

W T S E X P R E S S L A

THE PUBLICATION OF WOMEN'S TRANSPORTATION SEMINAR | LOS ANGELES AREA CHAPTER



WTS-LA Mentorship Co-Chair Art Leahy, Metro CEO, and WTS-LA President Lynda Bybee, Metro Deputy Executive Officer Regional Communications, explain how Los Angeles is leading the nation in the local origination and funding of critical infrastructure, with an exceptional number of such projects at Metro.

JOHN LIVZEY

Transportation Infrastructure: Making a Federal Case for Local Power

Ezra Pound said, "All great art is born of the metropolis." Without knowing it, Pound described what could be the most profound trend in both transportation and urban planning.

Art takes many forms. But what is happening in cities and metropolitan regions around the US is definitely as much art as it is politics, government, finance, transportation, and science.

*Advancing Women
in Transportation*

W T S EXPRESS LA

THE PUBLICATION OF WOMEN'S TRANSPORTATION SEMINAR
LOS ANGELES AREA CHAPTER

- 1 **PRESIDENT'S LETTER**
WTS Los Angeles Highlights Significant Chapters in Transportation
- 2 **PARTNERS | BOARD OF DIRECTORS**
- 3 **COVER STORY**
Transportation Infrastructure: Making a Federal Case for Local Power
Metro ExpressLanes are HOT
- 5 **PROJECT BRIEFS**
The ARTI of the Deal: Illustrating Why Local Can Be Better
The Port of Los Angeles is Changing the Channel and Looking for Depth
- 7 **A VIEW FROM THE TRENCHES**
Leadership and Diversity: Coming Apart at the Seams
- 8 **PROGRAMS LINEUP**
- 9 **COMMITTEE REPORTS**
Membership | Scholarship | Transportation Résumé Book
- 10 **MEMBER PROFILES**
Lupe Valdez | Union Pacific Railroad
Cynthia Guidry | Los Angeles World Airports
Pat McLaughlin | MIG
Amy Grat | International Trade Education Programs, Inc.
Carolyn "Carrie" Pourvahidi | California Transportation Commission
Todd Matsubara | University of California (Irvine)
- 14 **WTS-LA SCHOLARSHIPS: A GOOD CAUSE AND THE EFFECT**
Camille N. Y. Fink | American Planning Association
- 15 **IN THE NEWS**
- 19 **RECENT PROGRAMS**
- 21 **COMMITTEE CHAIRS | CONTRIBUTORS**

PRESIDENT'S LETTER



JOHN LIVZEY

WTS Los Angeles Highlights Significant Chapters in Transportation

Albert Einstein said, "If you always do what you always did, you will always get what you always got." Cities and metropolitan regions are taking Einstein's words to heart and putting them into action. They are changing how infrastructure is created, especially transportation, and especially in Los Angeles. In our cover story, we explore what this means with one of the leading thinkers on the subject, Brookings Institution Vice President Bruce Katz.

We also received comments for our cover story from CH2M Hill International Division President Jacqueline Hinman. We would like to extend our congratulations to her for being named the next CEO of CH2M Hill. A unanimous choice by the CH2M Hill board, current CEO Lee McIntire said about Hinman that she "is the best equipped to lead us forward. She has a lot of energy and a quiet focus."

Thinking out of the box represents several news items in our newsletter, from an exploratory project for a Pan-American Freight Rail Corridor to Metro's own Art Tour Program to commercial spaceflight. However, unconventional and iconoclastic thinking is natural for WTS-LA members. Given WTS-LA's mission, we pride ourselves on being innovative in many areas. And that is reflected well in this issue.

That originality is also reflected in the outstanding programs we've enjoyed this year. Our upcoming programs will not disappoint either. In September, we hosted newly appointed California State Transportation Agency Secretary Brian P. Kelly and learned his vision for the future of transportation in the state. Los Angeles Department of Transportation General Manager Jaime de la Vega will visit us in October to illuminate our members as to the future of transportation within Los Angeles. On November 14, we all join together to celebrate our own for the Annual Scholarship and Awards Dinner. Please mark your calendars and reserve your tickets early, as these programs will fill up quickly.

I would like to commend the Philadelphia Chapter and WTS International for the wonderful 2013 Annual Conference in Philadelphia in May, featuring my compatriot, writer and cultural icon Gloria Steinem as keynote speaker. It was an outstanding event.

Finally, I would like to encourage all of you to get the word out about our wonderful organization. WTS serves a critical purpose to the transportation industry and to its members. While we know that, others may not. So to enhance the value for us as well as spread the value to others, I would personally like to ask you to seek out transportation professionals who you believe would benefit from and bring value to WTS. There are now special incentive rates or public sector employees and transportation faculty. Veterans can even join for free!

Thank you all very much. It is an honor to be your president.

Sincerely,

Lynda Bybee

Metro Deputy Executive Officer Regional Communications

bybeel@metro.net



KOOP FILMS

In our July 31 WTS-LA program, FTA Deputy Administrator **Therese McMillan** (ABOVE), Metro Board Chair **Diane DuBois**, and Caltrans Chief Deputy Director **Norma Ortega** enthralled a dignitary-packed crowd with the intricacies and efficacies of local, state, and federal transportation funding. The transportation funding experts also illuminated the rapt audience with their visions for the future of transportation funding for Los Angeles County.

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TRANSPORTATION INFRASTRUCTURE: Making a Federal Case for Local Power



WTS-LA Mentorship Co-Chair Art Leahy, Metro CEO, and WTS-LA President Lynda Bybee, Metro Deputy Executive Officer Regional Communications, explain how Los Angeles is leading the nation in the local origination and funding of critical infrastructure, with an exceptional number of such projects at Metro.

Ezra Pound said, "All great art is born of the metropolis." Without knowing it, Pound described what could be the most profound trend in both transportation and urban planning.

Art takes many forms. But what is happening in cities and metropolitan regions around the US is definitely as much art as it is politics, government, finance, transportation, and science.

"A revolution is stirring in America. Like all great revolutions, this one starts with a simple but profound truth: Cities and metropolitan areas are the engines of economic prosperity and social transformation in the United States." With that as its launching point, Bruce Katz's *The Metropolitan Revolution: How Cities and Metros Are Fixing Our Broken Politics and Fragile Economy* details how cities and metropolitan regions are redefining the urban landscape, transportation funding mechanisms, federal government involvement, and the future.

Katz and co-author Jennifer Bradley, both with the Brookings Institution, consider Los Angeles no small player in this process. In an interview for this article, Katz explained the critical role Los Angeles is playing in this revolution.

"What is happening in Los Angeles is emblematic of the new way that leadership plays out in the US. I'm talking about the packaging and execution of Measure R, the building of a modern, state-of-the-art transit system in Los Angeles primarily financed by local resources. For a long time we only thought of transportation and transit in a very narrow way. The way in which Measure R was sold and is being implemented really reminds us of the comprehensive impact and possibilities of transit and transport.



"What we talk about in the book is the *smart federalism* that has played out

Bruce Katz
Vice President
Brookings Institution

after Measure R was adopted. The ability of Los Angeles, together with a network of other cities and metropolitan areas, to go to the federal government and advocate collectively for innovative financing that would allow Los Angeles to accelerate the construction of transit was obviously a hard thing to do for cities. But it shows how when the federal government acts in the service of metro innovation, we finally get the federal government we need and frankly we should demand in this century."

Metro CEO and WTS-LA Mentorship Co-Chair Art Leahy agrees.

"We're redesigning the urban fabric of Los Angeles. We're in development with 27 major capital projects. In addition, we're looking at three or four major P3 projects. And one of the best things is that the board [Metro Board of Directors] wants us to develop and implement these projects. They want us to experiment and innovate, to advance projects as quickly as possible. We also enjoy a very high level of public support. The public has given us a lot of money and they expect results."

From the Crenshaw/LAX Transit Corridor project to the Regional Connector Transit Corridor to a 10-mile P3 tunnel through the Sepulveda Pass to a P3 train project in the north of LA County, the varied projects Leahy speaks of are proof positive of Katz's theory. Though some federal monies are involved, the force behind these projects is local. That is a fundamental change in the way transportation projects have traditionally been realized.

