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Founding of the University of Hartford Student Chapter

A Silver Metamorphosis – How a Corridor Study in East Hartford, Connecticut Led to Immediate Results

What is TPCB and Why Should You Get Certified?
Dear NEITE Members:

Happy 2020! While many of us strive to stay warm the New England Section is off to a strong year. Building off a year of great accomplishment, the Board continues to create valuable programs, technical assistance and professional development for its members. I would like to thank Tom Errico, P.E. for his leadership and confidence with the Annual Meeting Committee as we introduced a new Annual Meeting that had been discussed for many years.

As we head into the new decade, we need to recognize the focus of our organization and new leadership. We welcome new board members Derek Hug, P.E., PTOE from Rhode Island and Jeff Santacruce, P.E of New Hampshire. In addition to our new leaders, we welcome all to those who are interested in becoming active and continue to make ITE great. Please reach out to me if interested in joining a committee, we’re always looking for new energy.

The Section Executive Board met late in January at the annual Vermont Chapter Winter Meeting. The meeting, as well as the best early morning skiing in recent memory, was held in Killington Mountain Resort in Killington, Vermont. The Board discussed and laid-out the annual budget and advanced many other upcoming Section initiatives. Stemming out of the meeting, the board has scheduled additional discussions on the upcoming Section Bylaw Changes to meet the International BOD timeline of new Charters and Bylaws by January 1, 2021.

Lastly, the New England District Collegiate Traffic Bowl will be hosted this year within the Section on April 7th, 2020. Coinciding with the 2020 MassDOT Transportation Innovation Conference this year at the DCU Center in Worcester, MA, the competition will bring together Student Chapters from all over the Northeast. Planning is well underway and District Traffic Bowl Coordinator Chris Lyman seeks additional volunteers to serve as judges and coordinators. Please reach out to Chris, clyman@hshassoc.com if interested.

Stay tuned for more information on events this year and please mark your calendar for our next joint meeting with CT ITE on April 1, 2020, at the University of Hartford.

Have a Warm and enjoyable spring!

Please feel free to reach out to me at 617.348.3341 or imckinnon@hshassoc.com if you have questions.

Best regards,

Ian A McKinnon, P.E., PTOE, RSP
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Hello New England Chapter:

It’s hard to believe this issue marks the beginning of my second year as Editor. It’s a rewarding experience to work with so many dedicated board members and colleagues who collaborate to make our newsletter a success.

First, I’d like to congratulate all of the winners of the 2020 New England Section Annual Awards. You’ll find a list of all the 2020 award winners on Page 5.

The feature article for this issue submitted by Transystems is an example of how low-cost safety improvements can be made quickly with municipal and state DOT collaboration. Taking advantage of a Vendor in Place (VIP) paving project, the Town of East Hartford quickly implemented improvements on Silver Lane identified in a corridor study commissioned by the Capitol Region Council of Governments (CRCOG).

Joe Balskus of VHB, NEITE past president and TPCB Discipline Director, shares the latest information on certifications offered by the Transportation Professional Certification Board.

This issue also includes an article from one of our student members, Gina DePasquale, an intern at Fuss & O’Neill. She outlines the journey she and fellow students took to establish a new student chapter at the University of Hartford.

The NEITE/CTITE Annual Meeting will be held at the University of Hartford on April 1, 2020 so be sure to register and meet the members of our new student chapter.

If you have a project, idea or experience you would like to contribute to the New England Chronicle, please send content, along with a headshot of all those contributing, to me at tschwartz@tesseraengineering.com

Finally, I encourage you to take a look at our section calendar. I’ll look forward to seeing some of you at the the District Traffic Bowl and one of the other exciting events coming up in the spring.

Theresa Schwartz, PE, PTOE
Principal
Tessera Engineering

Connect with the New England Section

The New England Section of the Institute of Transportation Engineers is tuning in to social media. In order to provide quick updates on events and notices, the Section is active on Facebook, Twitter, and LinkedIn.

