A Brief Transcribed Roundtable on the Future of Transportation
Compiled By: Samuel W. Gregorio, P.E., PTOE
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Welcome to the Newest
ITE New England Section Members
(as of July 31, 2015)
Rachel Dooley, E.I.T. (VHB)
Daniel Fay (Northeastern University)
Total Membership: 575 persons

In This Issue:
A Message From the New England Section President

Dear NEITE Members:
I hope everyone is having a comfortable, relaxing summer! Congratulations to the UMass Amherst students who participated in the Collegiate Traffic Bowl Championship at the recent ITE International Meeting and Exhibit in Hollywood, Florida!

The 16th Annual Thomas Desjardins Scholarship Fund Golf Tournament had ten foursomes swinging the sticks around Sandy Burr this past June. There were some new young golfers out there this year. Thank you to all the participants, sponsors and organizers that keep making this event a success!

I hope you were able to attend the ITE Northeast District Meeting held May 13th-15th in Albany, New York. Lots of great technical sessions, biking on the Mohawk-Hudson Trail and a little running through the tulip gardens. Tom A. Errico, P.E., PTOE presented at the Quality of Life: Bicycles & Traffic Calming Session on the recent updates to the NEITE Traffic Calming Guide. Samuel W. Gregorio, P.E., PTOE won the inaugural Northeastern District’s Rising Star Award! No surprise that the UMass Amherst Student Chapter took home the District’s Student Chapter Award, while Cole D. Fitzpatrick, E.I.T. from UMass-Amherst was presented with the Student Paper Award. Congratulations to all!

On June 24th NEITE had a healthy turnout for its joint annual meeting with the New Hampshire and Maine Chapters in Wells, Maine. There was the morning session on Toll System Technology with Walter Fagerlund of HNTB giving the presentation. In the afternoon a Traffic Incident Management session was led by Tom Reinauer, Transportation Director of the Southern, Maine Planning and Development Commission.

The 3rd New England Section Executive Board Meeting of the year had a lengthy discussion on ITE membership, attracting the younger transportation professionals and our course for the future. This conversation will be continued at our joint meeting with the Massachusetts Chapter this September in Waltham, MA.

Upcoming Events
NEITE welcomes you to attend the upcoming Section events:
♦ The Annual Scott M. Herr Memorial Golf Tournament is September 16th at the Brookmeadow Country Club in Canton, MA.
♦ The next NEITE Section Board Meeting will be with the Massachusetts’s Chapter on September 24th in Waltham, MA.
♦ Keep a look out for these event flyers and check our website for updates http://neite.org/.

If you have any questions or suggestions, please feel free to contact me at hallisey@pbworld.com or 860.815.0269.

Sincerely,
Joseph Hallisey, P.E., PTOE
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.
New England Section Directory

Executive Board:

President – Joseph A. Hallisey, P.E., PTOE
Parsons Brinckerhoff
500 Winding Brook Drive | Glastonbury, CT 06033
P: (860) 815.0269 | Hallisey@pbworld.com

Vice-President – Alan T. Cloutier, P.E., PTOE
Fay, Spofford, and Thorndike, Inc.
5 Burlington Woods | Burlington, MA 01803
P: (781) 221.1000 | Accloutier@fsthnc.com

Secretary – Rebecca L. Brown, P.E., PTOE
TEC, Inc.
100 Commercial Street, Suite 417 | Portland, ME 04101
P: (207) 294.2035 | jdbrown@fano.com

Treasurer – Nick M. Fomenko, P.E., PTOE
BETA Group, Inc.
191 Ballardvale Street, Suite 202 | Wilmington, MA 01887
P: (978) 570.2981 | mlfomenko@BETA-inc.com

Senior Director – Samuel W. Gregorio, P.E., PTOE
Toole Design Group, LLC
33 Broad Street, Suite 405 | Boston, MA 02109
P: (617) 222.1980 | jdegray@gpinet.com

Standing Committee Chairs:

Awards – Kim E. Hazarvartian, Ph.D., P.E., PTOE
P: (603) 226.4013 | keh@tepplc.com

Charter/Bylaws – Kim E. Hazarvartian, Ph.D., P.E., PTOE
P: (603) 226.4013 | keh@tepplc.com

Chronicle Editor – Samuel W. Gregorio, P.E., PTOE
P: (978).794.1792 | sggregorio@theengineeringcorporation.com

Chronicle Committee – Daniel M. Dulaski, Ph.D., P.E.
P: (617) 373.7034 | ddulaski@coe.neu.edu

Continuing Education – Jason M. DeGray, P.E., PTOE
P: (978) 570.2981 | jdegray@gpinet.com

Desjardins Scholarship – Faysal J. Hussein, P.E., PTOE
P: (857) 206.8756 | fhussein@Nitscheng.com

Emerging Professionals – Alex T. Lovejoy, E.I.T.
P: (617) 222.1980 | aloveyjoy@MBTA.com

Emerging Professionals – Michael W. Fenley, P.E., EVP SP
P: (617) 452.6871 | fenleymw@cdmsmith.com

Goals/Objectives – Michelle Danila, P.E., PTOE
P: (617) 619.9910 | mdanila@tooledesign.com

Historian – John P. Thompson, P.E.
P: (203) 294.2035 | jthompson@epn4.com

Industrial Support – William P. McNamara
P: (401) 231.6780 | billmc@oceanstatesignal.com

Legislative Liaison – Kien Y. Ho, P.E., PTOE
P: (781) 255.1982 | kho@BETA-inc.com

Membership – Ian A. McKinnon, E.I.T.
P: (508) 903.2052 | ian.mckinnon@tetratech.com

Nominating – Kenneth J. Petraglia, P.E., PTOE
P: (781) 255.1982 | kpetraglia@BETA-inc.com

Past Presidents Council – William F. Lyons, P.E., PTOE
P: (877) 305.4163 | wlyons@fhsilic.com

