



# MOVITE JOURNAL

MISSOURI VALLEY SECTION OF THE INSTITUTE OF TRANSPORTATION ENGINEERS



**JANUARY/FEBRUARY 2016**

**VOLUME 56 | NUMBER 1**



# WHAT'S INSIDE?

**14** **LOOKING FORWARD:**  
2016 MIDWESTERN/GREAT LAKES DISTRICT MEETING  
2016 ITE ANNUAL MEETING & EXHIBIT  
2016 MOVITE SPRING MEETING

*Click above articles for direct viewing of page.*

*We are always looking for great content from studies, projects, or personnel spotlights. If you want to share your thoughts about the Journal or have an idea for a feature story, please contact Chris Rolling at [crolling@olssonassociates.com](mailto:crolling@olssonassociates.com).*

## UPCOMING EVENTS!

### **MOVITE SPRING 2016 MEETING**

April 20 - 22, 2016  
Wichita, Kansas

### **ITE 2016 Annual Meeting and Exhibit**

August 14 - 17, 2016  
Anaheim, CA

### **MOVITE FALL 2016 MEETING**

October 5-7  
Oklahoma City, OK

### **MIDWESTERN DISTRICT STUDENT LEADERSHIP SUMMIT**

Fall 2016 (exact dates TBD)  
Iowa State  
Contact Nicole Oneyear at:  
[NONEYEAR@GMAIL.COM](mailto:NONEYEAR@GMAIL.COM)  
for more information.

## STAY UP TO SPEED!

Click here to stay up to date with upcoming events on the **MOVITE Events Page**

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# PRESIDENT'S MESSAGE

## MICHAEL HOFENER, PE

MOVITE members,

What an exciting time to work in the transportation industry. Technology is changing at the blink of an eye and our industry will benefit greatly from its advancements. From the improvements in data collection equipment to vehicle detection to the vehicles themselves, these improvements are changing transportation as we know it.

As members of ITE, we are transportation industry professionals who are positioned well to not only embrace the coming changes but can help lead it. ITE is made up of the most intelligent transportation professionals in the world. The information flow that occurs within our organization puts us in a position to set standards, develop new processes, conduct meaningful research, and educate elected officials and decision makers.

ITE is an international organization, but the real work happens at the section and chapter levels. The foundation of ITE is the professionals who envision, design, construct, and maintain transportation systems on a daily basis. Those are precisely the members of MOVITE. Many of our members have volunteered their time at the ITE International level, graduated from Leadership ITE, and even served as ITE International Presidents and ITE International Vice President. I'm proud to be a member of MOVITE and feel a great responsibility serving as president of a section that has such great influence on the organization.

My goal through the upcoming year to encourage us to build on the foundation that has been created through previous leadership in MOVITE. We also need to embrace change and not be afraid to approach challenges differently than what may have been done in the past. In particular, the goals I'll strive to achieve this year are:

- **Encourage membership** by promoting the new Agency Membership and 30 by 30 Young Member Program.
- **Support ITE** at both the district and international levels including the many technical councils that drive the information flow within our industry.
- **Embrace change** and stretch our comfort zones so we are prepared to accept the challenges that lie ahead. The places that we will take our industry will be limitless.
- **Garner excitement for the future.** If the era of the Model T can be likened to the Flintstones, we

are entering the era of the Jetsons. I want to encourage our members to lead our industry with excitement for the future.

- **Share your passion!** We do what we do because we are passionate about it. We the unique and highly specialized ITE community should celebrate our passion and share it with others.



The theme for the upcoming 2016 International ITE Annual Meeting to be held in Anaheim, California is "Expanding Our Horizons – Change. Challenge. Opportunity." I feel this is a very poignant and appropriate theme. Without change there is no challenge and without challenge there is no opportunity. Let's embrace change with excitement and challenge ourselves to recognize opportunities to change the transportation industry with passion towards a future that we can only dream about.

Michael Hofener, PE



# MEET A MEMBER

## ANDREW WARREN

Andrew Warren has served in the Transportation Planning Division of the Arkansas State Highway and Transportation Department since 2007. He is a recent addition to the MOVITE community. Andrew is a registered Professional Engineer (AR) and a PTOE.