WTS-LA President and Metro Deputy Executive Officer Regional Communications Lynda Bybee adds, "We're not the only self-help county. You're seeing more transportation measures going on the ballot nationwide. Locally, voters appreciate what it means to tax themselves to improve their mobility and quality of life. The truth is there is only a discrete amount of federal funding available for infrastructure. So it

makes abundant sense to invest in as much local control as possible for projects and funding. If we go to the federal government with a project and the support of local taxpayers in terms of funding, that makes us a more attractive partner for the federal government. That's what we're looking at with our America Fast Forward program."

As Bybee suggests, Los Angeles is not the only jurisdiction turning the traditional funding model on its head. Entities around the country are finding it a compelling model as well.

"Fundamentally, the way infrastructure has been delivered has been forever changed," adds AECOM senior vice president and WTS member Diana Mendes. "But this is all very much a lesson in learning to apportion risk. Right now, we're in a period of true innovation, where people are crafting new approaches. It's a time of experimentation, and that's pretty exciting. Look, we can't build our way out of congestion. So we need to use all of the tools we have in our toolbox. The overall message has become pretty clear: don't wait for federal direction. Get out ahead of that on your own."



Diana Mendes
Senior Vice President
AECOM



Jacqueline Hinman
President, International Division
CH2M Hill

CH2M Hill International Division President and WTS member Jacqueline Hinman sees the new paradigm as a natural outgrowth of America's evolving demographics.

"Local entities conceiving and implementing major infrastructure projects is fantastic for several reasons. As major population centers get denser, the need for congestion relief and ease of mobility becomes more pressing. Cities know they need smart transportation infrastructure planning and development because they have a direct and tremendous

impact on quality of life. Cities like Los Angeles understand this, especially when you consider the popular support for Measure R. And I don't really see any down-side of doing this. Smart transport and infrastructure planning make good cities great and great cities even better. And this is a very effective way to ensure optimum planning and implementation."

Ezra Pound said, "All great art is born of the metropolis." But the metropolis is giving

birth to more than just art. Today, cities and metropolitan regions are changing the game in planning, developing, executing, and implementing transportation infrastructure. And Los Angeles is ground zero for this change. Again, Bruce Katz explains.

"The transportation story of Los Angeles plays out on many different levels. I think Los Angeles is at the vanguard of a new kind of federalism in the US where metros lead and ultimately the federal government follows."

METRO EXPRESSLANES ARE HOT

It is said that every reform needs examples more than advocates. In Metro's ExpressLanes project, Metro has provided a stunning example of how cities like Los Angeles are taking the initiative to create much-needed transportation infrastructure.

High-occupancy vehicle (HOV) lanes were once a daring solution. Things change. And on Interstate 10 (I-10) in the San Gabriel Valley and Interstate 110 (I-110) along the Harbor Freeway, Metro implemented a \$290 million pilot program to transform HOV lanes into high-occupancy toll (HOT) lanes. That may sound like a small change. It's not. In fact, it's a daring, innovative, and wholly effective transportation solution. But why make the change?



Stephanie Wiggins
Congestion Reduction Initiative
Executive Officer / Metro

"We know transportation affects our everyday life, and what was exciting and interesting to me was trying something new to expand the choices among LA County residents to improve the quality of life," explains Stephanie Wiggins, Metro Congestion-Reduction Initiative Executive Officer and WTS-LA member. "ExpressLanes have significantly enhanced mobility and reliability, while reducing congestion. But the project has done more than that. It has also introduced a sustainable program that will result in a reduction of greenhouse gas emissions (GHG) by an order of magnitude."

ExpressLanes began in 2008, when the US Department of Transportation designated Los Angeles as a Congestion Reduction Demonstration partner. As a result, Metro and Caltrans joined forces in an agreement that helped secure partial federal funding to convert I-10 and I-110 HOV lanes into dynamically priced HOT lanes. But this project was not only aimed at single-occupant vehicles (SOV). Improved transit service and other driving alternatives were featured prominently in the plan, too. Incorporating a congestion-pricing strategy, the project would encourage transit and vanpool-carpool use, as well as off-peak travel.

With a stringent deadline, the one-year demonstration program was designed to test innovations to existing transportation systems in three sub-regions: the San Gabriel Valley, Central Los Angeles, and the South Bay Cities. No small mandate, these sub-regions represent nearly 50 percent of both population and employment



JOHN LIVZEY

"We're going to be watching this project closely so we can use this as a model throughout the nation," said Federal Highway Administrator Victor M. Mendez at the February opening of ExpressLanes on the I-10.

CONTINUED ON PAGE 18

PROJECT BRIEFS

THE ARTI OF THE DEAL: Illustrating Why Local Can Be Better



“Local users pay the bulk of tolls. So political accountability should be at the state and local levels.”

Fredric W. Kessler
Partner, Nossaman, LLP

Think globally; initiate locally. With that as doctrine, Metro and the California Department of Transportation (Caltrans) have created the Accelerated Regional Transportation Improvements (ARTI) project, a prime illustration of the growing movement of locally initiated and funded major infrastructure projects.

"The ARTI is an excellent example of how transportation is being transformed through innovation measures propelled at the local level. This project never would happen—never would have been conceived—except at the local level," explains Fredric W. Kessler, a partner at Nossaman, LLP, a Los Angeles-based national law firm with expertise in alternative delivery, particularly public-private partnerships (P3). "ARTI is a product of Metro's P3 program, drawn from a number of different elements in their long-range transportation plan. It's a new way to bring them all together and package them to improve the efficiency of financing, overall cost, the use of different local sources of financing, and to accelerate project delivery by 20 years."

The \$725 million ARTI project will be procured as an *availability payment P3*, a P3 where a public entity compensates a private entity based on achieving particular project milestones and keeping the facility up to operating and maintenance performance standards. A combination of several smaller projects, the ARTI includes the resurfacing of the general-purpose lanes and the addition of two managed lanes for approximately 10 miles of the I-5 north in Los Angeles County, the expansion of the SR-71 gap connector in Pomona, and the construction of several sound walls. By grouping these projects together in a P3 procurement, Metro looks to improve significantly the benefit-to-cost ratio through economies of scale.

But the procurement choice saves more than money. Had Metro pursued these projects traditionally, they could not have been completed until 2040. With the P3 methodology, the projects can be built and available for public use as early as 2019. Kessler sees ARTI as a bellwether for the nation.

"The federal government is not the impetus or funding source for moving these projects forward. Most of the money for ARTI is local money: Measure R, Proposition C, a little bit of Regional Surface Transportation

Program funds, and some Congestion Mitigation Air Quality Management money. There is also tolling of the I-5 HOT lanes, which is critical to the financing package. But even if there is a little federal money, as there is in ARTI, that invokes an entire overlay of federal laws and regulations on procurement, contract document elements, and certain approval rights over the whole project.

"One of the things we're starting to see because of this change in the sources of funding is a push to remove the federal regulatory overlay when the majority of funding on a project is non-federal, like ARTI. Tolling faces a similar federal issue. In general, federal law prohibits tolling of interstates or any other highways funded with federal gas taxes. MAP-21 (the Moving Ahead for Progress in the 21st Century Act) introduced a number of significant exceptions to this tolling ban on federally funded projects. And that makes sense. Tolling is a quintessentially state and local decision. Local users pay the bulk of tolls. So political accountability should be at the state and local levels. Many want to see federal law further changed to remove all federal controls over tolling, other than requirements to use the tolls for transportation purposes, and leave this decision to state and local governments. This is where the money is coming from for many projects, particularly here in Los Angeles. So the movement to initiate and fund things locally is having growing national effects."

Think globally; initiate locally. With the Accelerated Regional Transportation Improvements project, Metro and Caltrans have done just that.

PROJECT BRIEFS

THE PORT OF LOS ANGELES:

Changing the Channel and Looking for Depth

For the Port of Los Angeles (POLA), the nation's largest gateway for containerized trade, there is nothing more important than the depth of its main channel. Conducted by the US Army Corps of Engineers for POLA, the recently completed 10-year, \$375 million Main Channel Deepening Project (MCD) increases the main channel from 45 feet to 53 feet to accommodate the next generation of bigger container vessels from around the globe.

