Spring 2006 | Volume MMVI | Number I

Michiganite

| Official Publication of the Michigan Section of the Institute of Transportation Engineers |

Letter from the President

Greetings to the Michigan Section, and welcome to our new newsletter! I would like to start with a huge "thank you" to our Michiganite sponsors for placing your trust in us to bring back a revitalized newsletter that is relevant to our membership. I hope with this product that you feel we have delivered on that promise.

My first months as President have really impressed upon me the level of commitment of so many busy Section members who volunteer their time to make this organization work. This realization was partly precipitated by changes in several of our committee positions this year. And with these changes came another realization – that as many of our dedicated volunteers step away from their roles, in some cases after many years, others in our Section have been stepping in to help in any way they can.

A big welcome to Colleen Hill as our new Director, elected this past December. While the Board will benefit from Colleen's experience and initiative, her arrival as Director means her departure from one of our most challenging positions – Newsletter Editor. If you're reading this letter now, and have welcomed the return of a reinvigorated Michiganite (now to your e-mail box!), you can thank Kimberly McDaniel. Kimberly did not hesitate to take on the challenge of bringing back the Michiganite with a new format and improved content, and to start us down the path of electronic distribution for the first time. I hope you can appreciate the results of this hard work in the following pages. Thank you Kimberly!

Linda Powell has played a tremendous role in assisting the Section with another challenging task – planning technical sessions. If you've been to an interesting technical session over the past SEVEN years (and I know you all have), you likely have Linda to thank. The District 3 meeting, held in East Lansing April 27 and 28, marked Linda's last session as technical program chair. We are very fortunate, however, to have Kelly Ferencz beginning to put her stamp on our technical program. Kelly has done an outstanding job of transitioning into her new role, with a very successful February meeting in Grand Blanc now

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Deadline for
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next issue of MichiganITE is:

June 15, 2006

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Michigan Section 2006 ITE Meeting Schedule

Date	*Location*	*Type*	*Host*
July 13, 2006	East Lansing	Technical Session	Ghassan Abu-Lebdeh / Francois Dion
August 6-9, 2006	Milwaukee, WI	Annual International Mtg.	ITE National
September, 2006	Lowell	Fall Golf Outing	Tim Haagsma
October 12, 2006	Grand Rapids	Techncial Session	Christopher Dingman
December 7, 2006	Farmington Hills	Annual Mtg. / Tech. Session	Kevin McCarthy

JOB POSTINGS

PARSONS *Solutions for the 21st Century*

Parsons Corporation is seeking to fill several positionsavailable in our Southfield, Michigan office.

ENGINEER I (784) **Full Time**
BS in Civil Engineering and 1-5 years related experience required. MSCE with specialization in traffic engineering preferred. Successful candidate will have strong knowledge of traffic operations/traffic capacity techniques, and the use of the Highway Capacity Manual (HCM). Experience in traffic crash analyses, traffic impact analysis, geometric design, travel demand modeling, development of sign and pavement marking plans and traffic control plans for construction desirable. Experience with SYNCHRO and Vissim is preferred. Knowledge of other traffic simulation software is desirable. Traffic signal operations/design experience is also preferred. Michigan Professional Engineer's license required or ability to obtain same within 6 months of hire. Professional Traffic Operations Engineer (P.T.O.E.) certification preferred. Position requires excellent verbal and written communication skills.

ENGINEER, SENIOR (187) **Full Time**
The successful candidate will perform traffic engineering/transportation planning assignments including project management, client development, supervision and training of junior staff. In addition, perform traffic operation analyses, geometric design, proposal writing, and report writing. BS in Civil Engineering and 8-10 years related experience required. MSCE with specialization in traffic engineering preferred. Successful candidate will have strong knowledge of traffic operations/traffic capacity techniques, and the use of the Highway Capacity Manual (HCM). Experience in traffic crash analyses, traffic impact analysis, geometric design, travel demand modeling, development of sign and pavement marking plans and traffic control plans for construction desirable. Experience with SYNCHRO and Vissim required. Traffic signal operations/design experience is a must. Michigan Professional Engineer's license required or ability to obtain same within 6 months of hire. Professional Traffic Operations Engineer (P.T.O.E.) certification preferred. Position requires excellent verbal and written communication skills. Please apply by mailing your resume to:

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Attn: Regine Beauboeuf
26777 Central Park Blvd. - Suite 275, Southfield, MI 48076
or by emailing them to Regine.Beauboeuf@parsons.com

Letter from the President

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under her belt. In addition, Kelly is helping to institute some new meeting policies, including complimentary lunch for all speakers, and coordinating computer and projection equipment, both aimed encouraging people to volunteer to share their experiences as speakers at our technical sessions. In addition to Kelly, Art Slaboski will continue his efforts towards planning our March session in Lansing, and as always, our partnership with Michigan State University will continue, providing our summer reunion in July. Welcome Kelly, and thank you Linda for all your years of hard work!

Lastly, I'd like to welcome another new face to our organization – Charles Groover. Charles is relatively new to the transportation profession, after working in municipal engineering for much of his career. He approached me at a recent meeting about volunteering opportunities with ITE to help him get more involved in the organization and profession. And what better position for a new member than that of Membership Chair! Charles has agreed to help us more actively seek new members, through outreach with peer organizations such as IMSA and WTS, as well as by identifying members of ITE international that are not taking advantage of their local Section. Most importantly, we hope that our new newsletter and continued excellent technical and social activities will make Charles' new job easy!

A final thank you to these individuals and so many others that devote their time to making our Section work.

A Snapshot of Traffic Engineering History

The first "crows nest" traffic signal tower was erected in Detroit in 1917.
(SOURCE: www.michigan.gov/mdot100)

Moving Michigan Cities Back on Track

By William C. Hartwig

From my perspective the single most important action to bring our cities back on track and thus improve the economy of the state would be to rationale the land use planning process. This would allow our cities to reach their full potential and function as metropolitan areas. Today most of the largest cities in Michigan are precluded from growing by an arcane attitude toward land use planning and annexation.

With the enactment of the Northwest Ordinance of 1787 and the State of Michigan constitution in 1837 Michigan came into being. Along with statehood came the creation of a system of governance using the jurisdictions of counties, cities, villages, and townships. I believe cities and villages were intended to be the "built up areas" and counties and townships were to be "rural". Further, it was intended that as rural areas became built up they were to become part of the adjoining city through the process of annexation. This, unfortunately has not happened to a great extent and what has developed is a crazy quilt pattern of governmental jurisdictions and with it total control over land use planning

The responsibility for land use planning in Michigan is shared by a great number of units of government. Some portion of this important function has been assigned to over 2,500 units of government made up of 83 counties, 1,242 townships, 620 cities and villages, and the 553 autonomous school districts in the state. These units vary in size from a few acres up to those having countywide jurisdiction. Due to this conglomeration of governmental entities, turf battles, animosities, lack of cooperation and outright defiance has taken the place of good government.

A number of organizations (SEMCOG, GRETS, Tri-County, and MAP, to name a few) have questioned the wisdom of this multiple jurisdictional division of responsibility in land use planning. Unfortunately, as they discovered, there is little or no political will to address the issue head on. One can question whether this fragmentation in the land use planning function is counterproductive. I think it is. It is interesting to note that most of the above agencies are responsible for transportation planning and see the value of planning on a metropolitan basis.

Transportation needs are widely regarded as emanating from land use development patterns. The more splintered the land use the more splintered will be the transportation system designed to serve it. Thus, it is no wonder the transportation systems designed to serve the states largest urban areas favor the automobile over mass transit. It is well known that mass transit, in addition to the automobile, is able to provide service to the dense development patterns such as found in New York, Chicago, Toronto, and London. One has to look no further than the Detroit area which originally grew in a dense development pattern and had an outstanding mass transit system consisting of both high capacity street cars and busses until growth in the suburbs hemmed in Detroit's growth and ushered in the era of the automobile.