Program – Keith E. Wenners, E.I.T.
P: (413) 747.7113 | kwenners@vhb.com

Public Relations – Samuel W. Gregorio, P.E., PTOE
P: (978).794.1792 | sggregorio@theengineeringcorporation.com

Strategic Plan – Joseph C. Balskus, P.E., PTOE
P: (860) 529.7615 | balskus@cdmsmith.com

Student Chapter Liaison – Steven M. Tupper, E.I.T.
P: (508) 362.3828 | stevenmtupper@gmail.com

Technical – Thomas A. Errico, P.E.
P: (207) 347.4354 | thomas.errico@tylin.com

Technical – Steven C. Findlen
P: (508) 823.2245 | sfndlen@mcmahonassociates.com

Website – Ian A. McKinnon, E.I.T.
P: (508) 903.2052 | ian.mckinnon@tetratech.com

State Chapter Presidents:

Connecticut – Kwsii Brown, P.E., PTOE
P: (203) 271.1773 | kwsib@miloneandmacbroom.com

Maine – John Q. Adams, P.E., PTOE
P: (207) 541.9544 | jadams@mcmahonassociates.com

Massachusetts – Kenneth P. Cram, P.E., PTOE
P: (781) 932.3201 | kcram@baysideengineering.com

New Hampshire – David Saladino, P.E.
P: (802) 497.6100 | dsalong@vjb.com

Rhode Island – Derek L. Hug, P.E., PTOE
P: (401) 861.3070 | djhug@fando.com

Vermont – Jennifer Conley, P.E., PTOE
P: (802) 345.2321 | jconley@conleyassociates.com

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http://www.ite.org

ITE Northeastern District:
http://www.northeasternite.org

ITE New England Section:
http://www.neite.org

ITE Upstate New York Section:
http://www.itenyupstate.org

ITE New York Metro Section:
http://ite-metsction.org

Young Professionals in Transportation - Boston Chapter
http://www.yptboston.org/

Boston Society of Civil Engineers:
http://www.bsoces.org

American Society of Civil Engineers:
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http://sections.asce.org/vermont

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ASCE Connecticut Chapter:
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ASCE Rhode Island Chapter:
http://riascce.org

Urban Land Institute:
http://www.uli.org

MA Association of Consultant Planners:
http://www.maconline.org

The American Planning Association Northern New England Chapter:
http://www.nnecapa.org

APA Massachusetts Chapter:
http://www.massapa.org

APA Connecticut Chapter:
http://www.ccape.org

APA Rhode Island Chapter
http://www.rhodeislandapa.org

On the Cover: MBTA Commuter Rail
Engine getting a recharge in the Fitchburg, Massachusetts Rail Yard. Photo Source: Eric R. Paquette, E.I.T.

On the Back Cover: Warm Summer Day
Under the Leonard P. Zakim Bunker Hill Bridge in Boston, Massachusetts. Photo Source: Samuel W. Gregorio, P.E., PTOE
Hello New England Section!

ITE Annual Meeting

Earlier this month, hundreds of members across the Institute including myself attended the ITE International Meeting and Exhibit in Hollywood, Florida. I have been lucky enough that this has been the fifth Annual Meeting I have been able to attend since joining ITE in 2009. The chance to listen in and contribute to the challenges and opportunities that face our profession outside the bounds of the Northeastern District has been a great experience.

I also wanted to give a quick notable mention of the UMass Amherst Student Chapter and their participation in the 6th Annual Collegiate Traffic Bowl. Although the Student Chapter did not come away with a victory (done in by a “Moose”), I congratulate Francis T. Tainter, Craig A. Schneider, Foroogh Hajiseyedjavadi, and Christina Dube on their hard work.

Northeastern District Annual Meeting

The planning has already begun on the 2016 Northeastern District Annual Meeting which will be held in Portsmouth, New Hampshire next May. With the location and accommodations set-up, the in-depth technical and social event planning is about to begin in the next month. For those who are interested in assisting with the 2016 Northeastern District Annual Meeting planning, please contact Meeting Co-Chairs Jeffrey S. Dirk, P.E., PTOE at jdirk@rdva.com or Kevin R. Dandrade, P.E., PTOE at kdandrade@theengineeringcorp.com.

What’s In This Issue

In this quarterly issue, the New England Chronicle is trying something a little bit different. Over the past month or so, I have been attempting to receive perspectives from various engineers, planners, and non-engineers across New England and beyond on their thoughts to the past, present, and future of transportation. In an attempt to present a roundtable type discussion on these topics, I compile many of the responses into an article format. I hope that this is just the first of many conversations that the New England Section will present to its membership, through the New England Chronicle and/or through are several Section meetings. Maybe the next round will even bring more members, and non-members, into the discussion.

A New Chronicle Editor

We are now four months away from 2016 and it is time to start thinking down the road for the New England Chronicle and what it can bring to our Section beyond 2015. As my third and final year as Editor of your award winning Section publication reaches it terminus, the New England Section of ITE is looking for another dedicated member and/or company to be passed the torch. Any member or company who is interested should contact New England Section President Joseph A. Hallisey, P.E., PTOE at Hallisey@pbworld.com or myself at sgregorio@theengineeringcorp.com.

A Thank You to Our Sponsors

As always, I would like to thank all those New England companies and firms that have renewed their sponsorship of the New England Chronicle in our Section’s Professional Services Directory. Just in 2015, we have welcomed four new sponsoring firms to the Directory. The Chronicle will continue to reach out to the many New England companies and firms in hopes that we can assist in promoting the great engineers, planners, and vendors that make up our New England Section of the Institute of Transportation Engineers.

Contributions to the Section

I would again like to thank all contributors to the third issue of 2015. 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 third issue of the 2015 calendar year.

