

First, who is the MAITE Board? Our President is Dan Nelson from Howard Stein Hudson. Ken Cram of Bayside Engineering is the Vice-President, Silpa Munukutla is our Treasurer and Keith Doringer of Garafalo Associates is our Secretary. Of course, no accolades are needed, but our Immediate past President is Steve Findlen from McMahon Associates.

What do we do? Many things. We meet monthly to plan events, of which our biggest one is the joint NEITE/MAITE meeting which is held every September in Waltham, Massachusetts. Mark your calendars now as the date for this year’s meeting is tentatively set for Wednesday, September 18, 2013.

MAITE also fosters camaraderie within the ranks by scheduling two or three socials every year. The last social was held on April 26, 2013 at Sweetwater Tavern. Some coincidence that Sweetwater Tavern is right next to MassDOT Boston! Excellent turnout and look forward to our Summer Social, which could include a follow-up to last September’s Dinner Presentation by Eric Bourassa of the Metropolitan Area Planning Commission. MAITE is trying to plan a Hubway Special where members will ride Hubway bikes (or their own) on a Boston tour and follow with a few beverages at a prime location (to be determined!). Stay tuned.

MAITE has also recently modified its By-Laws to correct some inconsistencies and establish a Scholarship. This Scholarship, The Scholarship for Young Transportation Engineers, was created to encourage transportation engineering and planning education in colleges and universities within the Commonwealth of Massachusetts. Candidates must be in transportation engineering with up to five years’ experience that are pursuing an advanced degree in a related field on a full- or part-time basis.

We are on the WEB at [http://www.neite.org/MA/index.shtml](http://www.neite.org/MA/index.shtml) and also have our own Facebook page, which is in the process of being updated.

We currently have a membership of just over 110 members. If you attend the annual meeting in September, you are automatically enrolled as a member for the following year. Otherwise, it is only a small fee of $10 per year for MassITE membership. Speak to any of the officers or Directors for additional information.
Chapter Updates

UNIVERSITY OF MASSACHUSETTS AMHERST
President: Curt Harrington
Advisor: Michael A. Knodler, Jr., Ph.D.

On May 3rd, the UMass Student Chapter of ITE held an end of the year BBQ for all UMass ITE student, faculty members and friends to celebrate another successful year as a student chapter. The weather was prefect, great food was provided, and games were played. The ITE Student Chapter congratulated graduating Masters students and welcomed the incoming Executive Board.

UMass ITE continued to thrive as a student chapter during the 2012-2013 school year. A contingent of members attended the 92nd Transportation Research Board Annual Meeting in Washington, D.C. A number of research posters were presented by our chapter’s graduate students and newly elected Executive Board members attending to learn and to meet professionals in the field. Our chapter also hosted Traffic Jeopardy to continue the yearly tradition. Students teamed up and competed with one another to be crowned number one in transportation knowledge at UMass. Using the event as a try-out for the Regional Traffic Jeopardy Bowl, we expect our selected team to compete soundly and to represent us well in Northampton at the District event.

UMass ITE is proud to announce the graduation of three of its premier board members, each of whom received an M.S. in Transportation Engineering: Ian McKinnon (President), Cole Fitzpatrick (Vice President), and Keith Wenners (Secretary). All three have accepted full time positions at companies and agencies in-state and will be around to assist and connect with the UMass ITE Student Chapter in the future. Filling their shoes will be the newly elected Executive Board: Curt Harrington (President), Christina Dube (Vice President), Balazs Martai (Secretary), David Posner (Treasurer), and David Champoux (Professional Liaison).

NEW HAMPSHIRE STATE CHAPTER
President: David DeBaie, P.E., PTOE

The New Hampshire Chapter of ITE Spring Meeting was held on March 13, 2013 at the NHDOT Morton Building in Concord, NH. Technical presentations included a discussion on roundabout operational data collection.

The next New Hampshire Chapter meeting will be held jointly with the Maine Chapter of ITE and the New England Section on June 5th at the Sea Conference Center in Wells, Maine. For details on the joint meeting be released in the upcoming week.

MAINE STATE CHAPTER
President: Randy Dunton, P.E., PTOE

The Annual Joint ME / NH ITE meeting on June 5, 2013 to be held at the Village By The Sea Resort Conference Center, located in Wells, Maine. Prof. Peter Furth, Department of Civil & Environmental Engineering, Northeastern University, will be presenting information on bicycle & pedestrian facility design for all users, as well as transit priority as a daytime seminar. For an evening speaker, we are pursuing ASCE to speak on the “Report Card for Maine’s Infrastructure”

VT ITE

The Vermont Chapter of ITE Spring Meeting was held on May 17, 2013 at the Chittenden County Regional Planning Commission in Winooski, Vermont. The first speaker was Tom Cooper of Rhythm Engineering who discusses examples of the implementation of adaptive traffic signals in Vermont and other locations in the northeast. The second speaker was Pam Brangan of the Chittenden County Regional Planning Commission who spoke of the CCRPC online interactive mapping that can be used for public use.
**Employment Opportunities**

**Toole Design Group**

**Traffic Engineer**

**Boston, MA**

Toole Design Group is currently seeking a Traffic Engineer for their Boston, MA office. Work includes a wide variety of projects at the local, state, and national level—including roadway, trail, bikeway, and pedestrian facility design.