The situation is further complicated by the fact that the state has turned over all land use responsibilities to local units of government. So today, in the area of land use planning, little or nothing is done at the state level and the sub divisions of the state are left to fend for themselves; leaving many to wonder when is the state going to step up and be the state? This would be especially helpful in the area of establishing statewide visions and

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Moving Michigan Cities Back on Track

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goals; coordination of programs and objectives between state agencies; developing coordinated cooperation with local units of government; and developing programs which reward cooperated planning on a metropolitan area basis. On this last point, a process of local cooperation is already established for transportation planning. In all fourteen metropolitan areas of the state, Metropolitan Planning Organizations (MPO) have been operational for over forty years.

I would suggest there would be significant efficiencies were there to be a consolidation of these units of government. But, regardless, Michiganders love their "home rule". The political reality of the situation is these units of government are here to stay and they are not about to give up their authority or control over land use planning. Given this situation the question becomes, can we realize some efficiencies of government through increased cooperation?

I believe the following steps would go a long way toward starting our cities back on track. Many of these have been suggested before and most are the law in other states.

1. Establish a state task force, utilizing the Michigan Departments of Agriculture, Natural Resources, and Transportation, charging it with statewide land use responsibilities.

2. The state wide task force should develop specific statewide development visions and goals; a statewide land use plan; coordination of programs and objectives between state agencies; coordinated cooperation with local units of government; and programs which reward land use planning on a metropolitan area basis.

3. Direct the MPO's to develop metropolitan area land use plans which are coordinated with the state plan.

4. Direct local governmental units to develop land use plans which are coordinated with the MPO area plan.

5. Empower the MPO's with a role in land use decisions having a metropolitan area wide impact.

6. Require school districts to receive location and site plan approval for building plans.

7. Direct all state agencies to coordinate their programs with the MPO plans.

8. Require all agencies and organizations receiving state funding or requiring state permits or regulation to coordinate their building plans with the local governmental plans; this includes community colleges and state funded institutions of high education.

Partnering with Police for Better Traffic Operations

By: Dick Beaubien

Any good city traffic engineer knows that to be effective he must have the support and cooperation of his local police department. His broad responsibilities encompass planning, design, and operation of the transportation systems in his community. The operations portion of his job cannot be accomplished effectively without a relationship and understanding of the traffic safety officer and the officers on the street who are serving, protecting, and enforcing traffic regulations. The police have the advantage of being on the job 24/7. They do not have the same training as the traffic engineer, but they quickly get the practical experience with traffic operations that make them a valuable ally in promoting safe and efficient traffic operations.

This model of an effective alliance between the city traffic engineer and the city police department is important to remember as we begin to forge regional transportation operations organizations. It is clear that the Metropolitan Planning Organizations in our nation will have a role in transportation operations organizations because of their regional scope and their connection with the transportation funding process. However, it has been less obvious that local police have an important role to play in regional transportation operations. Their role as an indispensable ally of the local traffic engineer makes them an important player in making regional transportation operations organizations effective.