Samuel W. Gregorio, P.E., PTOE Chronicle Editor sgregorio@theengineeringcorp.com

Please remember to visit the New England Section website at http://www.neite.org and our updated Section Directory for information on the New England Section.
A Brief Transcribed Roundtable on the Future of Transportation

SAMUEL W. GREGORIO, P.E., PTOE
Project Engineer
The Engineering Corp, Inc.

Introduction
So much of our 24/7 society is contingent on having a transportation system that operates both efficiently and safely. For instance, many aspects within the City of Boston and surrounding communities came to a “screeching” halt (pun intended) this past winter when the Massachusetts Bay Transportation Authority (MBTA) got stuck in the snow. Now don’t get me wrong, over 100 inches of snow piling up without time to shovel or plow out is not going to be a normal occurrence; however, this winter provided a great societal case study into how the breakdowns in the transportation system will depict the hard reality of how dependent our society is on a functioning system. This is of course a fact that many engineers, planners, and other transportation professionals have been trumpeting for years.

I mention the “Winter of the MBTA” as a conversation starters involving our transportation system; but there are many other societal transportation conversation starters. Whether it is transportation funding, the need for multi-modal construction, driverless vehicles, red-light cameras; you name it and there is a conversation to be had. Over the past two month, I have been asking many transportation professionals around New England and beyond three basic questions: Where Have We Been?, Where Are We Now?, and Where Are We Going? as it relates to transportation. Personally, I am just a pawn in this conversation and one person’s opinion doesn’t always climb to the rafters. So what does the rest of the profession think?

This roundtable discussion is meant to be a collection of reactions or at least thoughts to those three questions. Not from one junior engineer’s voice, but from many within the transportation industry - from the private sector to the public sector, to academia - from junior engineer to top of the food chain - from even the voice of the non-transportation professional. Where are we going as a transportation industry?

Where Have We Been?
We as a nation have been somewhat lucky here in the United States that our society has had the many resources and the will power, for the most part, to construct, maintain, and fix our now aging transportation system. Note that we somewhat are in this predicament of needing to fix an aging infrastructure because the United States was one of the first to build a continent-wide system. Since the country’s inception and the Manifest Destiny spirit of American life, we have created the most vast multi-modal transportation system the world may has ever seen. Canals, airports, railroads, and highways linking almost every city, and roads linking every town no matter how remote. We are even luckier that many of these systems have stood the test of time. But the key still is that we built this vast transportation system in now what is a long time ago and in an age centered around the personal automobile.

Falling back to the pack in after leading the world in transportation is not entirely our fault. Much of the rest of the world had only started to build their modern transportation systems over the past century, incorporating all modes of transportations with state-of-the-art technologies. Even a large portion of old-world Europe’s transportation system was built post-World War II (mostly because the their older systems where completely destroyed by the war).

Let’s take a look back!

The Personal Automobile
The United States is an automobile nation. As a society we can give the people choices like public transportation, sidewalks, bike lanes, and toll roads, but there will still be an overwhelming majority of transportation users in their personal automobile. Why? A personal automobile allows for personal freedom and has overall general convenience. Why else? A large portion of the population live outside the city limits or in a zone of no other viable, cost-effective, or convenient modes of transportation.

“The vast majority of this nation’s transportation infrastructure has been built out over only the past 100 years. Shaping our land use around motorized vehicles in this fashion is an experiment of unprecedented scale. Given that most of us alive today have come of age knowing, and valuing, this type of development have we developed a cognitive dissonance which prevents us from effectively dealing with the maintenance liability we have created? Are we fundamentally overbuilt?”

Jason M. DeGray, P.E., PTOE
Greenman-Pedersen, Inc.
Wilmington, Massachusetts

The suburbs have spent the last 100 years stretching out of our cities faster than we could have imagined. As the people moved to the suburbs the businesses started to move as well; and then more people followed. Just look at the several communities within the Interstate 495 Beltway surrounding Boston. If you take a quick look at the population figures of these communities, they all dramatically increase at once. To supply for the new transportation demand, we the planners and engineers built highways to transport.

Are We Overbuilt? Maybe ... maybe it is still too early to tell. Yes, the population is once again changing it habits and data shows a movement of population back towards the cities. This doesn’t mean however that a significant portion of the population still does not reside outside the bounds of Boston, Worcester, Providence, Portland, and Manchester (I’m sticking to New England here). Who is to say that 30 years from now that we do not start moving back to the suburbs? It may not be the question of whether or not we are overbuilt; or if we may not be able to afford the maintenance of our vast transportation network. In my opinion, I think the larger and overarching narrative must be when we do maintain, redevelop, or build new transportation facilities that we as transportation engineers and planners do so in a more forward looking way.

Where Did We Go Wrong? Or Have We?
“In the past, we designers would essentially reserve the judgement of what is appropriate (or not) to ourselves. We conducted studies to determine where the capacity and safety problems were so we had the information that we needed. We believed that we were working for the greater good as we conceived ways to accommodate the vehicular traffic

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demands and begrudgingly allowed that only private property was generally off limits to future intersection alternatives. Pedestrians were accommodated only if there was already a strong presence and while wheelchair ramps were included, blind and deaf persons needs frequently were not included. Bicyclists were expected to share the sidewalk. Public opinion was not really important.”

David J. DeBaie, P.E., PTOE
Stantec Consulting Services
Auburn, New Hampshire

It is up to us as the transportation professionals to ensure that we do not fall into the automobile trap of the past. Complete Streets is the buzz word that has been guiding transportation decisions in our offices, at the local and state agency level, and in the many advocacy groups; but only over the last decade. Looking back, transportation infrastructure was not built to house all transportation users. As we stand today, that is what may define the past when it comes to transportation. The past was for one mode of transportation. It is the present and hopefully the future that has and will change the name of the game.

Where Are We Now?
The transportation profession is currently going through a transition period. As we speak, technologies and methodologies are rapidly changing the way we and society look at transportation. This however does beg the question, why aren’t more of these technologies and methodologies enacted?