"The MCD project is a major milestone in the Port's ongoing efforts to ensure its global competitiveness, continued growth, job creation," explains POLA Chief Harbor Engineer Tony Gioiello. And it was no small undertaking.

During the 10-year effort, the Corps relocated 15 million cubic yards of dredge materials—nearly twice the amount of earth moved to create Dodger Stadium. But the Corps did not do it alone. Manson Construction Company, Great Lakes Dredge & Dock Company, and Connolly Pacific Company formed a tri-venture, along with numerous subcontractors and consultants. According to Port Project Manager John Foxworthy, "Making sure everyone was on the same page was the greatest challenge." And that challenge was met.

"Completion of the Main Channel Deepening Project has been our single most important infrastructure project," said Port Executive Director Geraldine Knatz, Ph.D. "We're grateful for the work of the US Army Corps of Engineers and everyone on the Port team who helped bring this critical infrastructure priority to fruition."



Harbor Engineer and WTS-LA Director-at-Large Dina Aryan-Zahlan adds, "The Port's container terminal tenants rely on the Port's deep channels to move cargo. But the importance of the Port extends well beyond the local area. These container terminals generate about 74 percent of Port revenues

and help facilitate hundreds of thousands of direct and indirect jobs throughout Southern California. More than 43,000 direct jobs are connected to marine terminal operators at the Port. So the MCD project was a matter of substantial economic importance."



JOHN LIVZEY

Author Irene Peter said, "Just because everything is different doesn't mean anything has changed." Peter's observation describes perfectly the current situation for women and minorities in the boardroom, transportation, other public sector entities, and the private sector. Things have changed, but maybe not as much as many think.

“Women and minorities really need to claim more territory.”

Liz Levin
President, Liz Levin & Company

"From my perspective it's better than it used to be, but it certainly isn't where it *should* be," explains Liz Levin, president of Liz Levin & Company and WTS International Advisory Board Chair. "Companies and firms understand that the world needs diversity, but they also struggle to know what to do to get there. The public sector has done better than the private sector. At the entry-level position through mid-level management, women are doing better. But at the leadership level and on boards, it's still predominantly male-dominated. So at the very top we don't have the kind of diverse leadership that could help initiate the kind of change we need."

A VIEW FROM THE TRENCHES

LEADERSHIP AND DIVERSITY: Coming Apart at the Seams

President of Liz Levin & Company—a management consulting firm serving the transportation, design, and environmental community—Liz Levin serves on the Board of Directors of Normandeau Associates. She is the former chair of the Massachusetts Government Appointments Project (MassGap) and served on the MassDOT and MBTA Boards of Directors. From 1998 to 2000, she served as WTS national president.

A 2012 study by *Forbes* magazine supports her perspective. According to "Diversity & Inclusion: Unlocking Global Potential: Global Diversity Rankings by Country, Sector and Occupation," the US ranks ninth in terms of workforce diversity. Though that sounds positive, breaking down that figure bolsters Levin's view of unequal distribution. Not surprisingly, females are extremely *under-represented* in transportation. Out of fourteen categories measuring women's roles, transportation ranks eleventh, above only public administration, mining, and construction. Things in the boardroom are worse.

The study reveals, "The C-level and senior management positions are woefully bereft of diversity. Out of 1.5 million chief executives in the U.S., just one-quarter are women and only one in ten are ethnic minorities. . . Taken together, the data reveal the power of long-established cultural norms in shaping individual career choices, and that, in turn, affects companies' global diversity efforts. Tackling these diversity challenges in the U.S. and abroad is going to be extremely challenging."

Levin could not agree more.

"By and large, we still follow the white male hierarchical model. So the next step is going to be the introduction of new models in our organizations. If we do that, diversity will be much more successful. Without the infrastructure to empower diversity, diversity can't thrive.

"We need to look at leadership—from the CEO to the board—and make sure there is far more balance and representation. There has to be an interest in incorporating the style of diverse populations into decision making. That must be a top priority. I also think women and minorities really need to claim more territory. People still say that women and minorities are 'not working hard enough.' I think we work plenty hard and make substantive contributions. But the culture just doesn't respect them as much. Finally, we should also be out there voting to bring about the changes we need."

Levin also points out, though, that there are still victories for women, even at the highest levels. Recently, CH2M Hill CEO Lee McIntire announced that CH2M Hill International Division President Jacqueline Hinman will be the company's next CEO. For Levin, this is bellwether news.

"I am thrilled with Jacque's appointment as CEO of CH2MHILL. She is wonderfully talented and represents the future of our industry. And it is time!! This is exactly the kind of appointment that advances profound change for women and our industry."

Irene Peter said, "Just because everything is different doesn't mean anything has changed." While the situation for women and minorities has changed, only through structural, organizational change can profound advances be realized across the board.

PROGRAMS LINEUP

WTS Los Angeles is nationally renowned for its relevant, thought-provoking programs. Designed to enrich its members' professional lives, these programs (developed under the leadership of WTS-LA 1st Vice President - Programs Behjat Zanjani of IEM) present leading transportation decision makers covering the most important trends and issues. And this year's roster is no exception.

SEPTEMBER

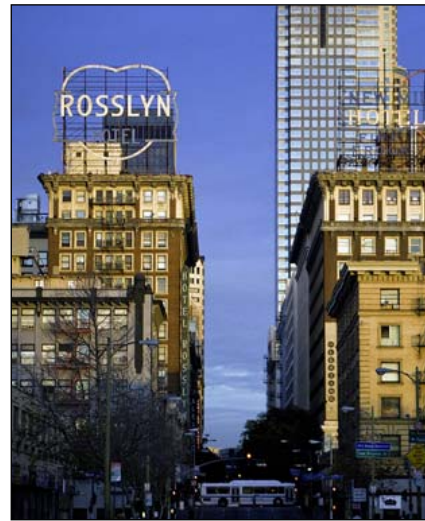
A Golden Statement for Transportation from CalSTA Secretary Kelly



This will explain the reorg chart. Last April, California's Little Hoover Commission recommended reorganizing state agencies. Thus, the California State Transportation Agency (CalSTA) was born to focus solely on California transportation and policy. Governor Brown selected California transportation stalwart **Brian P. Kelly** to serve as CalSTA Secretary. And on September 19, WTS-LA welcomed him to present his vision for the CalSTA and California transportation. Routinely listed in Capitol Weekly's "Top 100 List" of major players in California politics, Kelly served previously as acting secretary of the Business, Transportation and Housing Agency, where he helped direct its reorganization. This event was chaired by Programs Co-Chair Amanda Smith of AECOM.

OCTOBER

A Moving Approach to the Streets of Los Angeles



JOHN LIVZEY

"Always take Fountain," advised film legend Bette Davis when asked for her most profound advice for surviving in Los Angeles. Though valuable counsel still, things have changed since Davis drove the streets of Hollywood. And on October 22, Los Angeles Department of Transportation (LADOT) General Manager **Jaime de la Vega** – along with pedestrian/bike experts **Margot Ocanas** and **Tina Backstrom** – returns to WTS-LA to explain exactly where those streets are going, as well as other key transportation initiatives in the City of Angels. Always entertaining and informative, de la Vega has provided critical continuity for LADOT, as well as vision and efficiency. Join us to see what he has planned for our future. This event is chaired by Programs Co-Chair Jill Liu of Fehr and Peers.

NOVEMBER

A Dinner Where the Entrée Is Invaluable



JOHN LIVZEY

Food is important, but not as important as access. So food will take a backseat to the honors and scholarships presented at the *2013 WTS-LA Annual Scholarship and Awards Dinner*. Join WTS-LA for its signature yearly event on November 14 when emcees (and WTS-LA members) **Doug Failing** (Metro Highway Project Delivery Executive Director) and **Martha Welbourne** (Metro Countywide Planning Executive Director) will name the people and projects who are shaping the future of transportation in Los Angeles.