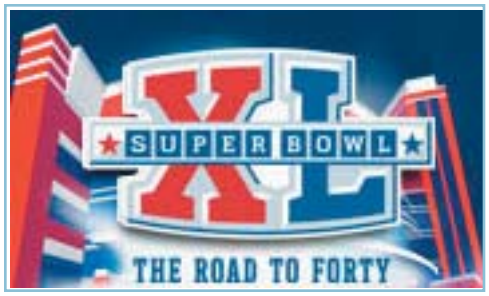
When there is a crash, the police must be there. They are typically the first on the scene. Fire and ambulance services may also be needed, but the police are nearly always on the scene when transportation operations are affected by crashes. Sometimes transportation agencies are also required to be on the scene, but the police are a constant. Because crashes are a subset of traffic incidents, it has been widely recognized that police have an important role to play in traffic incident management. The Michigan State Police, for example, have been a partner with the Michigan Department of Transportation in operating the freeway system in Metro Detroit. The regional dispatch center is co-located with the Michigan Intelligent Transportation Systems Center, so the dispatchers have access to the approximately 200 closed circuit television cameras showing approximately 200 miles of the freeway system. Knowing the conditions on the road before dispatching officers is a major plus for the Michigan State Police dispatchers. However, the Michigan State Police do not have the manpower to cover the complete freeway system in Metro Detroit in a way that allows the most rapid response at all times. As a result, local police departments have taken the responsibility to respond to freeway traffic incidents when the State Police cannot arrive as quickly. Because local police departments need to be involved to make the freeway system operate as safely and efficiently as possible, the Michigan Department of Transportation is beginning to make the video images of the freeway system available to local police and fire dispatchers through an internet access. These real time views of operations on the freeway system help the local police become more effective in clearing traffic incidents quickly, resulting in less exposure to hazards and less delay to motorists.

The need to access to video images for the local police and fire responders was identified during the stakeholder interviews conducted as part of the pilot program to develop a Regional Concept of Transportation Operations for Metro Detroit funded by the Federal Highway Administration. It represents one of the first fruits of a process that is developing goals, objectives, and an action program for regional transportation operations in the region. The Michigan State Police are one of the partners in the process of planning for regional transportation operations. As the region works its way through the pilot program for the Federal Highway Administration, we are discovering that old truth about transportation operations that local traffic engineers have known for many years. Police are the partners and allies of transportation engineers and planners as they look to make traffic operate more safely and efficiently at both the local level and the regional level.

Super Bowl XL Transportation Management Plan

By: Scott Shogan

While years of planning for Super Bowl XL had "moved mountains" in terms of revitalizing downtown Detroit and preparing the region for the country's premier sporting event, it was transportation that had confounded the NFL. For previous Super Bowls, the NFL's own transportation logistics consultant has been responsible for the majority of event planning, working with local agencies. In Detroit, however, the combination of a compact downtown stadium site, a complex street network, and the planned closure of major downtown roads for the Motown Winter Blast was beyond the expertise of the NFL's transportation planners.



In June of 2005, the Super Bowl XL Host Committee commissioned Parsons Brinckerhoff to prepare a transportation management plan for downtown Detroit, detailing transportation operations with the downtown area throughout the weeks preceding Super Bowl Sunday. In addition to a high-level concept plan, detailing overall street closures and planned traffic flow, an engineered traffic control plan was also required, illustrating traffic control measures and police posts and responsibilities on an intersection-by-intersection and day-by-day basis throughout the event period.

The incredible challenge of planning Super Bowl transportation lies not with game traffic, which is quantifiable and somewhat controlled, but in anticipating traffic volume levels and patterns for the countless events in the days preceding the game. With most every downtown venue programmed with parties and activities throughout the week, along with other typical daily activities, the plan had to not only anticipate traffic conditions, but also be adaptable given changes in conditions. While months of planning and coordination with numerous agencies, organizations and transportation service providers was input into the plan, without the ability to quantify traffic volumes and fully understand traffic flows, the plan was only as good as how well it could be adapted to conditions in the field during Super Bowl Week.

The Plan at Work

Implementation of the planned street closures and traffic control was handled by MDOT, the city of Detroit DPW, and the Host Committee, and included several contractors. The Detroit Police Department served as lead law enforcement agency, coordinating forces from Michigan State Police, several county sheriff's departments and forces from other cities, to help manage traffic at critical intersections downtown.

The Auxiliary Traffic Operations Center (AuxTOC) at MDOT's Michigan Intelligent Transportation System Center (MITSC) served as the critical nerve center for traffic management, staffed with agency and law enforcement representatives around the clock during Super Bowl week. Information flowed into the AuxTOC both from staff on the ground, as well as CCTV cameras along the freeway system.