Please remember to receive all your updates, news, and Section information at the New England Section website: http://www.neite.org. To be included on the Google Group Section email list please contact Ariel Greenlaw, PE at agreenlaw@hntb.com.
SECTIO N CALENDAR

CTITE/NEITE Meeting
April 1, 2020
Hartford, Connecticut

MassDOT Innovation Conference
and District Traffic Bowl
April 7, 2020
Worcester, Massachusetts

Northeastern District Annual
Meeting
May 13-15, 2020
Wading River, New York

NEITE/ME/NH Chapter Meeting
TBD
Portsmouth, NH

National Annual Meeting &
Exhibit
August 9-12, 2020
New Orleans, LA

NEITE/MA Chapter Meeting
October 1, 2020
Waltham, MA

NEITE Annual Meeting
November 9, 2020
Worcester, MA

NEITE/RI Chapter Meeting
December 3, 2020
Providence, RI

Please send all calendar announcements, including the name of event, the contact person, event location, and date to New England Section webmaster Colin T. White, PE and Chronicle Editor Theresa M. Schwartz, PE, PTOE at cwhite@hntb.com and tschwartz@tesseraengineering.com.

2020 New England Section Annual Awards

William P. McNamara Distinguished Service Award
Rebecca Brown, P.E., PTOE
Greenman Pederson, Burlington, MA

Emerging Professional Award
Ben Tietze
Vermont Agency of Transportation, Barre, VT

Transportation Leadership Award
Peter Alviti Jr., P.E. - Director
Rhode Island Department of Transportation, Providence, RI

Transportation Engineer of The Year
Michelle Danila, P.E., PTOE
Toole Design Group, Boston, MA

Section President’s Award
Tom Errico, P.E.
Tylin International, Falmouth, ME

Certificate of Appreciation
Ocean State Signal
(For dedication and support of the Section Annual Meeting)

Certificate of Appreciation
John Kennedy, P.E., PTOE
Vanasse Hangen Brustlin – Watertown, MA
(For service to ITE at nearly every level)
Silver Lane is an urban minor arterial running east-west through East Hartford, a town of 50,000 residents in the north-center of Connecticut. Legend has it that the road earned its name from a treasure buried hundreds of years ago. As the centuries have passed, though, the character of East Hartford has changed, growing from a rural farming town into a streetcar suburb, and then into a bustling industrial center. Likewise, Silver Lane has changed from its colonial form, currently carrying one to two through lanes in each direction past a diverse mix of land uses and interchanges with three freeways. Reflecting its importance in Connecticut’s road network, Silver Lane is also known as unsigned State Route 502, owned and maintained by the Connecticut Department of Transportation (CTDOT).

Until the late 1980s, Silver Lane played an integral role – connecting the eastern and western portions of I-84, which, for decades, had no direct freeway connection. These two segments (the latter now designated I-384) were eventually linked, and a quarter of Silver Lane’s 3.6-mile length was reduced from a four-lane section to two lanes. Today, the road carries 8,000 to 17,400 vehicles per day, placing it among the busiest in the town.

The Hartford-area metropolitan planning organization, the Capitol Region Council of Governments (CRCOG), commissioned a study in cooperation with the CTDOT and the Town of East Hartford in order to evaluate traffic and development issues along two miles of Silver Lane. TranSystems, Inc. was selected as the consultant for the study.

The study area, extending from the Route 15 ramps in the west to Forbes Street in the east, includes the busiest portions of Silver Lane. Much of the corridor is constrained by buildings on both sides of the street, with less than 60 feet of right-of-way in the western part of the study area. In addition to the historic buildings typical of old New England streets, there are environmental constraints: the Willow Brook, a tributary of the Connecticut River, crosses Silver Lane, and wetlands flank the road in several places along the corridor. The entirety of the corridor is within an environmental justice primary target area.

One road, many concerns
Community involvement immediately revealed a few problems within the study area. Congestion and safety are common concerns in almost any study, and this was no exception. Stakeholders cited the difficulty of making left turns, restricted sight lines, and high travel speeds along Silver Lane. A review of crash data showed that the western portion of the study area had a high amount of mid-block crashes, likely due to the lack of turn lanes and numerous driveways lining both sides of the road. The eastern two-thirds of the study area did not have an elevated crash rate, but the intersection sight distance was deficient for vehicles exiting Gold Street, a quiet residential road that meets Silver Lane between two horizontal curves. In addition, there were four pedestrian-involved crashes within the study area, one of which resulted in a fatality.

The staff of Silver Lane Elementary School, situated adjacent to the study area, had concerns with traffic congestion and double-parking during pick-up and drop-off times. They also cited the general inadequacy of nearby sidewalks and the lack of a crosswalk across the Route 15 on-ramp. Pratt and Whitney, whose factory is accessed off Silver Lane, had traffic congestion issues related to the reconfiguration of their inter-
nal driveways. The management of Rentschler Field, a 40,000-seat stadium in the middle of the study area, was concerned about temporary traffic control during events.