COMMITTEE REPORTS

MEMBERSHIP COMMITTEE

It's Not Who You Know; It's Whom



JOHN LIVZEY

Transportation is a people business. So who you know is just as important as what you know. And who you meet can make the difference in your career. At virtually every meeting and event, WTS-LA puts you next to the most important transportation industry decision makers. That's what makes membership so valuable. Featuring programs and members-only events that define Southern

California transportation, WTS-LA matters to your career, whether you're a CEO, mid-level executive, entry-level engineer, or transportation student. WTS-LA also strives constantly to expand its reach in all transportation sectors and modes. With special membership rates for professionals in the public sector and STEM/transportation educators at universities, technical schools, and other post-secondary institutions, WTS-LA even offers free annual membership for veterans. To find out more about membership and its benefits, contact Second Vice President (Membership) Paula Hernandez of LTK Engineering at phernandez@ltk.com or Membership Chair Eileen Ryder of URS at Eileen.Ryder@urs.com.

SCHOLARSHIP COMMITTEE

Anyone Out There Interested in \$20,000+?

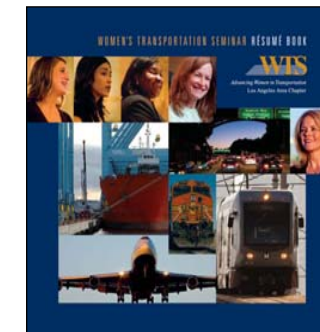


JOHN LIVZEY

Money talks. And WTS-LA helps it speak for deserving women studying transportation. The WTS-LA Scholarship Committee awards more than \$20,000 in competitive academic scholarships each year to women in high school, certificate, undergraduate, and graduate programs in transportation-related fields, including transportation engineering, planning, finance, or logistics. Scholarship Chair Elisabeth Rosenson of Consensus Inc. will be presenting undergraduate and graduate scholarships at the annual WTS-LA Scholarship and Awards Dinner on November 14.

TRANSPORTATION RÉSUMÉ BOOK COMMITTEE

WTS-LA TRB Sounds the Deep End of the Talent Pool



The WTS-LA Transportation Résumé Book (TRB) serves a dual purpose. First, it demonstrates the hard work of emerging transportation professionals from local universities. But it also serves as an outstanding benefit for WTS-LA corporate sponsors, giving them first dibs on this exceptional young talent pool. TRB Chair Diane Kravif [kravif@earthlink.net] gleaned 148 candidates from 11 different schools this year, helping Corporate Relations Chair Dr. Androush Danielians of HDR [androush.danielians@hdrinc.com] present tomorrow's transportation stars today exclusively to WTS-LA corporate partners.

27th Annual Scholarship & Awards Dinner

IN ASSOCIATION WITH LAWTSF

WTS Los Angeles Woman of the Year Stephanie Wiggins

Executive Officer
Congestion Reduction Initiative / Metro

WTS Los Angeles Employer of the Year Port of Long Beach

WTS Los Angeles Member of the Year Professor James Elliott Moore II

Vice-Dean for Academic Programs
Viterbi School of Engineering
University of Southern California

WTS Los Angeles Educator of the Year Margarita Aguilar

Lead Teacher, Phineas Banning High School
Global Environmental Sciences Academy

WTS-LA Diversity Leadership Award Linda B. Wright

Executive Officer
Diversity & Economic Opportunity / Metro

WTS-LA Innovation Transportation Solutions Award Metro ExpressLanes

Make your reservations now at www.wtsevents.org/chapter/LAWTSF/ to ensure your presence with top-level transportation decision makers in Los Angeles. For information about event sponsorship or to purchase a table, contact Co-Chairs Natasha DeBenon (Arcadis) at 714-852-9012 or Abdollah Ansari (CDMSmith) at 213-457-2181 or at WTSLosAngeles@gmail.com.

MEMBER PROFILES

Lupe Valdez

Director of Public Affairs
Union Pacific Railroad

**Lupe Valdez: Keeping UP with the Communities**

The Omaha-based Union Pacific Railroad (UP) is the largest railroad network in the United States, with more than 47,000 employees, 8,000 locomotives, and 32,000 route-miles in 23 states west of Chicago and New Orleans. And as UP Director of Public Affairs, WTS-LA member Lupe Valdez is the face of UP for anyone in Southern California who needs to talk to the railroad.

"The biggest challenge local governments and organizations face with any company—particularly with one that travels *through* your community—is finding the right person to talk with to resolve an issue. I am that person for UP in Southern California. I handle communities from Santa Barbara to Imperial Valley. From air quality to train horns at odd hours to overgrowth near the tracks to illegal dumping, I work with elected officials and local communities to straighten things out.

"I also meet with elected officials about projects and programs where there will be a rail component. A prime example of that is grade separation. Grade separations are actually quite an important issue as our population and freight traffic increase. No matter what the issue is, though, we try to be very responsive to our communities."

With UP since 2005, Valdez began her career at the Southern California Rapid Transit District (RTD) and the Los Angeles Transportation Commission (LACTC), later known as Metro. After Metro, she handled public affairs

for the South Coast Air Quality Management District and then the Southern California Regional Rail Authority. In addition to her work at UP, she also serves as a board member for the Los Angeles Chamber of Commerce. Back when she was at the LACTC, though, something very interesting happened that changed her professional life forever.

"When I joined the LACTC, I remember someone said I should go to a meeting and check out this group with a strange name, the Women's Transportation Seminar. So I went. And I still remember it well.

"We went to Chinatown to a restaurant called the Velvet Turtle. And the group was so small we could all sit around one table. There were probably only seven or eight of us in total, definitely not ten people. And I remember Ginger Gherardi was the chair. But as small as the meeting was, it was critically important for me. It was the very first time I saw women in leadership positions in transportation. I thought, 'Wow, there are careers in this field for women! This is pretty cool!' Before that, I had never thought of transportation as a career; I had thought of it as just a job. But that meeting and subsequent WTS-LA meetings gave me exposure to transportation as a career. And I'm still a member today because WTS-LA still provides the same opportunity for me to meet other women in transportation and learn about the pressing transportation issues of today."

The Union Pacific Railroad is the largest railroad network in the United States. And through her work as Director of Public Affairs in Southern California, WTS-LA member Lupe Valdez connects the railroad to the communities it serves.

Cynthia Guidry

Chief of Airport Planning
Los Angeles World Airports

**Cynthia Guidry's Plans Keep Millions on the Move**

There is nothing lax about LAX. LAX, or the Los Angeles International Airport, is the sixth busiest airport in the world, yet it is only one of three airports managed by Los Angeles World Airports (LAWA), a Los Angeles city department. And the LAWA Capital Planning and Programming Group (CPPG) is responsible for developing the plan to implement the vision of the Board of Airport Commissioners and the Executive Director for all three airports. Leading that charge is Cynthia Guidry, LAWA's Chief of Airport Planning and WTS-LA board member.

"We have a \$7 billion capital program and we forecast \$4 billion of expenditures in the next five years, which includes ongoing and new projects. I manage LAWA's CPPG and my team is responsible for the long-term development and modernization plans for the airport, which includes our master planning efforts and shepherding LAWA's capital planning process to produce our overall capital improvement program. We're also responsible for preparing project definition documents for each capital project, as well as executing the environmental and entitlement processes. As you can see, we're pretty busy. Fortunately, I have a great staff."

For what she must accomplish, Guidry needs one.

LAWA's three owned and operated airports are LAX, Los Angeles/Ontario International and Van Nuys Airport. Treated as a holistic

aviation system, the three airports combine to contribute to the economy and quality of life for Southern California, providing a high level of safety, security, and service. Guidry helps ensure that the airport system is fully prepared to fulfill that role.

Guidry began her career with the City of Los Angeles Department of Public Works after receiving her BS in civil engineering from the University of California, Irvine. She has been with LAWA for 12 years and began her aviation career as a project engineer in the airport's engineering group. Guidry later joined the airport's planning group. At that time, the group comprised 20 people; today Guidry manages a group of 60. Rounding out her education, she earned an MBA from Pepperdine University. A longtime WTS-LA member, she credits the chapter with helping to make a meaningful difference.