While the plan was largely successful, adjustments were required throughout the week to optimize traffic flow and mitigate points of congestion. One of the greatest challenges was the overwhelming success of the park-and-ride system, which resulted in significant congestion near the downtown park-and-ride hub. To keep buses moving and provide sufficient holding areas for waiting passengers, adjustments were made throughout the week, including conversion of roadways to bus only/one-way, allocation of curb space for staging, and procurement of an adjacent private parking lot for additional passenger holding area. In addition, working with MDOT staff,

messaging was improved to alert motorists when park-and-ride lots were at capacity.

While downtown access was largely maintained, the density of activity on the east side of downtown led to more significant congestion along I-375 during evening periods. Using freeway sign messaging, much of this traffic was successfully diverted to underutilized M-10 to enter downtown.

Keys to Success

The success of any event of this magnitude requires the partnership and commitment of a wide range of individuals and agencies. Super Bowl XL was remarkable in that it galvanized a region and moved us towards a common goal together. In addition to agency commitment, it was the sense of personal ownership among the core transportation team that most drove the success of this event. The AuxTOC provided a

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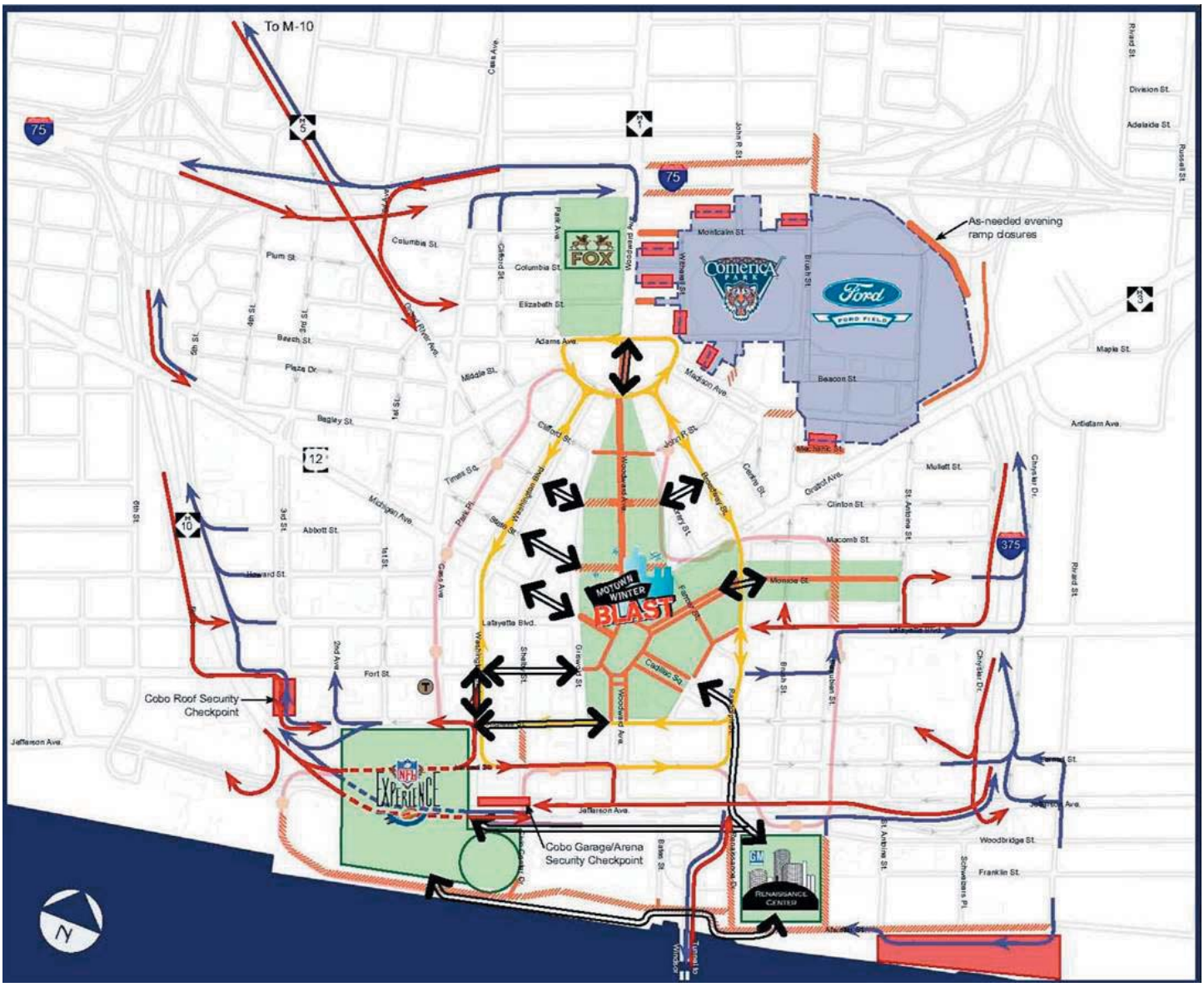