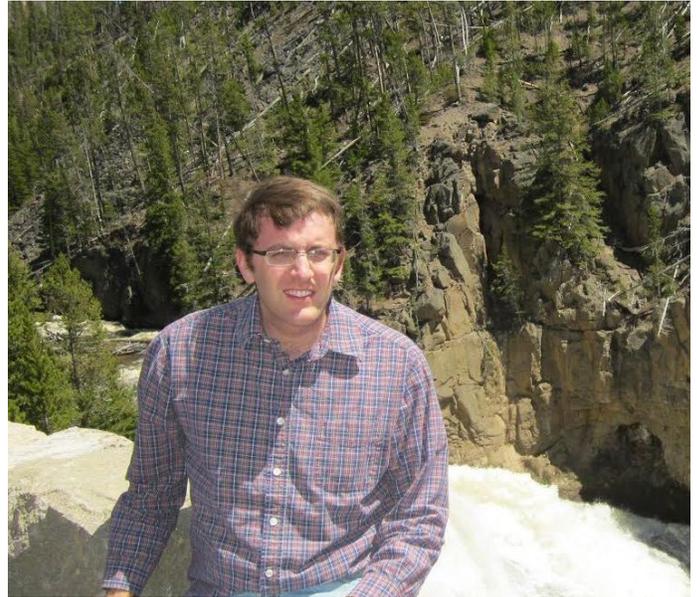
**Who or what has been the greatest inspiration in your career?** I could name a whole host of family members, friends, teachers, and co-workers who inspired me. But my first true introduction to transportation planning came through the game of Sim City. I spent entire weekends building metropolises. I was most fascinated at solving the traffic problems indicated by the game. It turns out that the software was essentially just running a simplified travel demand model. To this day, I have friends that are convinced I just sit in an office and play Sim City all day long.

**What is your favorite MOVITE Memory?** Having recently joined, I don't have an exuberant number of memories. I do remember the MOVITE spring meeting in northwest Arkansas that I participated in during graduate school. It was fascinating to see transportation concepts being applied in real life, and not just in a classroom setting.

**What is something interesting that few may know about you?** I've been to 17 countries, 49 states, and over 1,300 counties. It is fascinating to experience differences in culture both across the United States and throughout the world. Not knowing the local language is an especially humbling experience. Things we take for granted (individualism, a highly scheduled life, western style toilets) are actually atypical on a worldwide basis. Such travels really change your entire understanding of life. It is also fascinating to see the transportation projects we all read about, and to see how transportation is different throughout the world. My experiences include 200 MPH trains in Europe, much slower overcrowded trains in rural India, pedicabs in New Delhi, and dirt roads between 25,000 person cities in Haiti. Domestically, I've gotten to cross almost every famous bridge you can name.

**If you could have been in any other profession, what would it be?**

For years, I've thought that it would be fascinating to be a travel agent. Planning travel logistics is exciting, and I find myself helping friends with their travels. Similarly, I would also find supply chain logistics to be a quite fascinating field.



# HDR

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# STATE NEWS- ARKANSAS

## DIRECTOR UPDATE

**ANDY BREWER | ARKANSAS STATE DIRECTOR**

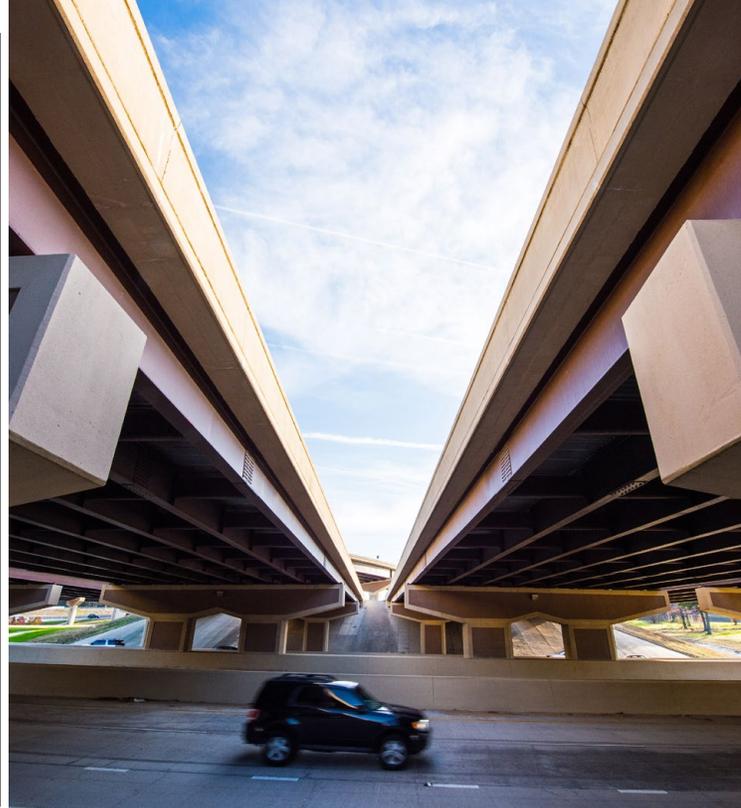
MOVITE members,

As the new Arkansas State Director, I am particularly excited about the future of ITE in our state. Due to the persistent efforts of several MOVITE members, I am pleased to announce that the Arkansas State Highway and Transportation Department (AHTD) and the Arkansas Highway Commission approved sponsorship for its staff to join ITE. This has essentially doubled the number of ITE members in our state. Thanks to all who made this happen.