"Intissar Durham was the Chief Airports Engineer when I joined LAWA. And she was very involved with WTS-LA. She was on the board, and she introduced me to the chapter. Though WTS-LA provides numerous benefits, I was attracted to the Adopt-A-School Program. Adopt-A-School appealed to me because it was about helping high school students learn about transportation careers. I enjoy working with youth and exposing them to different opportunities. We really tried to go into the schools and show them what a transportation career could mean, and how varied the transportation industry is. We were able to make a great impression on these kids. I'd like to think that we changed their lives at least in some small way."

But WTS-LA is not the only way that Guidry changes lives. "It's a privilege to do what I do for a large airport organization. I help millions of people and tons of cargo get to their destination. LAX is a world-class airport and I enjoy being a part of executing its vision."

Pat McLaughlin

Principal
MIG

**Birth of a Notion: The Founding of WTS-LA**

Nelson Henderson said, "The true meaning of life is to plant trees, under whose shade you do not expect to sit." Throughout her extensive career in the transportation industry, Pat McLaughlin has done just that.

"It's very gratifying to work with communities. And my specialty in the last few years has been working with management, boards of directors, and communities and getting people on the same page and moving forward. At MIG, we tend to get involved in projects that start out as controversial and after our engagement end up not being controversial."

A principal at MIG, McLaughlin focuses on public policy, transportation policy, strategic planning, and community engagement. But she began her career far from the madding crowd of urban transportation projects.

"I came from a very rural area that didn't have much in the way of public transportation. But I got interested in transportation as a graduate student at USC by studying the bus system in Los Angeles. Then I camped out at the RTD (the Southern California Rapid Transit District, a precursor to Metro) and at Caltrans doing various graduate research projects. One of the people at the RTD asked me to apply for a position, and that's how I got into transportation formally."

Before earning her master's degree in urban planning from USC, McLaughlin earned a bachelor of science in agricultural economics,

specializing in community development from Purdue University. Rising through the RTD and subsequently the Los Angeles County Transportation Commission, which together became Metro after merging, McLaughlin held several posts, culminating in her service as Deputy Executive Officer for Multimodal Planning and then Managing Director of Strategic Planning and Organizational Development. While at the RTD, she joined the Transportation Research Board (TRB), where she served on committees and panels for over two decades. But she also had another extracurricular activity going on while at the RTD.

"One of my colleagues at the RTD said that there was this women's organization in Washington, and that she really wanted to establish a chapter in Los Angeles. She asked me for help with that. So we gathered a group of colleagues from Caltrans, the Port, etc.; there were probably six or eight of us. And we founded WTS-LA. It was very basic back then. We spent the lion's share of our time cutting up cheese and vegetables!

"But I'm really pleased and amazed at how the chapter has grown. WTS serves a critical function in providing networks for women and men in transportation today. And it's the best venue for a young transportation professional. TRB serves a similar function. In fact, WTS and TRB have a great symbiotic relationship in that regard. They both provide local and national networks as well as tremendous opportunities for growth. At this stage in my career, one of the most important things to me is serving as a mentor. And helping to create WTS-LA is an important part of that legacy."

Nelson Henderson said, "The true meaning of life is to plant trees, under whose shade you do not expect to sit." Throughout her extensive career in the transportation industry, Pat McLaughlin has done just that.

MEMBER PROFILES

Amy Grat

Chief Executive Officer
International Trade Education
Programs, Inc.

**ITEP: Building Student Infrastructure through International Trade**

Poet Denise Levertov said, "Very few people really see things unless they've had someone in early life who made them look at things." International Trade Education Programs, Inc., (ITEP) Chief Executive Officer and WTS-LA member Amy Grat is making each new generation of students look at things—and see a whole new world.

"We help to create ambition where before there was no awareness," says Grat of ITEP. Founded in [1999] and supported by the Port of Los Angeles (POLA) and the international trade sector, ITEP is a 501(c)(3) non-profit organization that connects the international trade business community to the classroom to develop career-ready, college-prepared high school students. "We're the bridge between what's happening in the classroom and what industry needs in terms of a qualified workforce that will help them succeed in a global economy. We marshal the social, intellectual, and financial resources of the industry and transfer that knowledge to young people. But it's also the technical expertise of an accountant and a web designer—all of the functional areas of a business. We want our young people to know that working in transportation is more than being a truck driver."

With a BA in English from San Diego State University, an MA in international affairs from George Washington University, and an MBA

from USC's Marshall School of Business, Grat is well prepared to lead ITEP. She serves on several boards including the Wilmington Chamber of Commerce, the Los Angeles Air Cargo Association, the Harbor Association of Industry and Commerce, and the College of Business Administration and Public Policy at CalState University, Dominguez Hills. So, how did she find her way to ITEP?

"I was at one of the countless rubber-chicken lunches I had to attend and I was in a room with 800 schmoozing women and men. I looked across the sea of suits and saw this table of young people all wearing very smart navy blue shirts with a small globe logo. They were confident, composed, young Hispanic men and women. And they were striking. And they were the first graduating class of Phineas Banning High School's International Trade Academy. When they were called to the podium and told their stories, there wasn't a dry eye in the house. So I approached Carol Rowen [ITEP founder and former POLA Harbor Commissioner] and said, 'Carol, how can I help?' If you know Carol, you can figure out how I arrived in the CEO's chair..."

Grat knows that ITEP and WTS-LA have a very strong, close relationship. In addition to POLA, many of ITEP's founders were from WTS-LA. And WTS-LA continues to support ITEP. How does that make Grat feel?

"I'm new to WTS-LA. But everyone I've met from the chapter is a first-rate professional. And they understand exactly what our mission is and why it's important. They know we need volunteers and support. And in many ways, we have a shared mission and vision."

"Very few people really see things unless they've had someone in early life who made them look at things." Through her work at ITEP, Amy Grat is making each new generation of students look at things and see a whole new world.

Carolyn "Carrie" Pourvahidi

Deputy Director, California
Transportation Commission

**Carolyn Pourvahidi: There's a New Deputy Director in Town**

A time management expert said, "Planning is bringing the future into the present so that you can do something about it now." Recently appointed California Transportation Commission (CTC) Deputy Director and WTS-LA member Carolyn "Carrie" Pourvahidi brings the future to the present, so that she and other transportation professionals can do something about it now.

"Urban planning is a holistic endeavor. It should incorporate a vast array of elements, and transportation is critical to the whole. And that's what I'm looking to do at the CTC. I want to work with all California transportation stakeholders to take advantage of the nexus between transportation, transit-oriented development, land-use, housing, and sustainability for the greater good of California."

Pourvahidi knows of what she speaks. With the California High Speed Rail Authority (CHSRA) since its inception, Pourvahidi served ultimately as its Chief Deputy Director, as well as in virtually every other executive position within the authority. As one of its founding executives she was instrumental in bringing this multi-billion dollar infrastructure program—one of the world's largest—from conceptual level to approval, funding, and implementation.

After leaving the authority, she joined T.Y. LIN International as Director of Transit & Rail –

Western Region, where she supplied, "leadership direction and management, leading strategic and tactical planning efforts, overseeing client relations, and supporting market research." Last August, she reentered public-sector life as CTC Deputy Director. Though many components comprise a successful career in transportation, one element has been constant for Pourvahidi throughout her exemplary career—WTS.

"Having worked on a statewide project, it was important to me to reach out and be part of the communities we were affecting. WTS was a vehicle for networking with other public works agency personnel, as well as consultants and contractors, etc., that are WTS members. WTS always provided outreach for understanding what people's reactions were to certain projects.

"In my new role, it's just as important to stay active in WTS. And I'm a member in multiple cities. Again, being in a statewide position, it's very important to me to be a part of an organization that covers the critical transportation centers of the state. I want input on what we're doing. I want to make sure that the policies we are developing are in line with what the communities want. And WTS is a fantastic way to do that."

The feeling is mutual. Pourvahidi has been recognized many times for her outstanding contributions to the state. In 2008, the WTS Sacramento chapter named her Woman of the Year for "outstanding contributions to the regional transportation community."