Several stakeholders were concerned about the quality of active transportation amenities along Silver Lane. The majority of the corridor was without any bike lanes, and shoulders, where present, were generally less than two feet wide. Although the East Coast Greenway and Charter Oak Greenway both intersect Silver Lane within the study area, they are on-street without any dedicated off-road facilities. As a result, Silver Lane represents a gap in the off-road greenway network.

About half of the study area had no sidewalk on the southern side of the road, including the frontage of Rentschler Field. Where present, much of the sidewalk was of very poor quality, with uneven surfaces, deficient slopes, and vegetation encroachment limiting the effective width of the sidewalk to less than two feet in some areas. No signalized intersection within the study area was fully compliant with the latest ADA and MUTCD guidelines. Crosswalks across Silver Lane are infrequent; there are only three crossings in the westernmost 1.5 miles of the study area.

As for transit, Silver Lane is served by two bus routes, including a CTfastrak express route. Service is frequent throughout the week, but there are no bus pullouts along Silver Lane, and the close spacing of bus stops (22 within the corridor) slows down buses. CTtransit, the operator of the bus routes, expressed a desire to consolidate stops, though the agency does not want pullouts.

The Town of East Hartford plans to facilitate development throughout the corridor. This would capitalize on the existing diverse land use along Silver Lane as well as adjacent underutilized parcels. To this end, the Town purchased and demolished a vacant cinema to the north of Silver Lane. Any change to Silver Lane’s configuration would need to accommodate likely development without greatly exceeding current traffic demand.

**Planning ahead**

With these deficiencies and constraints in mind, TranSystems began to analyze existing conditions. The weekday PM peak and Saturday midday peak turned out to be the highest-volume periods, so they were selected for traffic analysis. Given the existing ADT, it was unsurprising that the existing three- to four-lane section was adequate to handle current traffic volumes. Three intersections within the corridor operated at LOS D during peak hours, with the rest all at LOS C or better. This gave the team the flexibility to look at short-term solutions while continuing to forecast the corridor’s long-term outlook.

Around this time, with the sidewalk gaps well documented and the City focused on encouraging development and pedestrian safety, the Capitol Region Development Authority made funding available to fast-track high-priority sidewalk improvements. The study’s preliminary findings allowed the deficient segments to be prioritized, including a pedestrian bridge over the Willow Brook, which is the most substantial barrier to pedestrian mobility on the south side of Silver Lane.

The next step was to develop a no-build model. In this case, there were two different no-build scenarios due to two differing visions of the future of the corridor. In one, heavy manufacturing would be increased adjacent to the current Pratt and Whitney campus. In the second scenario, the same area would be devoted to retail. The difference in volumes between the two scenarios meant that the no-build and build analyses had to be done twice.

The build model included development parcels recommended under a recent land use study, added to both the manufacturing and retail scenarios. While traffic volumes increased by around 30%, they remained low enough throughout the residential part of the corridor to support a three-lane cross-section.

**Big and small changes**

The most immediate conclusion from the no-build analysis was that the off-ramp from Route 15 onto Silver Lane, currently stop-controlled, would hit LOS F by the design year. Thankfully, that was a relatively straightforward problem, and adding a signal or a roundabout would also provide an opportunity to put in a crosswalk near Silver Lane Elementary School. Along with potential mid-block crossings at a handful of lo-
Many of you may be asking, what is the TPCB? And what does it have to do with the PTOE? I decided to write this article after the Section Annual meeting when it became clear to me that some transportation professionals may not know what the TPCB stands for let alone what it does. So give me a couple minutes of your life and I can quickly explain.

The TPCB, otherwise known as the Transportation Professional Certification Board, Inc., is a certification body affiliated with ITE and responsible for all matters pertaining to the protection of public safety through the certification of transportation professionals. The affiliation with ITE is primarily through coordination with ITE staff and sharing of an executive director, CEO and Executive Director of ITE, Jeff Paniati. The TPCB is a separate organization from ITE as well as financially independent and self-sustaining. The TPCB generates revenue from examinations, application, and renewal fee.

Straight from the TPCB bylaws accessed from the website, “The purpose of the TPCB is to promote the public safety by establishing and promoting requirements, standards and procedures (including the development and administration of certification examinations), pertaining to the certification and recertification of classes of transportation professionals.”

The mission of TPCB is to be the preeminent organization certifying the competence of professional working in the disciplines and sub-disciplines of transportation engineering, transportation planning, and road safety.