As someone who works for AHTD, I see a valuable return in our investment in ITE. MOVITE in particular is a great avenue for our staff to engage with other transportation professionals. The transportation world is changing so fast—whether it's changes in our workplace, changes in our customer expectations, or changes in technology—that it is incumbent upon us to keep up. To illustrate how much the transportation world is changing, consider the following:

- Ford Motor Company's big announcement at the 2016 North American International Auto Show wasn't a new car—it was FordPass, its new mobility-services brand. Ford, along with others, is transforming the company from an auto manufacturer to a company providing mobility solutions.
- Uber, which was founded in 2009, is currently worth over \$70 billion dollars. This is more than the market values of GM, Honda, and Ford.
- Within the last few months, Tesla Model S vehicles—thanks to recent uploads to the vehicle software that happens automatically and wirelessly—can make parking maneuvers and drive autonomously on certain roadways and conditions.
- The percentage of people aged 16 to 44 in the US with a driver's license has decreased steadily in the last 30 years, from 92% in 1983 to 77% in 2014.
- Amazon has recently referred to itself as a "transportation service provider," and is taking significant steps to enter the transportation logistics industry—and not just to deliver packages through aerial drones as you may have heard, but by traditional means as well.

As transportation leaders and professionals, it is important to understand the potential risks and impacts of our decisions for the future so that we may make the best investment decisions today. Being members



of ITE allows us to learn about current and future transportation issues that impacts our profession and community.

There were two events in 2015 that helped lead to recruiting new ITE members from the AHTD. On June 5, the Transportation Research Board (TRB) hosted an ITE luncheon at the Highway Capacity and Quality of Service Midyear Meeting in North Little Rock. Mark Nichols, my predecessor, presented the benefits of ITE and answered any questions about joining.

A MOVITE lunch meeting was held on October 23rd at the AHTD Central Office in Little Rock. Mark Nichols and Nathan Becknell—the MOVITE board members from Arkansas—presented on the benefits of joining ITE. There was a significant turnout of AHTD staff that generated much good discussion and interest.

We have entered into a new era of ITE in Arkansas, and I believe 2016 continues to hold a lot of promise for expansion. We will continue to explore the possibility of forming a local ITE chapter. We will also explore re-activating the University of Arkansas ITE student chapter. I have already met with UA staff, and have another meeting—including students—scheduled for March 17.

If any MOVITE members, particularly Arkansans, have any thoughts or ideas to share regarding ITE, please contact me anytime. I look forward to seeing you at future MOVITE events.

**Andy Brewer, PE**



# STATE NEWS

## OTHER NEWS

Arkansas Governor Asa Hutchinson announces a proposed new state highway funding program that would raise approximately \$750 million for AHTD over the next 10 years without raising taxes. Much of the funding in the proposal would be re-directed from general revenue to AHTD and up to 25% would come from future general surplus funds. This funding is needed for AHTD to match additional federal funds anticipated from the FAST Act. The proposal will be discussed at a special legislative session this spring.

Northwest Arkansas saw the opening of the Razorback Regional Greenway Trail in May 2015, a 37 mile paved multi-use trail that connects multiple jurisdictions across a two-county region. Engineers used a variety of active transportation strategies including the first HAWK signal and cycle-track in Arkansas. The project was the recipient of a federal TIGER grant as well as contributions from multiple charitable grant agencies.

The Connecting Arkansas Program, one of the largest highway construction programs ever undertaken by AHTD, has seven projects worth over \$260 million currently under construction. This program, approved by Arkansas voters in 2012, is funded by a temporary 10-year half-cent sales tax. An additional 28 projects worth approximately \$1.5 billion are scheduled to begin construction over the next eight years. Additional information can be found at: [www.connectingarkansasprogram.com](http://www.connectingarkansasprogram.com).