The Politics of it All!
Transportation is a “Hot Button Issue” in the political arena. Unfortunately, this hot button issue has become a political football used by politicians to curry favor while leaving society as the hostage. As an example, transportation seems to end up as the last item into a budget. Why? Simply put, transportation is important. You can squeeze it last because even if a budget is complete, you know politicians will typically still vote yes to fund it, allowing all the other items to get into the budget first. For you see ... things like the sinkhole on I-93 this week in New Hampshire result in many phone calls.

“We have three significant transportation problems for our industry. None of them involve funding our industry as part of the federal reauthorization because while that may be a problem now, it soon won’t be as the legislators will do what they always do: they act when they have to even at the last possible moment for something as crucial as this. It isn’t a defense contractor program like a new jet fighter which can be cancelled. They cannot nor will not cancel the highway program trust fun. Not yet at least.”

Joseph C. Baluskas, P.E., PTOE
CDM-Smith
East Hartford, Connecticut

Funding Transportation
One of the most prevalent issues of today seems to be how we sustainably fund transportation. Right now, some of the most regular sources of transportation funding are the federal/state gas taxes, State Bonds, and vehicle registration fees. Technology and mode choice have started to dent these funding sources in terms of fuel efficient vehicles and the choice of many young people to not even own a personal automobile. What seems to be a concurrent issue is that there is no agreement on exactly how we should be funding transportation in the future. The overall objective should be to define a sustainable funding source; however the methods to do so vary from person to person.

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Section Calendar

September 2015
MAITE Fall Social
September 8th, 2015
Fenway Park
Boston, Massachusetts

Scott M. Herr Golf Tournament
September 16th, 2015
Brookmeadow Country Club
Canton, Massachusetts

MAITE | NEITE Joint Annual Meeting
September 24th, 2015
Hilton Garden Inn
Waltham, Massachusetts

October 2015
CTITE | CSCE Golf Outing
October 2nd, 2015
Timberlin Golf Course
Berlin, Connecticut

ITE International Technical Conference
October 26th-29th, 2015
Weston La Paloma
Tucson, Arizona

November 2015
RIITE | NEITE Joint Annual Meeting
November 4th, 2015
Providence Marriott Downtown
Providence, Rhode Island

December 2015
New England Section Annual Meeting
December 7th, 2015
Crowne Plaza Hotel
Warwick, Rhode Island

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Why Sponsor and Place an Advertisement:

- The New England Chronicle reaches more than 700 ITE professional and student members within the New England Section and many other transportation professionals around the northeastern U.S.
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- Business Card Size Advertisements should preferably be in PDF format.
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Samuel W. Gregorio, P.E., PTOE
Chronicle Editor
sgregorio@theengineeringcorp.com

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Would You Like to Contribute to the New England Chronicle?

Would you like to contribute to an award winning New England Chronicle newsletter? The New England Chronicle’s Editor Staff at TEC, Inc. is seeking members (both professionals and students) who are interested to write both short and feature articles for publication in the upcoming New England Chronicle issues. Both short and feature articles should be about technical topics, professional matters, innovative projects, and cutting-edge solutions that affect transportation engineering and planning.

Typically short article would consist of 1,000 to 2,500 words and feature articles would consist of 2,000 to 4,000 words. Each article should include a head shot and bio of all participating authors. Further details for each article submission can be given upon request.

For more information on how you can become a New England Chronicle contributor contact the New England Chronicle Editor:
Samuel W. Gregorio, P.E., PTOE at
sgregorio@theengineeringcorp.com.

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Just Over the Horizon

ITE 2016 Northeastern District Annual Meeting
May 15-18, 2016
Portsmouth, New Hampshire
What Transportation Opportunities or Solutions Encourage You?

William F. Lyons, P.E., PTOE
President
Fort Hill Infrastructure Services, LLC
Boston, Massachusetts

"The opportunity to become less dependent on parking as a land use and to more efficiently use our roadways due to self driving cars."

David J. DeBaise, P.E., PTOE
Senior Traffic Engineer
Stantec Consulting Services
Auburn, New Hampshire

"Diverging Diamonds, Roundabouts, and Adaptive Traffic Control Technology are real solutions to intersection safety problems and congestion. While each of these solutions has limits, all are proven. Professionals recognize their value, the empowered public’s opinion is “not in my back yard”. This difficulty to advance solutions is a good example of why the project design and selection process needs to be further refined to restore the public’s perception of professionals’ reliability to design appropriately."

Joseph C. Bahktus, P.E., PTOE
Principal
CDM-Smith
East Hartford, Connecticut

"The technology advancements in vehicles is a HUGE opportunity for us as an industry and industry organization to lead the transformation of car into the future. And can also assist with changing the gas tax to a vehicle miles traveled fee for supporting infrastructure."

Cole D. Fitzpatrick, E.I.T.
Candidate for Doctoral Degree
University of Massachusetts
Amherst, Massachusetts

"Driverless Vehicles - ignoring the massive safety benefits, the impact on our infrastructure would be massive. Theoretically, we would not need massive parking garages or lots, lanes could be narrower, there would be no need for signs or signals and costly services such as paratransit could be improved. While it will take a long time for everyone to have a driverless car in a free market setting, I think the transition will be similar to television. Once a majority of people had switched to digital the government set a date that everybody had to switch by as analog would no longer be an option. I think once we get to “90% market penetration of autonomous vehicles, the government will say something like ‘In 3 years, driving a vehicle on public roads will be forbidden.”"

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"Transportation is at the core of every other political issue out there – economic development, education, health care, criminal justice, the environment, etc. We spend a lot of time discussing funding for those but still have no fiscally feasible, politically viable solution for transportation funding and that’s a real problem.”

Heather Rothenberg, Ph.D.
Sam Schwartz Engineering
Washington, D.C.