Super Bowl XL Transportation Management Plan

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physical place for that team to reconnect, through many cold days and many sleepless nights, to trouble-shoot issues, collaborate on plan changes and, occasionally, eat a meal. For those of us involved, it was this partnership and camaraderie that made this event so successful, and so personally rewarding.

Plan Element	*The Plan*	*The Reality*
Motown Winter Blast Street Closure Management	- Closure of Woodward Avenue and major east-west streets - Key Issues: * Maintaining parking access (particularly Comp uware) * Keeping general traffic away from closure areas * Maintaining emergency, delivery, snow removal access	- Little congestion or issues for Comuware traffic - Closure of roads before Griswold very effective to controlling congestion - Roads immediately surrounding Winter Blast were fairly accessible - Grand Circus Park was focal point, but traffic movement maintained
Riverfront Area Security Operations	- Security procedures required for accessing Renais sance Center and Cobo Center - Screening for Cobo to begin Wednesday - Screening for Ren Cen to begin Friday - Use of Atwater Street as a "sterile" access route	- WB Jefferson access restrictions were relaxed - Enhanced messaging was neccessary - Ren Cen procedures were difficult to implement given timing of events - Ren Cen access signage was confusing
Stadium Area Street Management	- Security Perimeter in place Friday before Gameday - Single vehicle access point to secured zone - Pedestrian checkpoints at several locations - Closure of Madison Avenue ramp beginning 1/27 - Gameday closures of other major arteries	- Little use of posted Madison Detour; more congestion on Lafayette - Most aspects went according to plan - Heavy need for screening - "Can we park here?" - Events of Woodward required significant coordination
Transit/ Park-and-Ride	- Park-and-Rides provided from several suburban locations and WSU - Parkn-and-Ride hub at For St/Cass Ave - Detour from normal East-side routes planned for crossing town - Keep TransitWindsor buses within Tunnel Plaza	- Be careful what you wish for - overly-effective marketing - Volumes on park-and-ride system far outpaced projections - More of a late-night crowd than expected - Needed plan adjustments, messaging throughout weekend to help manage
On-Street Parking Restriction	- Recommended parking restrictions will help facilitate a) general circulation, b) vehicle-for-hire zones, and c) snow removal - Restrictions focused on major corridors, centeral circulation loop	- Hugely effective in helping circulation - Minor inconvenience to businesses - Plenty of parking still available
General Circulation	- Maintain maximum freeway access possible - Direct Cobo/Ren Cen traffic to security checkpoints - Direct NFL Experience traffic to use JLA Parking - Allow Winter Blast traffic to naturally distribute itself - Maintain circulating perimeter around Winter Blast	- Largely successful plan - Chokepoints at anticipated locations: Cobo Center, Grand Circus Park, Broadway, Lafayette - Other unexpected conditions - Parking availability good
Gameday Circulation	- Closures of Gratiot, Woodward - Game parking at WSU, shuttled to game site - Widened security perimeter - Witner Blast, NFL Experience, close before game time - direct traffic to use M-10, avoid I-75/I-375	- Very successful movement of ticket-holders - Planned moves (charter buses, limos, pass-holders) very efficient - More usage of park-and-ride for ticket-holders than expected - Majority of traffic cleared within one hour after game end