### RECENT UPDATES TO WEBSITES FOR STATEWIDE TRANSPORTATION INFORMATION INCLUDE:

General state highway information:  
[www.arkansashighways.com](http://www.arkansashighways.com)

Up-to-date state driving conditions and information:  
[www.idrivearkansas.com](http://www.idrivearkansas.com)

Up-to-date state roadway safety information:  
[www.tzdarkansas.com](http://www.tzdarkansas.com)

Current state long-range transportation plan:  
[www.wemovearkansas.com](http://www.wemovearkansas.com)





# SCENARIO PLANNING

## ASSESSING THE FUTURE OF ARKANSAS

**BY ANDREW BREWER, PE**

Think back. Think farther back. Think 20 years ago, all the way back to 1996. The Internet was in its infancy, a company called Amazon just started, and Motorola introduced their iconic flip cell phone. Do you think anyone at the time could have foreseen the events and technology of today, and how it impacts transportation? Yet transportation agencies are constantly looking into the future to make long-term investment decisions. Changes to how we shop (online versus brick-and-mortar) and how we commute (telecommute and flex-time), for instance, change what is important to logistics companies and everyday citizens. What is important today to serve our customers may not be as important 5, 10, 20 years from now. Transportation agencies like the Arkansas State Highway and Transportation Department (AHTD) need a structured approach to assess the future. Because no one has a crystal ball, what-if scenarios can be considered along with their risks and impacts. That is scenario planning.

Scenario planning is a focus of the 2040 Arkansas Long-Range Intermodal Transportation Plan (LRITP), currently under development. Various scenarios related to technology, sociodemographics, and the economy were first evaluated with stakeholders using the National Cooperative Highway Research Program Series 750 Foresight tools. What if extreme weather events become more prevalent? What if connected and autonomous vehicles become the norm? What if the younger demographic drives less and more transit options are needed for baby boomers? The risks and potential transportation impacts of these what-if scenarios were evaluated.



“Scenario planning helps us develop a blueprint for an ever-evolving future,” says AHTD Director Scott Bennett. “By thinking strategically about what transportation might look like in 50 years, we can develop a long-range plan and then dial back for smart decisions today.”

Aside from events beyond our control—either as a transportation professional or organization—there are those that we can impact through conscious decisions. What if more money is spent on operations and maintenance, less on capital investments? What if more funding is provided to address safety instead of congestion? What if more resources are allocated to addressing all modes of transportation, rather than focusing on automobiles? The impacts of these scenarios will be evaluated this spring along with various revenue scenarios.

All of this information will be presented to key decision makers and stakeholders with the 2040 LRITP. The AHTD, other transportation organizations, and the profession as a whole is facing challenges and opportunities never before seen. There is one certainty for transportation professionals whose job is to look into the future: there will be uncertainty. We can plan on that.



# PERFORMANCE-BASED RESOURCE ALLOCATION: ASSESSING TOUGH INVESTMENT DECISIONS

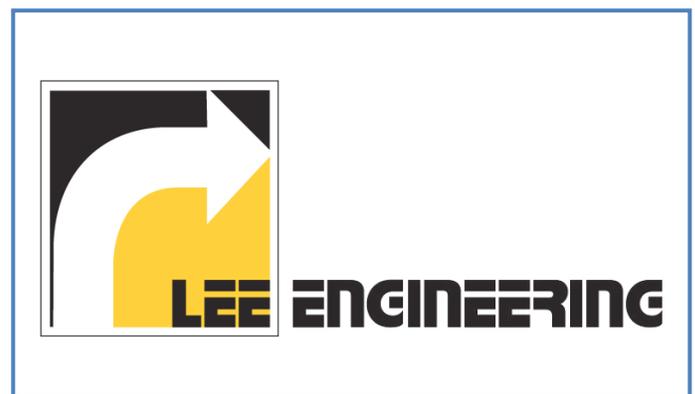
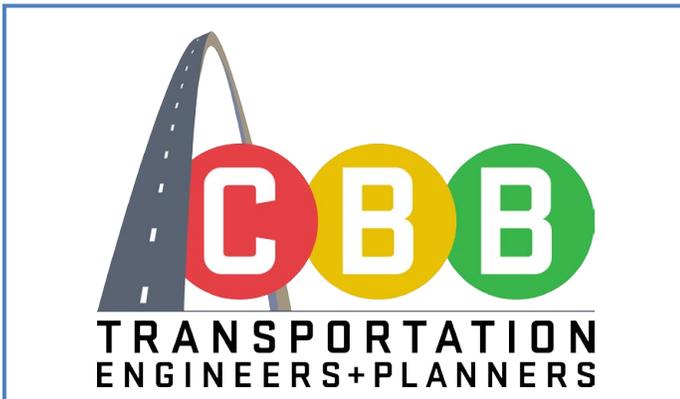
BY ANDREW BREWER, PE

No doubt you have heard the phrase “you can’t have your cake and eat it too.” In a world with limited time and resources, we are constantly required to make decisions. What should I wear today? What should I eat for lunch? How should I solve this problem at work? It is said that the average adult in the US makes about 35,000 decisions each day. If we do one thing, it may mean we cannot do another. In many cases, the potential consequences do not warrant significant consideration to the decision. If the decision involves millions or billions of taxpayer dollars’ worth of transportation investments, however, a well thought-out, data-driven and performance-based approach is desirable. This approach may be through a performance-based resource allocation framework, currently being implemented by the Arkansas State Highway and Transportation Department (AHTD).