Catching up with Multi-Modal
One of the bright spots of the industry that we currently see is the increase in the building of multi-modal infrastructure. Not just transportation, but the rest of civil infrastructure. Across the United States and even right here in our backyard, mixed-use developments and transit-oriented developments (TODs) are getting built. These developments have gone a long way in reducing the number of vehicle trips on the roadway and connecting those remaining vehicle trips with alternative forms of transportation.

When it comes to the roadway infrastructure, many cities, towns, and states have adopted Complete Streets guidelines and ordinances to allow for all modes of transportation to be provided for, or at least contemplated, when designing new and redesigning existing roadways. More importantly, the profession has been developing guidelines and standards for use across the country to ensure that the bike lane in Boston looks like the bike lane in Seattle. We as a profession look at a piece of Right-of-Way and see car, bike, pedestrian, and transit vehicle. Well … a little harder on some New England streets.

Where Are We Going?
The greatest part about our future in the transportation industry and profession is that we as the planners and engineers have the ability to shape it. So how will we?

Funding for the Future
It is our responsibility as transportation professionals to lay out in detail the need for additional and/or sustainable transportation funding. That doesn't necessarily mean more dollars, but maybe just allocating the existing dollars to more practical and sustainable uses. For instance, state and local toll revenues collected in 2011 reached $29.8 billion (Federal Highway Administration). That is a large sum of money from just one of the many transportation funding sources.

Knowing the challenges we do face as a profession in getting an increase in revenues, we as the engineers and planners must do a better job with spending the funding more wisely.

"We must be open and honest with the public about the challenges we face and encourage the same from our elected officials. While the public interacts with and relies upon transportation infrastructure everyday, there is often a disconnect when it comes to funding for transportation. We must make it clear that spending on transportation infrastructure is ultimately about maintaining quality of life.”

Steven M. Tupper, E.I.T.
Cape Cod Commission
Barnstable, Massachusetts

A second responsibility of the transportation profession is to do our best to educate the public when it comes to what is getting funded. The general public doesn’t necessarily see the direct benefits of their gas tax dollars, their toll fares, or their registration fee. For instance, the State of Massachusetts spent billions and billions on the Big Dig while citizens of Western..."
Massachusetts may never travel through the Thomas P. O’Neil Tunnel.

“Since it doesn’t look like we will be broadly raising revenue any time soon. More cities/ counties/etc should consider local ballot initiatives that ask for temporary tax increases to fund specific transportation projects in the region. People do not like sending their tax money to the state or federal government because they won’t necessarily see the benefits. But they are more likely to be willing to pay higher taxes if they know exactly what the money is going towards.”

Cole D. Fitzpatrick, E.I.T.
UMass Amherst
Amherst, Massachusetts

New Technologies
One of the greatest aspects about the transportation profession is the introduction of new technologies that enhance both quality of life and provide more efficient and safer travel. As a society, we have gone from traffic signals on set-timers, to vehicle actuation, to now adaptive traffic signals. We have gone from horse-drawn carriage, to personal vehicle, to maybe soon driverless vehicle. What is next?

Think of how far transportation technology has come in just the past 10 years. Now think 10 years in the future and where we will be. Put aside the thoughts of driverless cars, adaptive signal control, and electronic toll collection. One of the greatest new technologies for the transportation industry is the smartphone in your pocket. Just think of what you can do today to assist in your transportation decision making: looking up the weather, scrolling through train schedules, booking an Uber, using a map program to see current traffic congestion and select a route choice. Now ask yourself again, where will we be in 10 more years?

“We must embrace new technologies and be open to new ways of thinking. Many of our practices as a profession trace back to an era when the transportation system was designed almost solely for the automobile and when you could build your way out of problems. These are axioms that no longer hold true. We must continue to adapt our profession to be drivers of changes and not be bound by dated practices.”

Steven M. Tupper, E.I.T.
Cape Cod Commission
Barnstable, Massachusetts

One of the major concerns with these new technologies is still how to use it and to design infrastructure correctly to accommodate it. For instance, driverless cars can be on the road, but can the current infrastructure accommodate the driverless car. I believe that one of the most important things that we can do as a profession is to attend more profession development, read more technology and engineering journals, and find every way possible to learn and adapt ourselves to the future technologies. These new technologies are coming whether we like it or not. Yet, none of the advances will matter if we do not know how to implement them or to utilize them efficiently and safely. Society will be looking to us to make it happen.

Continuing Multi-Modal Infrastructure
“The incredible yield we are witnessing on smaller scale investments tailored to making places more livable. Reallocating pavement to make places more walkable, bikeable and transit friendly has proven time and again to have significant economic returns for communities. We are witnesses to a recalibration of what is the optimum economy of scale and the returns we are experiencing on these transportation investments should serve to inform land use, sustainability and transportation policies long into the future.”

Jason M. DeGray, P.E., PTOE
Greenman-Pedersen, Inc.
Wilmington, Massachusetts

It is encouraging looking around the country and seeing the build-out of multi-modal infrastructure. I believe one of the most efficient ways to reduce the number of single occupancy vehicles or the roadway, whatever

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What Can We Do Right Now Out of the Political or In the Political Chain of Command to Do More for Transportation?

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

“Promote what we are doing better than we are to allow better acceptance of the need for infrastructure improvements. I think we need to form alliances with folks in the transportation/mobility community to a much higher and more visible level than we are today.”

Jeffrey C. Seymour, E.I.T.
Construction Project Engineer
The Middlesex Corporation
Lillicrap, Massachusetts

“Make more funds available to fix and upgrade the infrastructure correctly the first time in order to save money in the long run.”

Jason M. DeGray, P.E., PTOE
Project Manager
Greenman-Pedersen, Inc.
Wilmington, Massachusetts

“Advocate. Transportation professionals have an incredible amount of influence to wield. We have the means to measure the impact of our transportation infrastructure investment choices on public health, the environment and civic finances. This data reveals some stark findings that we as transportation professionals should promote and educate the public to.”