So why am I writing about the TPCB? Because like any other person vying for attention in our instant attention-grabbing and impulse driven world, as a Discipline Director for the TPCB, I wanted to get the word out to the New England Section about the TPCB, and, of course, the Road Safety Professional certification program, started in 2019. TPCB provides a triad of certifications, which supplements the ubiquitous 20 year running PTOE and the lesser known PTP certifications. For me, the TPCB was the next step in the ITE career and while the TPCB is a separate corporation, most of the certificate holders are ITE members so it provides a continuing connection to ITE.

The TPCB is a quiet organization, in the shadows of the ITE juggernaut, while serving ITE and non-ITE members with important certifications for our in-

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dustry. Just finishing up my first year as a director, I have witnessed the consummate professionalism of the staff and Executive Director and CEO, Jeff Paniati. In my second year now, I have been fortunate to work with ten other directors of the board and transportation professionals across the country carrying out the mission of the TPCB, overseeing the roll out of the RSP and the continued success of the PTP and PTOE certification programs with renewals and new certificate holders. I am delighted to work with another past President of the New England Section, Diane Morabito, who is the current TPCB Organizational Director and Chair.

Most recently, I have been involved with changes to the PTOE examination with a rigorous review of exam questions and answers of course. Like anything in life, the devil is in the details for everything we do. And with the update to the PTOE, there are loads of statistics that go into understanding past examination question answers and scoring and potential confusion by test takers as a result. We hopefully have improved some of the most critical examination questions to clear up previous statistic summaries indicating a need for updating some of the questions. I will let the exam takers in 2020 be the judge of the update.

Assuming you have read this far into the article, congratulations, I kept your attention up to the elephant in the room discussion: Why have certification? Especially when many of us are able to have the State issued Professional Engineering licenses. Why have a planner certification? And the new Road Safety Professional certification, is it really needed? I have witnessed some polarized feelings about this topic in the last year, similar to our political environment per se but nowhere near as bad! We of course retain our professional relationships regardless of the debate.

So let me provide some reasons for obtaining additional certifications beyond a State license. Of note, I am writing this summary as if I was not on the TPCB because my belief in the certifications has not changed since becoming a board member. Perhaps maybe more so now that I am on the TPCB Board, I do see a need for getting the word out to our professional members.

**Continuing Education**

Renewal of certificates requires a minimum of 45 hours of continuing education over the course of a three-year period. Having just completed my re-
cations throughout the corridor, this would greatly improve pedestrian mobility.

West of Roberts Street, where right-of-way is narrow, Silver Lane had two lanes eastbound and one westbound with substandard shoulder widths. The lack of turn lanes in this area was a major contributor to the high crash rate, and as two eastbound lanes were not needed for capacity, the second lane could be replaced with a ten-foot two-way left turn lane (TWLTL). Some modest improvements to access management and the reconfiguration of street-adjacent parking spaces would improve the road experience for all users.

Farther to the east, the very large intersection of Silver Lane and Roberts Street would continue to operate acceptably, but with a much smaller margin than it has at present. As the recent changes in traffic patterns at Pratt and Whitney had shown, regular signal timing optimizations would be necessary to keep things running smoothly.

The long stretch between Roberts Street and Simmons Road runs through a residential neighborhood, where concerns with high speeds, difficulty making left turns, and poor sight lines could be addressed through a number of fixes. In addition to a road diet and flush center islands to break up the long block, Gold Street would be made one-way inbound at its intersection with Silver Lane; adjacent residential streets could easily accommodate the outbound traffic.

Throughout the entire corridor, five-foot shoulders would accommodate confident bicyclists and allow drivers to bypass stopped buses. The curb-to-curb width, generally the same as existing conditions, would accommodate four lanes of traffic during special events at Rentschler Field. Ten-foot concrete sidewalks on both sides of the road would cater to pedestrians and casual cyclists, as well as linking the off-road trail networks.

Almost perfect timing

The Town made it clear right away that they were eager to see some changes on Silver Lane, and the results of the no-build analysis, as well as the CRDA funding, led to a push to implement some early improvements as soon as possible. The most complicated part of shifting lanes would be the realignment of traffic signal heads and detection zones, and as Silver Lane is a State route, CTDOT would need to accept the results of the analysis. Expecting a relatively lengthy process and a hunt for funding, the team prepared an estimate and continued public involvement to get concurrence on the final concept plan.