“A performance-based resource allocation framework allows us to prioritize our needs in a data-driven manner while considering input and priorities from our stakeholders,” says Jessie Jones, Division Head of Transportation Planning and Policy at the AHTD. “It’s a defensible and transparent way of determining our priorities on our state transportation network.”

Many of the challenges facing AHTD, which is primarily responsible for the state highway system, are funding-related. Arkansas has the 12<sup>th</sup> largest highway system in the US—more than states like California, New York, and Florida. However, Arkansas ranks 30<sup>th</sup> for total highway user revenues, and AHTD ranks 48<sup>th</sup> in administrative costs per highway mile. In short, AHTD has limited funds and resources at its disposal to address all the needs under its responsibility and thus must prioritize its investments carefully.

In addition to limited funding and resources, AHTD must contend with competing needs to meet its goals and objectives. As AHTD recently learned through public and stakeholder outreach as part of the 2040 Long-Range Intermodal Transportation Plan (LRITP) development, its customers have diverse opinions on how transportation investments should be prioritized. For instance, 10 percent of participants want increased bicycle and pedestrian options as the state’s number one priority, while 16

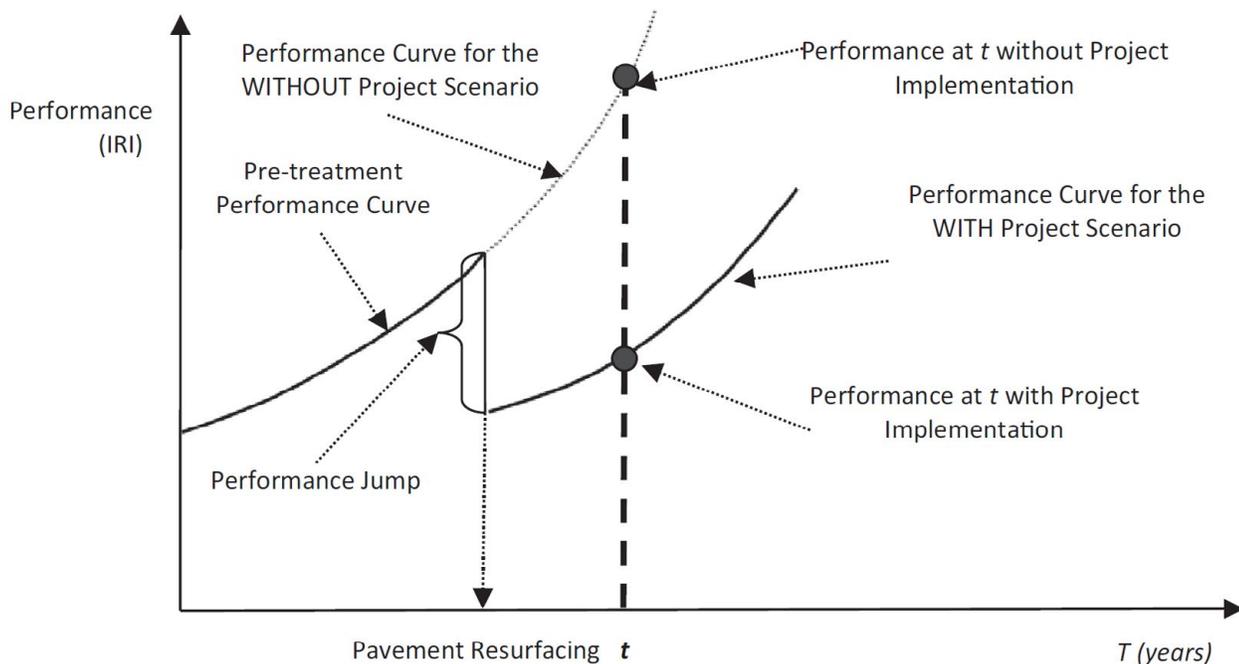


# PERFORMANCE-BASED RESOURCE ALLOCATION ASSESSING TOUGH INVESTMENT DECISIONS (CONTINUED)

percent want increased safety improvements. But in a world with limited funding, does that mean AHTD should install rumble strips on rural highways with limited paved shoulder, or should it be avoided to accommodate bicyclists? This is just one specific example of competing transportation needs. How to account for multiple competing needs with various planning and funding scenarios significantly adds to the complexity when trying to make investment decisions. Meeting the national goals established by MAP-21 and FAST Act (and the upcoming performance measures) also adds to the difficulty. The AHTD decided to implement software called Decision Lens to help with this evaluation using a performance-based resource allocation framework as part of the 2040 Arkansas LRITP.