Michael T. Sullivan, P.E.
Structural Project Engineer
Kleinfelder, Inc.
Cambridge, Massachusetts

“We as voting citizens and transportation employees need to hold our elected officials, public agencies, and ourselves more accountable for the changes we want in our transportation system. We need to hold Congress responsible for a long-term transportation funding solution. We need to demand better management and reform at our public transportation agencies. Finally, as transportation ambassadors, we must do a better job at educating the general public about the risks inherent with not adequately funding public transportation.”
Student Chapter and Paper Awards
Cole D. Fitzpatrick, E.I.T. and Craig A. Schneider, E.I.T. accept Student Chapter Award (first) and Cole Fitzpatrick, E.I.T. accepts the Student Paper Award (second) from the Northeastern District Vice-President Kimberly M. Fabend, P.E., PTOE in Albany, New York.

Running on Empty

District Rising Star Award
Northeastern District Vice-President Kimberly M. Fabend, P.E., PTOE presents Samuel W. Gregorio, P.E., PTOE with the Northeastern District’s inaugural Rising Star Award in Albany, New York.

Joint Annual Meeting of
MAITE, NEITE
Thursday, September 24, 2015

where
Hilton Garden Inn
420 Totten Pond Road
Waltham, MA 02451
(800) 510-6616
hiltongardeninn@hilton.com

SAFETY IN TRANSPORTATION

all day training
1 ATSSA - Urban Work Zone Design Course
http://www.atssa.com/Training/Certification/CourseInformation/
UrbanWorkZoneDesignCourse.aspx

technical sessions
2 Update in MassDOT Work Zone Standards
Michael Sutton, P.E.
3 TBD
4 TBD

*AITE is requesting proposals for presentations for this year’s technical sessions! Do you have a unique project that has incorporated transportation safety measures in design or construction practices? Submit a synopsis (250 word max) to massitechapter@gmail.com for a 20-25 minute presentation.

Continued from Page 9

the reason, is to allow the other modes of transportation to thrive. Yes, we as a profession are moving this direction. Look around New England and see the future: the Veterans Memorial Bridge in Portland, Maine, a multi-modal bridge; the Assembly Square Marketplace in Somerville, Massachusetts, a transit-oriented development; or VTTrans and Smart Growth America revising the Vermont State Standards to incorporate multi-modal development and delivery.

Connectivity
Many metropolitan areas across the United States have taken great strides to provide connectivity into the far reaches of the suburbs. Yes, Boston has the MBTA Commuter Rail which provides service outside the city limits but many other cities or towns do not have the means or the population to support the vast system. What is encouraging is that we are changing the way we think of moving people over longer distances without the personal automobile. I don’t mean just railroads and light-rail either. Enter the MBTA Silver Line and more recently, the new metro-Hartford Bus Rapid Transit (BRT) in the form of the CTfastrak. How about the Rhode Island Public Transportation Agency (RIPTA) installing transit preemption within is R-Line Transit Signal Priority Project.

What’s Next
This article is meant only as a conversation starter. We the members of the Institute of Transportation Engineers must push the conversation forward. Our past, our present, and our future in this profession is in our hands. Whether it is the Institute itself advocating or whether it is us individually moving the conversation forward at something as simple as a Town Meeting, all transportation professionals are responsible for how we transition society into the future of transportation.

What do you think? I challenge all members of the New England Section to contribute your thoughts, concerns, and your hopes it regards to the future of transportation. Ask yourself - Where Are We Going?
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 Leadership ITE, 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. Leadership ITE will ensure that our Institute and its members are positioned to engage and shape that future.

At its core, Leadership ITE:
- 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, Leadership ITE 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 program kick-off, leadership workshop and national transportation policy symposium and workshop will be held in conjunction with a meeting of the International Board of Direction at ITE Headquarters in Washington, D.C.
- A leadership workshop and class activities will be held in conjunction with an ITE Annual Meeting and Exhibit.
- A leadership workshop, class activities and graduation will be held in conjunction with an ITE technical meeting.
- 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 Leadership ITE 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 Leadership ITE is open through October 16, 2015.

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 $3,000 USD. The tuition includes all workshops (some meals during workshops), course materials, webinars, web conferences and registration to ITE’s Technical Meeting and Annual Meeting and Exhibit during the program year. Travel and lodging are not included.

Questions

Contact: leadership@ite.org
What You Missed at the ITE International Annual Meeting and Exhibit in Hollywood, Florida

From Top Left (clockwise): Members of UMass Amherst and Iowa State ITE Student Chapters take in ITE/YPT Reception; View of Hollywood, Florida from Diplomat Resort and Spa; UMass Amherst participates in 6th Annual Collegiate Traffic Bowl; Joseph C. Balskus, P.E., PTOE poses with former Mayor of Miami Manny Diaz; Attendees listening in on clearance interval state of practice; Recognition of the New England Chronicle as recipient of the ITE District and Section Newsletter Award; Looking down a row in the Exhibit Hall; and ITE Leadership speak during the ITE Annual Business Meeting.

Applications for the future October 1st to 31st, 2015 computer-based exams of Professional Traffic Operations Engineer (PTOE) and Professional Transportation Planner (PTP) are due August 12th, 2015.

Please note that applications received after the deadline will require an additional $75 late fee to process the application in addition to the application and examination fee that must accompany the application. TPCB will try to accommodate late applications but there is no guarantee they will be able to do so.

For a list of available exam cities, please visit: http://castleworldwide.com/mainsite/ibtsites/default.aspx
Members of the UMass ITE Student Chapter attended the ITE International Annual Meeting early this August in Hollywood, Florida. While at the meeting, the Student Chapter participated in the 6th Annual Grand Championship Collegiate Traffic Bowl Competition. Unfortunately UMass did not prevail, but looks to work harder to make it back next year. UMass will always remember the symbol on a W11-3 warning sign going forward.