"Planning is bringing the future into the present so that you can do something about it now." Throughout her career, Carolyn Pourvahidi has brought the future to the present to make decisions today that last a lifetime. And California and WTS are better because of her efforts.

Todd Matsubara

PhD Candidate
University of California (Irvine)

**From Entrepreneur to Transportation for the Greater Good**

Transportation Science PhD candidate Todd Matsubara had his life path set, and was well on his way down that road, until he realized it was the wrong one. But after a return to academia, he realized his true calling: to contribute to the greater good.

"I was studying business management as an undergraduate at Cal State Dominguez Hills, but really couldn't relate to it and lost interest in school. I decided to take a break, but promised myself I would return when I was good and ready. Stemming from experience gained from my automotive electronics hobby, I was hired for a few years as a contributing editor for a couple major mobile electronics magazines.

"From this, I transitioned into a design engineering position at Clarion Corporation of America, designing factory audio systems for the automotive manufacturers. From cost control to warehousing to transportation, I learned quite a lot. Building on this experience, I opened my own automotive performance parts manufacturing business. I have to say, running your own business really forces you to keep operating costs to a minimum, especially with logistics and transportation."

With things going well, Matsubara decided to return to Dominguez Hills to complete his unfinished bachelor's degree and pursue an MBA. And that was when he crossed

paths with Dr. Hamid Pourmohammadi, who runs the supply-chain management program at Dominguez Hills.

"He noticed that I knew a lot about automotive production, manufacturing, distribution, etc. He pulled me aside and said, 'Have you ever thought about really going into this further? You could really do something that's productive for everyone, you know, for the greater good, like teaching or academic research.'

"I hadn't really thought about anything beyond my MBA, but that was when he really started spending a lot of time training me to see a more academic way of thinking and problem solving. He pretty much sent me down the path I'm on now, researching the impacts of goods transportation in Southern California on neighboring communities."

Today Matsubara is on track to earn his PhD from the University of California, Irvine in June 2015. And he is honored to be studying under the tutelage of his current advisor, Dr. Jean-Daniel Saphores, renowned for his strong background in environmental economics and civil engineering. "He's a great match for what I want to do and I was extremely fortunate to connect with him. Dr. Saphores is definitely an expert in the field; he really knows his stuff."

So how did Matsubara find his way to WTS-LA?

"Dr. Pourmohammadi was soliciting résumés for the WTS-LA Transportation Résumé Book. I submitted my résumé and I was stunned how far it traveled. WTS-LA has quite an impressive reach. When I got to UC Irvine, I found that our transportation research center works very closely with WTS. I participated in a number of activities they have sponsored, and I've been involved ever since."

WTS-LA SCHOLARSHIPS

A GOOD CAUSE AND THE EFFECT



Camille N.Y. Fink

Senior Editor
American Planning Association

Twice We Said Ava Doner Would Be Proud; We Were Right Both Times

You can learn quite a lot from a bus. American Planning Association (APA) senior editor Camille N.Y. Fink discovered a new way of looking at transportation while riding many of them in Los Angeles.

"My background was in sociology and I've always been fascinated with social interactions and the ways in which we engage with the world around us. So I decided to do an ethnographic study of bus riding for my dissertation. I spent countless hours riding buses in Los Angeles, watching people, and participating in that world as a researcher-rider. I used data from that fieldwork to understand the social and spatial dimensions of the transit experience and the implications for the management, operations, and design of transit systems." Her research also covered a range of interesting transportation topics including transit security, women's transportation-related safety issues, ridership factors, etc.

Fink's academic rigor and determination combined with her maverick approach also led to another substantive reward. WTS-LA awarded Fink the Ava Doner Memorial Scholarship twice in 2002 and 2004, as a master's degree and PhD student, respectively. Winning these awards honoring Ava Doner left quite an impression.

"The awards certainly helped fund my studies. But they also were very important to me symbolically. They demonstrated that people in WTS-LA believed in my potential in the field of transportation. WTS-LA acknowledged and invested in me. That's a very powerful message to send to a student who is starting out in a brand new field and on a new career path."

Fink earned her master's degree and PhD in urban planning from UCLA. Today, as the *Planners Press* and *PAS Reports* senior editor for APA books and research papers, she's involved in all phases of the publication process, which in turn, compels her to keep up to date on topics related to planning. But her work at APA also required a sacrifice—relocating from Los Angeles to Chicago.

"It was a big move, but it's been a great change for me. I love being in a new city with a great transit system, where I drive my car once a week at the most. And it's a fantastic city for walking and urban exploration, two of my favorite pastimes."

Though she credits many factors for her success, she believes WTS-LA played a pivotal role.

"WTS is an immense resource for people in transportation—through networking, employment help, mentoring, programs, leadership and professional development, and of course scholarships. The list of tangible benefits of membership goes on and on. But what I think is paramount,

“WTS-LA acknowledged and invested in me. That's a very powerful message to send to a student who is starting out in a brand new field and on a new career path.”

Camille N.Y. Fink
Senior Editor
American Planning Associates

what is really invaluable, is what the organization represents through its work—the commitment to fostering and enabling the success of women in transportation. Nothing is more important than that. And while transportation has become more diverse over the years, women in the field still benefit greatly from having access to role models, mentors, and colleagues through WTS."

You can learn quite a lot from a bus. Camille Fink clearly has. But she's also done more. Embodying WTS-LA pioneer Ava Doner, she has used two WTS-LA scholarships to further her career in transportation.



WTS-LA's Gino Makes Room for Science

Former WTS-LA board member, treasurer, *Educator* and *Member of the Year* Emilie Gino has added another title to her name—benefactor. Gino spent more than four decades as an educator, but her education began at Wilkes University in Wilkes-Barre, PA, where she has been a longtime supporter. This year Wilkes University recognized Gino by naming the state-of-the-art Cenosphere Research Institute Lab in the new Lawrence and Sally Cohen Science Center in her honor.

ENR Trumpets Blair as New West Coast Bureau Chief



Scott Blair knows how the West is done. Previously editor-in-chief for *Northwest Construction Magazine*, Blair is now editor-in-chief for *ENR Southwest* and southwest

bureau chief for *Engineering News-Record (ENR)*. Now he can add another title to his belt: ENR West Coast Bureau Chief. "I cover California and the Southwest... covering architecture, engineering and contracting in California, Arizona, Nevada and New Mexico. These magazines focus on the people and companies working on large and small projects that make a difference in local communities and the trends that impact the construction industry." He can be reached at scott.blair@mhfi.com and followed on Twitter at @ENR_CA.

I N T H E N E W S



BergCM Wins CMAA Award After Finding Perfect Platform for Their Expertise



Transportation Architect and WTS-LA Member Ann Kovara Transits to PB



You *can* judge a book by its cover. Ann Barr Kovara boasts more than 30 years experience as an architect and project/construction manager on major transportation and transit projects. Recently, she joined PB as a Senior Supervising Architect in Parsons Brinckerhoff's Los Angeles office. But she's also writing a book about world-renowned woodworker Sam Maloof, inspired by her experience moving his 10,000-square-foot, complex house/workshop (built over 50 years, it had to be moved in 11 segments) to make way for a freeway improvement. While completing her book, Kovara looks to "expand the transit infrastructure network in Southern California."

In Los Angeles, it's good to be recognized. And BergCM gained considerable recognition for its construction management expertise on Metrolink's Platform 7 upgrade project at Union Station. An \$8.5 million project to improve one of the station's original boarding platforms, the work included restoring Tracks 13, 14, and 15, which had been removed from service more than 35 years ago. But there was a catch. Among many significant challenges, project manager Cass Hamvas and her team overcame the default of the original contractor midway through the project. In a letter Metrolink project manager Stuart Chuck wrote, "Berg Resident Engineer, Cass Hamvas, did an exceptional job in supporting [Metrolink]... once the takeover contract was brought in, Ms. Hamvas and the Berg inspectors helped the contractor get up to speed quickly so the aggressive completion schedule could be met and made sure that the result was a high-quality product." For its outstanding efforts, BergCM was awarded the 2013 Construction Management Association of America's Southern California Project Achievement Award.