The focus of the recently published National Cooperative Highway Research Program Report 806 is performance-based resource allocation framework. This includes the following elements.

- **Identify goals and objectives**, such as safety, infrastructure condition, system reliability, and environmental sustainability.
- **Define performance measures to meet goals and objectives.** For instance, traffic fatality rate can be used as a measure for the safety goal.
- **Assessing project impacts on system performance.** Models are used to predict project impact on performance.



# PERFORMANCE-BASED RESOURCE ALLOCATION: ASSESSING TOUGH INVESTMENT DECISIONS (CONTINUED)

- **Decision science application.** Compare and rank a variety of projects across investment areas using scoring criteria. This is where Decision Lens comes in.
  - » At AHTD, the weight of each goal and objective is determined through pair-wise comparisons of each stakeholder participant. Some goals (or criteria) have sub-criteria—for instance, infrastructure condition is made up of bridges and pavements.



- » Each criteria or sub-criteria include a metric with a defined scale.

**DECISION LENS**  
STIP 2016-2019 - D9 1/15

1 Define 2 Collect 3 Optimize

Sensitivity Analysis Trade Off Analysis Allocate Visualize

Criteria Tree

All Participants' Weightings

- 1.000 Decision Goal: Build and main...
- 0.086 Partnership for Communities
  - 0.525 Partnering Program
  - 0.167 Earmarks
  - 0.307 Community Planning Obj...
- 0.334 Safety
- 0.349 Infrastructure Condition
  - 0.592 Bridge Condition
    - 0.500 Bridge Replacement
    - 0.500 Bridge Preservation
  - 0.408 Pavement Condition
- 0.110 Mobility
  - 0.227 Average Annual Daily Tra...
  - 0.587 Volume/Capacity Ratio
  - 0.186 Travel Time Index
- 0.067 Economic Competitiveness
  - 0.471 Connectivity
  - 0.529 Truck Percent
- 0.055 Environmental Sustainability
  - 0.803 Environmental Stewards...
  - 0.197 Innovation

Local Priorities Global Priorities

Criteria

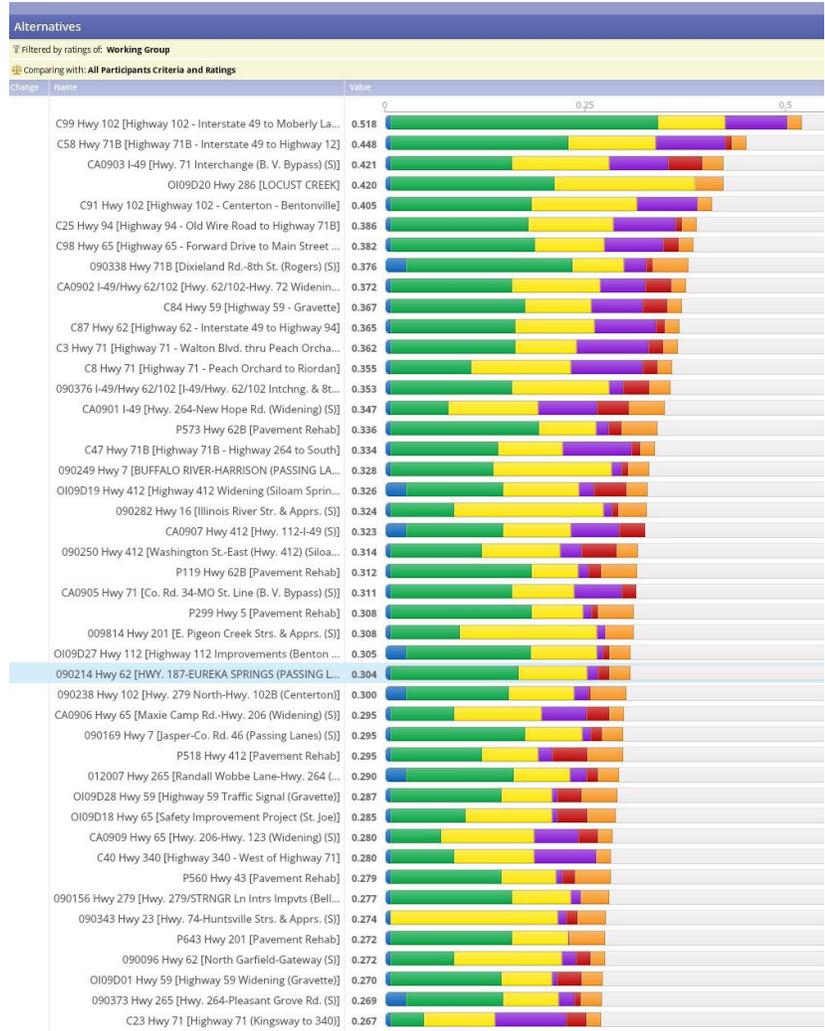
Name	Value
Partnership for Com...	8.6 %
Safety	33.4 %
Infrastructure Condit...	34.9 %
Mobility	11 %
Economic Competitiv...	6.7 %
Environmental Sustai...	5.5 %