As it turned out, though, Silver Lane had been selected for repaving in summer 2019 under CT DOT’s vendor in-place (VIP) program. Given the tight timeframe, it was difficult to see how a road diet could be implemented so quickly. However, a speedy series of meetings and an expedited review process allowed the team to provide the contractor with pavement marking plans, while the
Under a parallel effort, CTDOT and the Town worked together to address pedestrian concerns at the Route 15 off-ramp by adding a crosswalk on Lawrence Street and channelizing walkers towards a sidewalk, rather than allowing them to cross the ramp where it went around a sharp curve. As for upcoming changes, construction plans have been developed to close the sidewalk gap, and the Town is seeking funding to make Gold Street inbound-only on a trial basis via temporary curbing.

The final concept plan, involving over $12 million in upgrades corridor-wide, was approved by the public advisory committee and developed into a final report; the next step is to look for funding to implement the changes. The end result will be a bridge between the historical Silver Lane and the modern Silver Lane, providing opportunities for new development while returning the street to a friendlier venue for active transportation. Who knows, maybe we’ll even find that buried treasure.

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Town agreed to put up the requisite signs. CTDOT’s Division of Traffic Engineering agreed to shift the signal heads and detection zones as needed. The plan was run by the study’s public advisory committee and presented at a public meeting to a receptive crowd, passing the last hurdle CTDOT needed to green-light the change. The end result was a very quick turnaround that saw Silver Lane transformed within a few months of the opportunity appearing.
I’m writing this article to share my experience in forming a new Institute of Transportation Engineers Student Chapter and the University of Hartford (UHart). The process of starting a new student chapter was a very supportive path, and I’m hoping that by reading this article fellow students will find themselves inspired to start a chapter at their universities.

I first had the opportunity to learn about the Institute of Transportation Engineers in 2017 during my first summer internship at Fuss & O’Neill in the transportation department located in Manchester, Connecticut. One of my tasks as an intern was to assist in the planning of the annual golf tournament, and I was also invited to attend CT ITE Networking events. These experiences shed light on how the chapter functions and the value of the activities the Chapter conducts. It wasn’t long before I began to wonder if UHart could benefit from the formation of its own ITE Student Chapter, and I realized that my exposure to the CT ITE Chapter had provided me with some of the knowledge required to begin that process.

Primarily, and most importantly, I needed to ensure the interest of this club extended beyond just me. I quickly learned that starting the right club will attract good people to join. Through coordination with the CT ITE board, I was able to invite fellow students to join some CT ITE events in the area. We quickly found ourselves with a dedicated executive board consisting of a social media chair (Kyle Billand), secretary (James Laurice), treasurer/vice president (Nash Bradley), and president (Gina DePasquale).

Through attending ITE events at both the Section and District levels, I had the opportunity to meet with the University of Massachusetts ITE Student Chapter executive board. They gave me a better understanding of the official documents needed, ideas for events, and general guidance for how to promote the start of a new club.

The next step was official recognition, first from UHart and then from the District. I would expect that school recognition varies by school, but at UHart it was relatively simple. I put in a request with our student government association and provided a list of at least 15 fellow students interested in starting the ITE UHart Student Chapter. The student government association also required a constitution and a faculty advisor. With recommendations from the UMass and UConn ITE student chapters, the intended executive board of the UHart ITE Chapter had provided me with some of the knowledge required to begin that process.

The final step in our journey was for the Northeastern District to (Continued on page 13)
Welcome to our Newest Members!

Total Current Membership 550

Mr. Ryan Bloomer (Vanasse Hangen Brustlin)
Danah Hamzeh (The Engineering Corp, Inc.)
Desirae Valentin (University of Massachusetts Amherst)
Mr. Pranav Upendra Khare (WSP)
Carl R. Giordano (Vanasse Hangen Brustlin)
Derek Young (AECOM)
Stephanie Bogue (CDM Smith)
George D. Bittel (University of Hartford)
Nikhil Ramachandran (Tighe & Bond)
Samantha Arnold (Dewberry Engineers)
Mr. Eric M. Riese (Greenman-Pederson, Inc.)
Mr. Joshua Taylor, E.I.T. (Vermont Agency of Transportation)

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review and charter the new Chapter. This included submitting bylaws and a written request for the formation of the Chapter. The acceptance of our Chapter came very quickly and with open arms. I received feedback from members of both the Section and District leadership, who were very excited for the new addition of the UHart student chapter and provided their full support. Since the formation of the Chapter, we have held Lunch and Learns with guest speakers ranging from senior leadership at CT DOT to emerging professionals in the consultant community. The NEITE Section was even willing to fund a joint event for the UHart ITE, UConn ITE, and CT ITE Chapters to host a trivia night and networking hour during our first semester as a Chapter.