When the Teacher Is Ready, the Award Appears



This is an example of credit where credit is due. Director of Transportation Planning for the Port of Long Beach and USC lecturer Eric Shen has received the 2013 ITE Western District Outstanding Educator Award. WTS-LA board member and USC Vice Dean for Academic Programs

CONTINUED ON PAGE 16

I N T H E N E W S

at the Viterbi School of Engineering Jim Moore congratulated Shen, a fellow WTS-LA board member: "This is well deserved. You have made yourself a wonderful resource for USC Viterbi and Price School students, and we are grateful to you. The courses you deliver for us are exceptional." Characteristically, Shen replied, "Teaching is a privilege. I am fortunate to be associated with a great institution like USC and to be able to inspire new generations about the many opportunities in the transportation field."

Best US Online Graduate Engineering Program in USC's DEN

US News and World Report named University of Southern California's Viterbi School of Engineering as the number one graduate online engineering program in the country. According to

Prof. James Elliott Moore II, WTS-LA Director at Large and Vice Dean for Academic Programs in the Viterbi School, USC's Distance Education Network (DEN) provides access to more than 40 masters degree programs, graduate certificates, and professional courses. Moore extends credit for this singular accomplishment to DEN Executive Director Binh Tran, Executive Director of Corporate and Professional Programs Candace House, and Graduate and Professional Programs Senior Associate Dean Kelly Goulis.

Metro and Stantec Recognized for Growing Orange Line in the Valley



The Metro Orange Line Extension is many things to many people. For transit riders, it's dedicated bus rapid transit, bringing critically needed north-south connectivity in the densely populated western San Fernando Valley. The Metro Orange Line Extension is an unqualified success, and Metro and Stantec construction management consultant team overcame challenges to create it. And they did an amazing job. The \$215 million Orange Line Extension opened in June 2012, four years ahead of Metro's Long Range Plan and \$62 million under budget. And these efforts were noticed within the transportation industry. The project won the Construction Management Association of America's Project Achievement Award, and the California Transportation Foundation named it the "Large Transit Project of the Year."

Transportation Takes Up Space with Timely, Record-Setting Launch



The transportation industry is no longer bounded by the Earth. On June 21, NASA's Flight Opportunities Program (FOP) celebrated its first successful commercial launch. SpaceLoft 7 was the first suborbital rocket to carry multiple space technology

payloads for the program. FOP provides spaceflight availability for researchers, while supporting the commercial space industry. The 19th launch since 2006 from Spaceport America in New Mexico, the June 21 flight marked the first fully manifested flight for FOP. Reaching an altitude of 74 miles—a spaceport record—SpaceLoft 7 payloads experienced 17 Gs and four minutes of micro-gravity and included experiments for NASA, the FAA, the Air Force, and 60 students.

Reported by Loretta Hall.

Editor's Note: Ms. Hall is the author of *Out of this World: New Mexico's Contributions to Space Travel*.

Mass Transit Profiles COMTO's 50-Year Effort to Bring Transportation to a New Level



WTS member, AECOM vice president, and Conference of Minority Transportation Officials (COMTO) national board chair Robert Prince knows firsthand why COMTO is essential. "I started working for the Massachusetts Bay Transportation Authority (MBTA) in 1976, driving a bus. [Prince rose through the ranks to become the first African American general manager of the MBTA.]... You have to remember what things were like back then. When I looked for a role model, the only one I could find was in a mirror. COMTO showed me there were more of me—above and below my level." Prince's words appear in, "COMTO: Resetting the Nation's Transportation Agenda" the COMTO profile in *Mass Transit* (05/10/13)."



JOHN LIVZEY

DCA Civil Engineering Group: The Little Engineering Firm that Does

Though small and founded in 1983, DCA Civil Engineering Group works big. "We're classified as a VSBE—very small business enterprise. But we're very diverse and very cost effective," explains Penelope Cornwall, DCA's Chief Operating Officer and CFO and currently Los Angeles Women's Transportation Scholarship Foundation president. "We only have 19 people, but they represent 13 different countries. And I muse that we're a lean, mean machine, especially given our roster of projects." But she notes, "We also take time for our kids' soccer games and what have you." Reflecting its diverse capabilities, DCA specializes in civil engineering, land planning, surveying and mapping, and utility planning. True to form, Cornwall is also a Los Angeles County Aviation Commissioner and a former commercial pilot and flight instructor. "I'm passionate about the aviation commission for many reasons, but particularly because smaller airports provide considerable unsung value, especially in disaster situations like earthquakes."

Critical Soft Skills Got a Hard Look When Carl Selinger Returned to WTS-LA



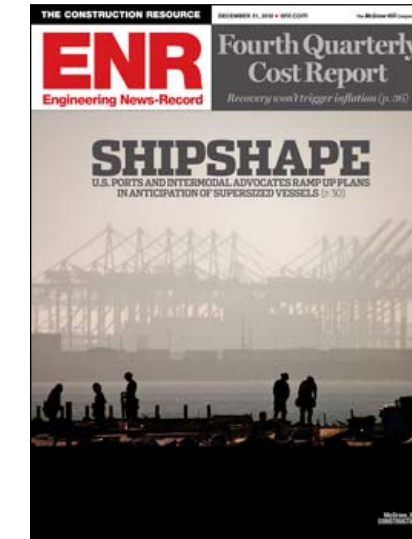
JOHN LIVZEY

WTS Greater New York member and former Member of the Year Carl Selinger returned to

WTS-LA on August 8 and presented the "dozen soft skills every transportation professional needs to know." An aviation business strategist, Selinger conducts a renowned

seminar on a range of critical skills including decision making, priority setting, and time management; people and leadership skills; and improved communication. And this one, chaired by Professional Development Co-Chair Avygail Sanchez of HNTB, was very well received. Nearly two dozen members benefited from Selinger's soft-skills wisdom. Participants remarked that the, "Topics covered were really well chosen," and "Great workshop!" and "I love the hand-outs and Carl's interaction with the class."

Livzey Covers the Waterfront – And Wins!



For their cover story "Shipshape," *Engineering News-Record* (ENR) engaged WTS-LA corporate partner John Livzey to photograph the Port of Long Beach's preparations for handling new "supersized vessels." The result? Stunning and effective. While not the first time a Livzey photo has graced ENR's cover, more than 300,000 readers viewed this one. But that's not all. The American Society of Business Press Editors were so enamored with the photo that they awarded it the Silver Medal in their 2013 Azbee Awards for "Graphics Excellence" for a front cover photo.

Metro Launches an Actual Underground Art Scene with Metro Art Moves_DTLA



Like transit, art moves people. Expanding on its highly successful year-round transit-art program, Metro has launched Metro Art Moves_DTLA, a new summer art program to increase ridership and expose riders to the agency's diverse collection of 300+ artworks. Building on Metro's docent-led approach, Metro Art Moves_DTLA will have local artists co-lead tours, combining extensive knowledge of the artworks with activities to heighten engagement and demystify Metro's system. Established in 1989, Metro's art program has commissioned more than 300 artists to create a diverse collection of temporary and permanent projects. Selected through a peer-review process with community input, artists create work specifically for each transit-related site.

I N T H E N E W S

WTS-LA's Carlos Morgner Has a Rail Serious Vision for Pan-Am Freight



JOHN LIVZEY

WTS-LA member, corporate partner, and president and founder of Morgner Construction Management, Carlos Morgner thinks big, rail big. And at last year's Rail-Volution, he presented his revolutionary concept for a Pan-American Rail Corridor (PARC). Stretching from Canada through the Central United States and forking out in South America to Brazil and Argentina, the PARC would provide unfettered freight rail transport on a 24-hour basis for North and South America. Consolidating a host of local and regional freight rail networks, the PARC would fuse into a single transcontinental freight rail corridor. In addition to boosting international trade, the PARC would provide numerous additional benefits including economic development, job creation, and sustainability. Morgner and PARC Executive Director Leticia Chacon presented the PARC to the fifth annual The Americas Business Forum 2013 (9/25-26) at UCLA, as well as at other international and business forums. For more information, contact Chacon at lchacon@panamericanrailcorridor.com or 818-461-8100 or visit www.panamericanrailcorridor.com.