Criteria Weights Inputs  
Alternative Ratings Inputs  
Alternative Categories

# PERFORMANCE-BASED RESOURCE ALLOCATION: ASSESSING TOUGH INVESTMENT DECISIONS (CONTINUED)

- » Potential projects are scored and ranked.
- » Project packages are determined through prioritization and optimization based on budget and performance constraints.
- **Trade-off analysis.** This exercise is to determine what performance can be bought with various investment scenarios and funding levels.

The performance-based resource allocation evaluation and trade-off analysis will be a major component of the 2040 Arkansas LRITP. This information will be used by decision makers to help make investment decisions that will have a significant impact on Arkansas' transportation system in the future.





# TOWARD ZERO DEATHS IN ARKANSAS

BY ANDREW BREWER, PE

The Arkansas State Highway and Transportation Department (AHTD), in partnership with the Arkansas State Police, Arkansas Department of Health, and other organizations, recently committed to making a significant reduction in roadway fatalities in Arkansas. The goal of eliminating roadway fatalities—known as Toward Zero Deaths (TZD)—is a shared vision not only in Arkansas, but throughout other states, the nation, and the world. Organizations like the American Association of State Highway and Transportation Officials (AASHTO) and the American Traffic Safety Services Association (ATSSA); cities like Austin and New York; and even companies like Volvo share this goal.

“With more vehicles on the road, it is imperative that everyone take safety seriously if we are to move toward zero deaths,” says AHTD Director Scott Bennett. “Safety is our highest priority, and successfully getting everyone to their destinations safely is a shared responsibility that includes drivers, transportation engineers, law enforcement, and emergency response teams.”

One of the main areas of TZD focus is widespread, systemic implementation of safety countermeasures to address roadway departure crashes as identified in the [Arkansas Strategic Highway Safety Plan](#). Roadway departure crashes—where a vehicle leaves the travel lane or roadway—account for approximately two-thirds of all roadway fatalities in Arkansas. Many of these fatal crashes, which are mostly preventable, are largely random, although more prevalent in the northwestern half of the state due to the hilly topography. Two of the safety implementation efforts ongoing in Arkansas to address this problem include cable barriers and rumble strips.

Arkansas has approximately 500 miles of cable barriers installed throughout the state on Interstates, other freeways, and rural divided expressways. Most of the barriers have been installed within the last four years, all in the median.

Most of the medians in Arkansas are approximately 60 feet in width. Prior to widespread installation, approximately 20 fatalities occurred each year where a vehicle crossed a divided median. Since widespread implementation, virtually all median

cross-over fatalities have been eliminated. Almost 200 more miles of cable median barrier are under construction or scheduled to be completed in the next few years. Cable barriers are being explored for possible installation in wide medians with trees (where the median width is greater than 60 feet), and off the outside shoulder where trees are present near the clear zone. This could save an additional five to 10 lives per year, in addition to many more serious injuries.



Rumble strips, a longitudinal feature milled into the roadway to alert drivers through sound and vibration that their vehicle is leaving the travel lane, have been installed on approximately 3,000 miles of Arkansas highways in recent years.

A before-and-after study of shoulder rumble strips that were installed in 2009 on 1,000 miles of highways showed a reduction in about 20 fatalities per year at those locations. The additional 1,000 miles installed last year, primarily on undivided two-lane rural highways, is expected to see similar results. Approximately 2,000 more miles are scheduled to be installed in the next few years on rural two-lane highways, either on the shoulder or on the centerline.



These low-cost improvements, along with others underway such as newer and wider pavement markings statewide, will continue to have a meaningful impact on Arkansas driver safety in the near future.