The Student Chapter has been able to use its experience and knowledge in leading tours of the Arabella Human Performance Lab (HPL) located on the UMass Amherst campus for prospective high school engineering students. The HPL driving simulator has been a great asset and tool to assist UMass civil and mechanical engineering students and research on the habits and behaviors of drivers in a wide range of situations and programs.

As we approach the Fall Semester at the University, the Student Chapter looks to hold elections early to build leadership among both the undergraduate and graduate students. We look forward to seeing the New England Section at the ITE Massachusetts Chapter Annual Meeting in Waltham, MA this September.

MAITE meets monthly to plan events which highlight transportation engineering measures across the Commonwealth as well as planning social events which bring our members together in a social setting. This past spring, MAITE hosted Northeastern University Civil Engineering transportation capstone groups for our second annual MAITE/NEU Poster Session and Networking event. Also in the spring, MAITE teamed with Young Professionals in Transportation (YPT) for their Distinguished Speaker Event which brought Jeff Speck to the city to provide a lecture on urban planning, transportation and sustainable design.

Looking ahead, MAITE has a few events planned, of which our biggest is the joint NEITE/MAITE meeting which is rapidly approaching on Thursday, September 24th in Waltham with a theme of Safety in Transportation. The all-day training will be an Urban Work Zone Design Course which will be conducted by ATSSA. The technical sessions are being finalized which will highlight projects and standards throughout Massachusetts which focus on incorporating a safer transportation system. For our dinner event, we are delighted to announce that Patricia Leavenworth, Chief Engineer at MassDOT will be our keynote speaker.

MAITE is also looking forward to upcoming social events. On Tuesday, September 8th, we will be hosting our second annual summer social at Fenway Park as the Red Sox take on the Toronto Blue Jays. We are also planning a bike ride around the city which would highlight current and future bicycle infrastructure which is rapidly taking shape. Another social event is also in the works for later in the fall so look for announcements to these events as we get closer.

MAITE is on the WEB at http://www.neite.org/MA/index.shtml and have a new email account at massitechapter@gmail.com. We have also created a Paypal account to allow members a more streamlined process of payment for our exciting events. If you plan to 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 an MAITE membership. Speak to any of the officers or Directors for additional information. We look forward to seeing you at our upcoming events!
Continuing Education and Program Opportunities

As always, the Continuing Education Committee needs your feedback and fresh ideas for technical sessions and 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.

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:

Jason M. DeGray, P.E., PTOE
jdegray@gpinet.com

If you have ideas for technical sessions and presentation opportunities that would benefit the membership, please contact:

Keith E. Wenners, E.I.T.
kwenners@vhb.com

Employment Opportunities

For Detailed Employment Opportunity Information, please visit: http://neite.org/job-opportunities/

Nitsch Engineering, Inc.
Transportation / Traffic Engineer
Boston, Massachusetts

Do you have the desire to help shape the future of a fast growing company that will give you the opportunity to take your career to the next level? Do you want to work for a company that has been rated the #2 Best Civil Engineering Firm in the Nation to work for? Then continue reading - Nitsch Engineering is looking for you!

Nitsch Engineering is an established mid-sized engineering firm that provides survey, civil/site, transportation, GIS, planning, and structural services to a wide variety of clients including developers, architects, universities, state and municipal government agencies. Our company has continued to grow and thrive throughout our 25-year history, and we are positioning ourselves to build on our successful model of client delivery by expanding our transportation engineering capacity and advancing our traffic engineering services capabilities through geographic expansion and diverse services. To achieve these goals, we need talented individuals like you on our team.

Do you have 4-10 years of experience in performing traffic operational analysis using traffic engineering software applications (including Synchro, SimTraffic, and SIDRA), traffic data collection, safety analysis, warrant analysis using MUTCD, roadway and highway design, signalized intersection design, traffic signal coordination, and arterial analysis? Are you proficient in AutoCAD? This may be the position for you!

This position has great potential for growth and client contacts. If you have the required ambition and if you are ready for your next career adventure where you can make a difference, come and talk to us – the next step is up to you.

An undergraduate in Civil or Electrical Engineering is required. A master degree in transportation engineering and a PE will be a plus.

Fax (617) 338-6472, e-mail job@nitscheng.com or mail your resumes and salary requirements to:

Nitsch Engineering, Inc.
Human Resources Manager
2 Center Plaza, Suite 430
Boston, MA 02108

Our firm is an equal opportunity / affirmative action employer.

Senior Traffic Engineer / Project Leader
Boston, Massachusetts

If you are ready for the next career move and become a part of a fast growing company that will give you the opportunity to take your career to the next level? Nitsch Engineering is the place for you.

Nitsch Engineering is an established mid-sized engineering firm with offices in downtown Boston and in downtown Worcester. Our services include survey, civil/site, transportation, GIS, planning, and structural to a wide variety of clients including developers, architects, universities, and state and municipal government agencies. Our company has continued to grow and thrive throughout our 25-year history, and we are positioning ourselves to build on our successful model of client delivery by expanding our transportation engineering capacity and advancing our traffic engineering services capabilities through geographic expansion and diverse services. To achieve these goals, we need talented individuals like you on our team to either work from the Boston office or the Worcester office. Our current traffic group is well experienced and motivated to take on additional challenges. An ideal candidate for this position will be charged with the traffic operation segment of our business including, marketing, business development, proposal writing, preparation of reports, and making public presentations.

Prior experience in traffic engineering is required; including and not limited to the following: private development traffic reporting and analysis, understanding and knowledge of private development environmental and traffic permitting, traffic operational analysis using traffic engineering software applications (including Synchro, SimTraffic, and SIDRA), traffic data collection, safety analysis, warrant analysis using MUTCD, roadway and highway design, traffic impact analysis and report preparation, signalized intersection design, traffic signal coordination, and arterial analysis. This position has great potential for growth. We are looking for an individual with 10+ years of hands on practical transportation/traffic engineering experience, and a Bachelor’s degree in Civil or Transportation Engineering. Having a PE or the ability to obtain one within 6 months after employment starts is required. A master degree in transportation engineering and a PTOE will be considered a plus.