ITE Michigan Section Student Paper Winners Announced

The Michigan Section Student Paper Competition winners have been selected. The first place winner, with a cash prize of $500, was awarded to Hui Chen of Michgan State University. Chen's paper was entitled "Capacity and Flow Improvements of Combined Control of Dynamic Signal and Dynamic Speed in Signalized Networks." Second place, with a cash prize of $300, was awarded to Mohammed Ghanim, also of Michigan State University, for his paper entitled "Evaluation of Potential Transit Signal Priority Benefit along an Arterial Corridor at Michigan State University." Prizes and certificates will be awarded to these students at the July Technical Session. The abstracts for both papers follow this article.

Congratulations to both Hui Chen and Mohammed Ghanim!

Capacity and Flow Improvements of Combined Control of Dynamic Signal and Dynamic Speed in Signalized Networks

By: Hui Chen (Abstract Only)

Capacity and traffic flow advantages of combined control of dynamic signal and dynamic speed for signalized networks are assessed. First, a new traffic signal and speed control algorithm is formulated. The algorithm combines dynamic signal with dynamic speed selection to obtain nearoptimal traffic control and management schemes. Speed and signal timing parameters (cycles, green splits, and offsets) are all time-dependent decision variables. The control capabilities of the new algorithm are explored and their impacts on the quality of traffic flow and capacity utilization are quantified through different measures of effectiveness. Genetic Algorithms are used to obtain nearoptimal control solutions for hypothetical grid networks. Numerical evaluations of control under different settings show that: 1) selected speeds resulted in more efficient offsets, specially for dependent links, 2) queues are managed appropriately throughout the network such that spillbacks are prevented, and 3) improvements over fixed speed limit control were more pronounced for larger networks. The new control algorithm can be employed in traffic management systems within the framework of Vehicle Infrastructure integration (VII). Its implementation in real world networks requires closed-loop control setup with reliable traffic information.

Evaluation of Potential Transit Signal Priority Benefit along an Arterial Corridor at Michigan State University

Mohammed Ghanim (Abstract Only)

Transit signal priority (TSP) is a control strategy that provides preferential treatments for transit vehicles. This concept has shown possibility to minimize delay with negligible or slight impact on non-transit vehicles. It may also be an important tool for improving and promoting schedule adherence and service reliability. This paper shows a microscopic simulation study for the impact of implementing TSP strategies on an arterial corridor at Michigan State University. The selected corridor has four signalized intersection, and one pedestrian signal. Three peak periods were modeled; morning, midday, and evening. Modeling was done with the VISSIM microscopic simulation model. TSP functions were programmed using VAP, the model's automatic programming interface, to allow consideration of different TSP parameters, such as maximum green extension and red truncation. The results show that transit vehicles benefit from the provided preferential treatment. For non-transit vehicles, TSP has minimal negative impact, which is negligible in for crossing approaches. On the other hand, TSP has no negative impact on pedestrians. The study also shows that the expected benefits from TSP depend on the congestion level, where less benefit could be gained when the congestion level is higher.

- - - INDUSTRY NEWS - - -

Spalding DeDecker Associates Names New President, Chairman of the Board

Spalding DeDecker Associates, Inc. (SDA), an employee-owned civil engineering and land surveying firm headquartered in Detroit, Michigan, recently elected the following team members to their Board of Director, as follows: Paul C. Wade, Chairman of the Board; David A. Lakin, P.E., President; David L. Potter, P.E., Vice President and Treasurer; George M. Platz, P.S., Secretary; Thomas J. Sovel, P.E., Vice President; Catherine M. DeDecker, P.S., Vice President.

Paul C. Wade, P.E., Chairman of the Board -- Paul Wade, P.E., has more than 32 years of experience in the design, project management, inspection, and construction supervision of transportation and other projects. Wade has been with SDA for more than 21 years.