Upon my graduation in December 2020, I intend to remain involved with the ITE UHart Student Chapter by becoming an industry advisor and maintaining an open line of communication to the chapter. I am also maintaining a Google Drive folder to share with the incoming executive board, to provide guidance and documentation of our events and submissions. For anyone considering starting a student chapter, please feel free to contact me at depasqual@hartford.edu with any questions.

Our new Student Chapter has felt truly welcomed by the ITE family, and we look forward to planning future events and continuing to play an active role in the ITE community. Specifically, I’d like to thank Matt Skelly, Mark Ventucci, Ted DeSantos, Tom Errico, and Jeff Lebsack for their support and welcoming of the UHart Student Chapter. We look forward to hosting the NEITE/CTITE Annual Spring Meeting at UHart this coming April!
STATE, CHAPTER AND STUDENT CHAPTER UPDATES

Connecticut Chapter
On November 14, 2019 the Connecticut Chapter held its fourth annual young members night in Hartford, Connecticut. Sponsored by New England ITE, sixteen young professionals and college students met on the UConn Hartford campus for transportation trivia and a walk to Blind Pig Pizza for a social hour.

Massachusetts Chapter
On February 6, 2020 the Massachusetts Chapter held its winter social at the Beantown Pub in Boston, Massachusetts.

Vermont Chapter
The Vermont Chapter held its annual meeting on Thursday, January 26th at the Killington Grand Hotel in Killington, Vermont.

Rhode Island Chapter
On March 5, 2020 the Rhode Island Chapter will be hosting an ITE Webinar “Introducing ITE’s Trip Generation Manual 10th Edition Supplement.” The event will be held at VHB in Providence, Rhode Island.
newal, I was amazed to find that I had over 70 hours in a three-year period. Why? Because I knew that I needed to keep up to speed with industry topics and I needed 15 hours per year and that motivates me to keep vying for anything I can watch, learn, or partake in that is related to transportation and that I can learn from. In my state, continuing education is not required for State license renewal so there is no drive for learning and documentation of learning. In this age of extreme information gathering, thought leaders and evolving and advancing technologies, having a carrot and stick approach to recertification is working for me and countless others I have talked to.

Specialization
The certifications provide the holder with potential differentiators for marketing your team and pursuing projects with understanding clients. In addition, certifications provide another demonstration of certificate holder knowledge and expertise in transportation. As noted on the TPCB website, Certification is a powerful demonstration of requisite knowledge, skill, and ability in the specialized application of traffic operations engineering.

In addition, many agencies/employers now require certifications as a prerequisite for certain positions. Many governmental agencies require the certifi-

Above all, continuing to learn in our industry is more important as the transformation of transportation leaps forward. Knowledge is power and adapting to the changing landscape is critical to our profession as transportation professionals. That rebuts any potential critique for pursuing additional certification. There is little to argue about with additional learning in a structured way that is demonstrated by an industry certification organization.

There are three exam periods throughout the year: February, June, and October. Go to the website for more information www.tpcb.org.

Some statistics for consideration. There are more than 3,000 PTOE certificates in place today. For the October 2019 exam, there were 108 individuals signed up for the PTOE certification exam, 24 individuals for the PTP certification exam, 94 individuals for the RSP1 certification exam, and 68 individuals for the RSP2 exam.

Please reach out to me, or any other TPCB Board Member, at any time with any questions you cannot find answers to on the website. Thank you for considering investing in yourself with one or more of these certifications.
WOULD YOU LIKE TO CONTRIBUTE TO THE NEW ENGLAND CHRONICLE?

Would you like to contribute to an award winning *New England Chronicle* newsletter? The *New England Chronicle*’s Action Committee is seeking members (both professionals and students) who are interested to write both short and feature articles for publication in the upcoming *New England Chronicle* issues. Both short and feature articles should be about technical topics, professional matters, innovative projects, and cutting-edge solutions that affect transportation engineering and planning. We are also looking for pieces on transportation-related legislation.

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

For more information on how you can become a *New England Chronicle* contributor contact the *New England Chronicle* Editor: Theresa Schwartz, PE, PTOE at tschwartz@tesseraengineering.com

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