June Susilo Discovers First Hand How Transportation Transforms



JOHN LIVZEY

Recently, WTS-LA Communications Co-Chair June Susilo returned to Vietnam, her birthplace. What she saw stunned her. "We stayed in a hotel overlooking the beach where my family left by boat 33 years ago. Seeing how [Da Nang] transformed is amazing! There are 6 new bridges, TOD, wider streets, pedestrian walkways—none of that was there 12 years ago." Crediting improved transportation infrastructure, Susilo (a project manager with AECOM) sees global lessons in local improvement. "The city is so much more bustling because transportation has improved. There's a real sense of pride, mixed with hope and accomplishment. Had the government not invested in infrastructure, Da Nang would not be where it is today."

METRO EXPRESSLANES ARE HOT

CONTINUED

in LA County! With dynamically based traffic-flow tolling, the program offered improved transportation options, as well as greater choice for all commuters, HOVs, SOVs, and transit riders.

But nothing speaks louder than results. And the results are in. On November 10, 2012, the first ExpressLanes in Los Angeles County opened along I-110. ExpressLanes on the I-10 followed quickly on February 23, 2013. So far, here is what ExpressLanes have accomplished:

- Travel speeds above 45 mph during peak hours (5 am–9 am and 4 pm–7 pm Monday through Friday) 100 percent of the time.
- Improved on-time performance for buses using ExpressLanes.
- 180,000 registered and activated electronic FasTrak transponders (necessary for ExpressLanes) as of July.
- Metro projects FasTrak deployment to grow by more than 15,000 transponders per month (as ExpressLanes awareness grows).

In addition, it is projected that the ExpressLanes project will remove 12,593 passenger vehicles from local roadways each year. That means more than seven million fewer gallons of gasoline consumed.

Every reform needs examples more than advocates. And Metro's ExpressLanes project serves as a perfect example of exactly how cities and metropolitan regions are reforming how transportation infrastructure is getting done.

RECENT PROGRAMS

The Bucks Started Here

On Wednesday, July 31, Los Angeles Metro Board Chair **Diane DuBois**, Caltrans Chief Deputy Director **Norma Ortega**, and FTA Deputy Administrator **Therese McMillan** presented their respective visions about how transportation projects get funded on the federal, state, and local level. More than 200 guests—including one of the largest contingents of dignitaries to attend a WTS-LA event—joined mayors, public works directors, and decision makers from the Gateway Cities and WTS-LA members to learn how future transportation funding will affect Los Angeles County. This event was chaired by Programs Co-Chair Jill Liu of Fehr and Peers.

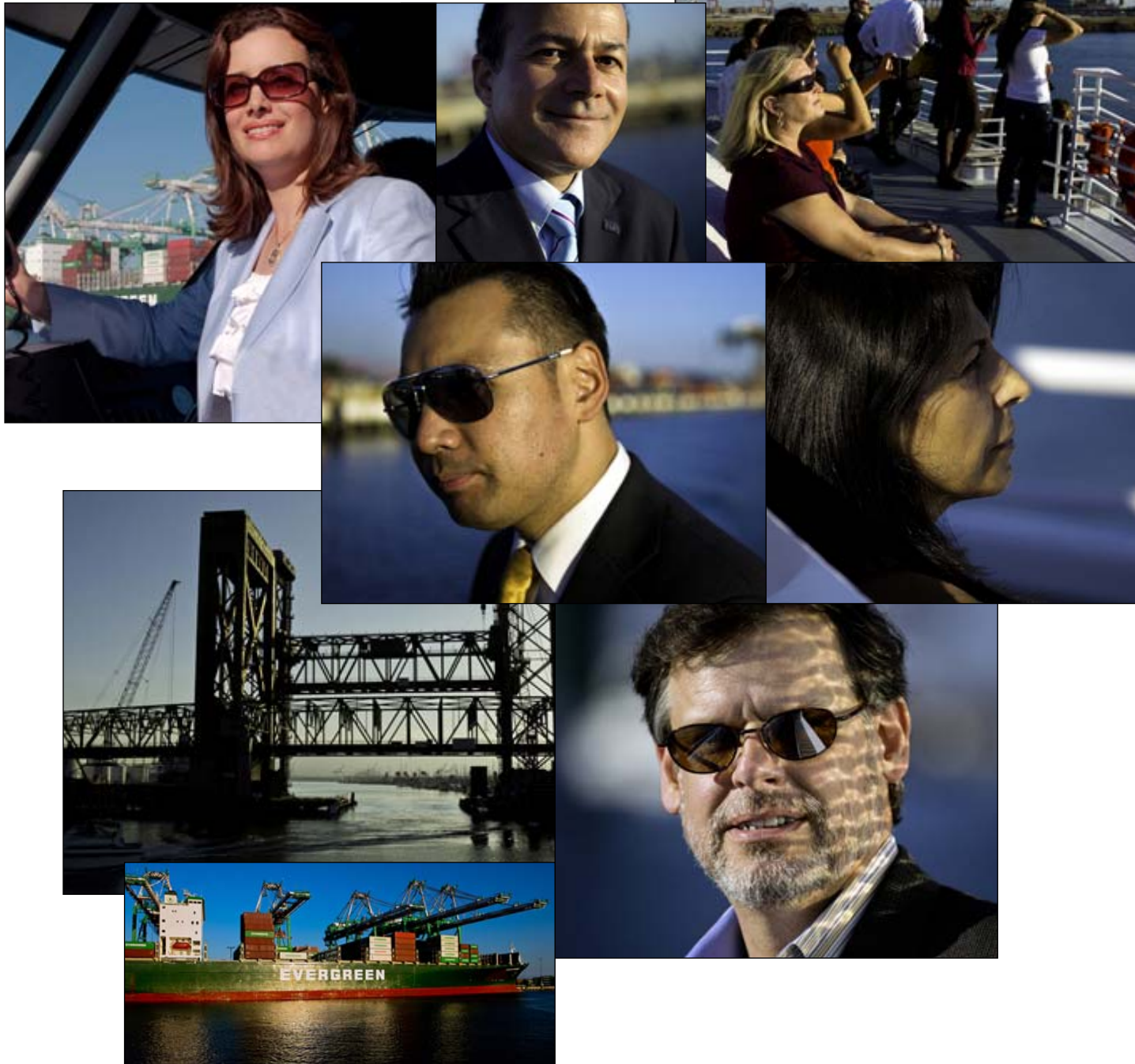
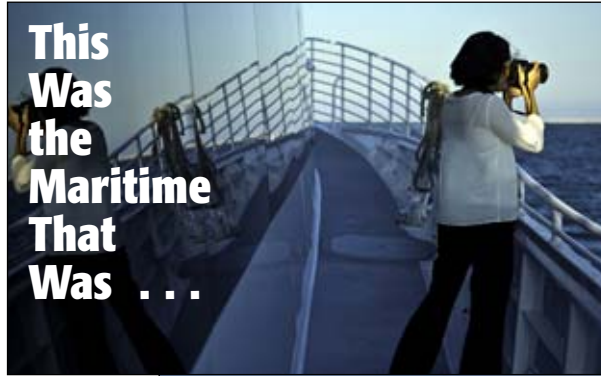
Photos by Koop Films.



RECENT PROGRAMS

On Thursday, August 15, Port of Long Beach (POLB) Acting Deputy Executive Director and Chief Operating Officer **Dr. Noel Hacegaba** and Port of Los Angeles (POLA) Chief of Design Engineering and WTS-LA board member **Dina Aryan-Zahlan** took to the seas with to serve as tour guides for an incomparable WTS-LA members-only cruise of POLB and POLA. POLB Director of Transportation Planning, USC lecturer, and WTS-LA board member **Eric Shen** also welcomed more than two dozen USC students on board. Reports have it that a good networking time was had by all. This event was chaired by Programs Co-Chair Lisa Karwoski of Hatch Mott MacDonald.

Photos by John Livzey; photo of Dina Aryan-Zahlan by Koop Films.



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