If you want to be excited about going to work and making a difference in the organization you work for, consider joining our team. We await your reply.
Employment Opportunities

Tetra Tech

Tetra Tech is a leading provider of consulting, engineering, and technical services worldwide. We are a diverse company, including individuals with expertise in science, research, engineering, construction, and information technology. Our strength is in collectively providing integrated services—delivering the best solutions to meet our clients’ needs. With more than 12,000 employees, 300 offices worldwide and $2.5 billion revenue in 2014, we provide services to protect and improve the quality of life through responsible resource management, sound infrastructure, and rapid communications ability.

We offer competitive compensation and benefits and are searching for innovative people to join our teams.

Senior Project Manager—Transportation Planning/Engineering
Marlborough, Massachusetts

We are currently seeking a Senior Project Manager to join our team of transportation planners and traffic/highway engineers that work on fast-paced private development projects and award winning complex public transportation projects.

The position is located in our Marlborough MA office which is easily accessible from major highways. Site amenities including a café, gymnasium, fitness classes and walking trails.

Primary responsibilities: Manages and executes a variety of transportation planning/engineering projects including institutional master planning, complete streets/corridor studies, land use planning/modeling and traffic impact studies; Leads, manages and mentors staff; Maintains and builds client relationships; Actively participates in business development and proposal activities; and Engages in public involvement and outreach.

The ideal candidate has the following skills and abilities:
- Minimum 15 years transportation experience; Bachelor’s degree in urban/regional planning, transportation planning/engineering, or other closely related field.
- Master’s degree, AICP certification, or PE/PTOE preferred.
- Excellent written and verbal communication skills; Prior experience managing large transportation projects and leading teams; Experience working in multi-disciplinary project settings; Familiarity with MassDOT design and permitting requirements and the MEPA regulatory process.

If you are interested in this exciting opportunity apply online at: https://tetratech.taleo.net/careersection/2/jobsearch.ftl?lang=en&portal=101

Requisition ID: INE00000015 | Visit us at www.tetratech.com

CDM Smith

CDM Smith provides lasting and integrated solutions in water, environment, transportation, energy and facilities to public and private clients worldwide. As a full-service consulting, engineering, construction, and operations firm, we deliver exceptional client service, quality results and enduring value across the entire project life cycle.

Civil Engineer S
Boston, Massachusetts

Job Responsibilities - As a member of this team, you would contribute to CDM Smith’s mission by: Performing traffic analysis and intersection improvement design for projects; Supervising development of traffic management plans associated with utility installations designed out of Boston; Supervising and possibly preparing all access permits associated with utility installations; these include DCR and MassDOT access permits; Provide peer review of traffic signal and study design work; and Attending weekly progress meetings with clients.

Job Requirements - A successful CDM Smith candidate will have:
- B.S. in engineering; At least 7 to 10 years of experience since B.S. within roadway design, traffic signal design, traffic analysis and traffic impact studies;
- Experience with traffic simulation modeling, maintenance and protection of traffic as well as preparation of technical reports; Registration as a licensed P.E.; and Experience with software programs including; AutoCAD Civil 3D, Synchro/ SimTraffic, and MS office.

We attract the best people in the industry, supporting their efforts to learn and grow. We strive to create a challenging and progressive work environment. We provide career opportunities that span a variety of disciplines and geographic locations, with projects that our employees plan, design, build and operate—as diverse as the needs of our clients. CDM Smith is an Equal Opportunity/Affirmative Action employer. All qualified candidates will receive consideration for employment without regard to race, color, religion, sex, national origin, disability, or protected veteran status.

Qualified candidates should apply by clicking on the link below: https://jobs.brassring.com/1033/ASP/TG/ cim_jobdetail.asp?partnerid=5202&siteid=5220&AReq=15281BR&Codes=Cra
glist

Vanasse & Associates, Inc.

Senior Traffic Engineer / Transportation Planner
Andover, Massachusetts

Vanasse & Associates, Inc. (VAI), an engineering consulting firm located in Andover, Massachusetts, is currently seeking a Senior Traffic Engineer/Transportation Planner with experience in the preparation of Traffic Impact Assessments and Functional Design Reports, with emphasis on traffic operations analysis and traffic modeling (SimTraffic and VisSim). Additional experience with traffic signal and roadway/intersection design is highly desirable. Candidate must possess a Bachelor of Science or Master Degree in Civil Engineering from an accredited university and have a minimum of 5-years of progressive experience in the areas of Traffic Engineering, Transportation Planning and Traffic Signal Design; and licensure as a Professional Engineer; good communication and computer skills; and familiarity with MassDOT design guidelines.

VAI is a leading full-service Traffic Engineering, Transportation Planning and Highway Design firm and offers a competitive salary and benefit package.

Qualified candidates should email their resume to Ms. Dusty Beeleey at dbeeleey@rva.com.
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, P.E., PTOE at sgregorio@theengineeringcorp.com

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

TEC, Inc. Contributing Staff:
Samuel W. Gregorio, P.E., PTOE (Editor)
Kevin R. Dandrade, P.E., PTOE
Rebecca I. Brown, P.E., PTOE
Douglas S. Halpert, E.I.T.
Eric R. Paquette, E.I.T.

Special Thanks to:
Claire Choquette - Ocean State Signal Co.
Lisa A. Rutherford - 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 Samuel W. Gregorio, P.E., PTOE at TEC, Inc.

sgregorio@theengineeringcorp.com

The New England Chronicle is the official publication of the New England Section of the Institute of Transportation Engineers. The New England Chronicle is published quarterly. Opinions and articles expressed within the Chronicle do not necessarily reflect official ITE or NEITE policy unless specifically stated. Representations of sponsors and our Professional Services Directory via business cards does not establish any official support of products or services.