David A. Lakin, P.E., President -- Lakin has been Vice President and the Municipal Engineering Department Manager at SDA since joining the firm in 1994, and has more than 29 years of practical experience in Municipal Engineering.

SDA is an employee-owned civil engineering and land surveying company specializing in providing solution-based services. Headquartered in Detroit, Michigan, with additional offices in Rochester Hills and Trenton Michigan and Cleveland Ohio, SDA serves both public and private clients throughout Michigan and Ohio.

David Berridge, P.E., Joins Capital Consultants/DesignWorks A|E

The consulting firm of Capital Consultants/DesignWorks A|E proudly announces the addition of David Berridge, P.E. to the CC/DWAE team as project manager and traffic engineer. Mr. Berridge joins the transportation group, bringing extensive knowledge and experience in traffic engineering and public service administration. He will be responsible for traffic engineering and parking management services, and will contribute to design projects including roads, bridges, and other infrastructure projects. He will be involved with capital improvement planning, funding assistance for municipal services, and corporate marketing efforts as well.

Mr. Berridge joins CC/DWAE after a career spanning 29 years with the City of Lansing and Michigan Department of Transportation. Most recently, Mr. Berridge served as Director of Public Service, where he lead the operations of the Public Service Department and oversaw its comprehensive municipal services. Mr. Berridge worked with consulting engineering firms on over $20 million in major capital projects annually.

CC/DWAE is a full-service engineering, architectural, planning, and technology firm headquartered in Lansing, with additional offices in Grand Rapids and Gaylord, Michigan. CC/DWAE's professional staff specializes in providing A|E services in diverse markets.

Do you have Industry News you'd like to share?
Email it to Kimberly at
kmcdaniel@spaldingdedecker.com

Did you know ?

There is enough pavement in Michigan roadways to build a one-lane road from the Earth to the moon.

The first Michigan road map – with only three roads on it -- was published by the U.S. Congress - 1826.

There is only one driveway onto a Michigan interstate freeway: a gated entrance to I-94 to allow movement of military vehicles at the former Fort Custer, west of Battle Creek.

The towers on the Mackinac Bridge (552 feet high) are almost as tall as the Washington Monument (555 feet).

ITE SEEKING CANDIDATES FOR 2008 INTERNATIONAL VICE PRESIDENT

Dear Fellow ITE Member:

It is my honor to serve as chairperson of this year's ITE Nominations Committee seeking prospective candidates for next year's international officer elections. I encourage anyone interested in running next year for the position of International Vice President to contact me at tim.harpst@ci.slc.ut.us or your District representative on the Nominating Committee listed below.

Kim Hazarvartian, District 1	Rory Grindley, District 6
Ed Papazian, District 2	Joanna Musters, District 7
Michael Cline, District 3	Peter Daly, District 8
Wayne Higgins, District 4	Robert Wunderlich, District 9
Ken Voorhies, District 5	Ed Mierzejewski, District 10

To be eligible, you must obtain the membership level of Fellow within the Institute by the close of nominations, September 1, 2006. Members of the Nominating Committee can provide an information packet for prospective candidates explaining the nominations process and the duties of the position. Additionally, we are pleased to answer any questions about the nominations process and the commitment to serve.

I hope you will give this opportunity strong consideration. Becoming a member of the Institute's Executive Committee is a professionally and personally rewarding experience. It is a unique opportunity to not only give something back to our profession, but to help identify and direct the vital services that ITE provides its members. If you wish to have your name considered, please contact me or your District representative on the Nominating Committee at your earliest convenience.

Prospective candidates will need to provide their resume, a letter of support from their employer and a response to several questions from the Nominating Committee no later than September 1, 2006.

Thank you,

Tim Harpst, Immediate Past International President
Chairperson, 2006 International Officer Nominations Committee

All in a Day's Work...

Compiled by John Abraham

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905 South Blvd East
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