The person hired for this position will participate in all stages of project development including presentations and client meetings, fieldwork, conducting engineering analyses, and the preparation of construction documents and technical reports. This position will independently manage company projects, oversee the work of multidisciplinary project teams, and serve as the “face” of the company at public meetings, meetings with clients, conferences and other venues. This position has the opportunity for travel and advancement.

For more information pertaining to qualifications or to apply for this position, please visit our employment page at: [http://www.tooledesign.com/careers/traffic-engineer-%E2%80%93-boston-office](http://www.tooledesign.com/careers/traffic-engineer-%E2%80%93-boston-office)

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**Resource Systems Group, Inc.**

**Senior Consultant—Transportation Planner/Engineer**

**Burlington, VT**

RSG has a need for a senior consultant level transportation planner/engineer to work within both our Public Lands Planning and Management Practice and our Northeast U.S. Transportation Planning and Engineering Practice.

For more information pertaining to qualifications or to apply for this position, please visit our employment page at: [http://www.rsginc.com/home/employment/](http://www.rsginc.com/home/employment/)

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**Milone and MacBroom, Inc.**

**Traffic Engineer**

**Cheshire, CT**

We are seeking a Traffic Engineer to join our Transportation group located in Cheshire, CT. The qualified candidate will be responsible for performing analysis and conducting traffic studies, proposal writing, attendance at meetings and designing traffic signals and pavement markings and signage plans under the supervision of senior staff.

Candidates should have a minimum of 5 years of experience in some or all of the following areas: traffic impact and corridor studies, traffic signal and traffic signal system design, and bicycle and pedestrian facilities planning and design, and possess a P.E. license or the ability to obtain within one year.

The position has great potential for growth. Working with an experienced team of engineers and planners, the successful candidate will be involved in expanding the services offered by Milone & MacBroom, Inc. and expanding the geographic service area which we serve.

For more information pertaining to qualifications or to apply for this position, please visit our employment page at: [http://www.miloneandmacbroom.com/OurCompany/Careers/JobPostings.aspx](http://www.miloneandmacbroom.com/OurCompany/Careers/JobPostings.aspx)
The ITE 2013 Annual Meeting and Exhibit will be held at the Hynes Convention Center and Sheraton Boston in the heart of Downtown Boston, Massachusetts. The facilities are conveniently accessible to one another via indoor walkways. Enjoy indoor access to shopping and restaurants at The Shops at Prudential Center and Copley Place or one of the Sheraton’s Boston Back Bay restaurants. Stroll or bike just a few blocks to Copley Square, the Charles River, Fenway Park, the Freedom Trail, and the Boston Common.

Accommodations:
Staying at the Sheraton Boston is not only convenient, but it also helps keep you connected with other meeting attendees, while providing you a “home base” for the duration of the meeting. Some of the best networking is done spur-of-the-moment in the hotel lobby. Don’t miss out on this key opportunity to engage informally with your peers. By staying at the Sheraton, you also help prevent ITE from incurring hotel room attrition penalties.

Here’s a sneak peek at what’s in store for you in Boston:
• **Strategies** to adapt your transportation services to meet changing technological, demographic, political, financial, and environmental needs.
• Implementation and adaptation-focused **Workshops** and **Seminars** on safety, operations, planning, and design.
• Solutions to your biggest transportation conundrums straight from your colleagues in **Peer-to-Peer Roundtables**.
• **New! Walkshops** to explore multimodal transportation, land use, and urban design.
• **New! Agency Spotlights** to give you sustainable solutions to transform your operations and designs.
• **New! Focus on Technology** to explore and experience its impact on the industry, ITE, and you.
• **New! Career Links** designed to facilitate intuitive and ethical leadership and career engagement.

Visit [http://www.ite.org](http://www.ite.org) for Additional Meeting Information
The New England Chronicle is interested in short articles on innovative projects and cutting-edge solutions.

Please send articles, listings (ITE and other relevant), graphics and photographs to the Editor: Samuel W. Gregorio, E.I.T. at sgregorio@tecmass.com

The New England Section Chronicle staff thanks you and we hope you enjoy the issue.

TEC, Inc. Contributing Staff:
Samuel W. Gregorio, E.I.T. (Editor)
Kevin R. Dandrade, P.E., PTOE
Rebecca L. Brown, P.E.

Special Thanks to:
Claire Choquette - Ocean State Signal Co.
Bill McNamara - Ocean State Signal Co.

REMINDERS
Those members of the New England Section that have not updated your personal and/or business contact information recently should visit the ITE website and do so. An updated contact directory allows the Section to properly send information emails, election information, and other details such as the NEITE calendar.

http://www.ite.org

For those members of the New England Section that would like to be included on the Section email list for Google Groups, please contact Nick Fomenko, P.E., PTOE at BETA Group, Inc.

nfomenko@BETA-inc.com