# ITE VICE PRESIDENT CANDIDATE

## MICHAEL SANDERSON, PE, PTOE, LEED AP, FITE

PRESIDENT/CEO, SANDERSON STEWART, BILLINGS, MT USA

[msanderson@sandersonstewart.com](mailto:msanderson@sandersonstewart.com) / [@mpsanderson1](#) / Facebook / LinkedIn



The world of transportation is transforming before our eyes. Big advances in technology, generational demographic shifts, and globalization are among the many forces that will transform our profession. This type of change can either be a threat, or it can present great opportunities. To seize the opportunities, ITE must take a leadership role to ensure that our members have the right information, the right connections, and the right opportunities to succeed.

- Develop a strong ITE brand. ITE needs to clearly define its space among transportation organizations and then provide decisive leadership where it can be most effective.
- Leverage technology and social media. ITE must modernize its approach to service delivery and communication by better utilizing technology, fully embracing online and cloud-based platforms, social media, and mobile technology.
- Embrace & encourage diversity. In our changing profession, ITE must position itself as the organization of choice for professionals of all diverse origins and backgrounds.
- Define ITE's global role. A global economy more strongly dominated by Asia and other emerging economies is impacting the transportation industry, even for those that never work outside North America. ITE needs to identify how it can best engage and support transportation professionals globally.
- Leadership. In our own organizations, in our profession, and in society, ITE members need to be the technical experts and the advocates leading the conversations and delivering the solutions to the transportation challenges of the 21st century.

ITE is the organization that I have devoted my career to serving for the last 20 years. I have served ITE as an elected leader at the chapter, section, district, and international levels, and I have served on many committees, task forces, and technical councils. I love ITE for what it has done for me professionally and for the many personal relationships I value so much. ITE is at a crossroads and change is needed for ITE to be successful into the future. With your help and collaboration, I look forward to applying my knowledge of ITE, along with my education and experience as a business leader, to effectively lead our Institute through this transformative time.



# LOOKING FORWARD



JUNE 26-28, 2016

## 2016 MIDWESTERN/GREAT LAKES DISTRICT MEETING CHICAGO

  
TECHNICAL SESSIONS,  
WORKSHOPS, AND TOURS

  
VENDOR EXHIBITS

  
NETWORKING  
OPPORTUNITIES AND  
LASTING CONNECTIONS

  
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# LOOKING FORWARD

## Get ready to be immersed in 4 days of transportation know-how!

Join the Institute of Transportation Engineers August 14–17 in Anaheim, CA at our 2016 **Annual Meeting & Exhibit** as we explore “Expanding Our Horizons-Change. Challenge. Opportunity.” This year’s Annual Meeting & Exhibit is about embracing the change facing our profession.

Transportation professionals from around the world will convene at the Anaheim Marriott for four days of discussion, peer-to-peer conversation, and networking. As the showcase event for both ITE and the transportation profession, our Annual Meeting & Exhibit is the stage for national and international perspectives to be shared. Educational content will also tap into the wealth of transportation innovation taking place in California.

### The ITE 2016 Annual Meeting & Exhibit will:

- Offer a glimpse of the future and what attendees need to know to prepare today.
- Provide the opportunity to acquire new skills and tools and refresh existing ones.
- Deliver access to the critical capabilities required to develop into a leader in the transportation profession.

You will leave Anaheim feeling energized and renewed in order to successfully achieve your current responsibilities, to meet your most daunting challenges, and to seek out new endeavors.

For more information, visit [www.ite.org/annualmeeting](http://www.ite.org/annualmeeting).

To become an exhibitor or a sponsor, contact Pam Goodell, [pgoodell@ite.org](mailto:pgoodell@ite.org), +1-202-785-0060 ext 128.



# 2016 ANNUAL MEETING & EXHIBIT



# LOOKING FORWARD



## 2016 MOVITE ANNUAL SPRING MEETING

Join the Central Kansas Chapter of the Institute of Transportation Engineers for the Missouri Valley Section of the Institute of Transportation Engineers 2016 Annual Spring Meeting on April 20 - 22 in Wichita, Kansas. Explore Wichita while you earn PDHs, discuss engineering topics, connect with like-minded professionals, and discover a thriving city on the Great Plains.

Take this opportunity to attend interactive presentations, engage in discussions with your peers from around the Midwest, learn about pertinent transportation topics, and revel in the history of Old Town and all Wichita has to offer.

Sessions include the politics of transportation, adaptive signal control technology, the amazing transformation of a state highway, the new Eisenhower Airport, and many more exciting topics. Also enjoy the opportunity to tour the traffic management center, play golf, and participate in social activities.

Visit <http://ckite.org/> for more information, to register for the conference, or to become a sponsor. For questions, contact Mitch Coffman at [mitchell.coffman@pec1.com](mailto:mitchell.coffman@pec1.com) or 316-206-1333.