

2015

RSBITE SECTION ACTIVITY REPORT

Prepared for:



Prepared by:



For the period January 1, 2015 to December 31, 2015



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Officers:

Current Officers and Committee Chairs:

Past President	John Kerenyi
President	Gianfranco Laurie
Vice President	Dr. Mohammad Qureshi
Secretary / Treasurer	Daniel David

Others:

Program Chair	Mahmoud Khodr
Scribe / Student Chapter Liaison	Bowen Yang
Legislative Coordinators	Anwar Wagdy
Newsletter Chairs	Trisha Munoz & Andrew Osaki
Social & Golf Chairs	J.R. Morgan & Dennis Acuna
Webmaster	Jonathon Hofert
Historian	Brett G. Craig
Membership Directory Chair	Grace Lin Cheng
Workshop Chair	Tracy Moriya
Student Chapter Liaison Chair	Brandon Wong



Membership:

Number	Membership Grade	Section Annual Dues Rate
1	Honorary	\$ 0
5	Fellow	\$ 27.50
10	Fellow Life	\$ 0
1	Fellow Retired	\$ 0
40	Member 10	\$ 27.50
39	Member	\$ 27.50
9	Member Life	\$ 0
2	Member Retired	\$ 0
4	Institute Affiliate	\$ 27.50
0	Institute Affiliate Retired	\$ 0
18	Student Member	\$ 0
129	Total	

Financial:

Does your section have a Federal Employer Identification Number?

Yes No

If yes, what is the number? 93-1150446

Balance of Funds on hand at the Beginning of the Reporting Period: 20,732.50

Income for the Reporting Period:

Membership Dues	\$ 1,553.37
Gross Income from Meetings	\$ 23,153.15
Investment Income	\$ 0.00
Advertising Income (Newsletter)	\$ 425.00
Other Principal Sources of Income:	
Golf Tournament	\$6,643.00
Holiday Mixer	\$736.25
Corporate Sponsors	\$3,750.00
Total Income:	\$ 36,082.77

Expenditures for the Reporting Period:

Newsletter Printing/Postage	\$ 16.85
Travel	\$ 1,847.98
Meetings	\$ 19,239.61
Special Projects	\$ 0.00
Awards	\$ 0.00

Other Expenditures:

Golf Tournament	\$6,220.78
Holiday Mixer	\$343.11
Board meeting expenses	\$343.11

Mail Box Renewal	\$135.00
Domain Renewal (Section Website)	\$96.00
Student Scholarship	\$1,000.00
Cal Poly Pomona - ITE Student Chapter	\$1,000.00
Incidentals (Name badges, raffle tickets)	\$460.56
WesternITE Student Endowment Fund	\$3,000.00
Student Chapter Meeting (Luncheons)	\$0.00
Deposit for 2016 vendor Show	\$2,000
Total Expenditures:	\$ 35,359.89
Net Income (Expense)	\$ 722.88

Balance of Funds on hand at the End of the Reporting Period: \$ 21,455.38

Was there a change in the Section Bylaws during this reporting period? (If yes, please attach a copy of the new bylaws.)

Yes No

Technical Activities:

The Section sponsored attendance at the 2015 Western District Annual Meeting for both the incoming and outgoing Presidents of the Section. Both delegates participated in leadership activities there, including the Leadership Breakfast.

The chapter conducted a workshop and two technical tours. They were:

- Workshop on CA MUTCD changes and traffic calming (February)
- Tour of Victoria Gardens Streetscape Project (September)
- Tour of San Bernardino County Signing and Striping shop (October)

More details about each of these meetings can be found below.

Legislative Activities during this reporting period:

Our monthly newsletters provide important legislative updates to our members. The “Legislative Corner” section informs members of approved or in-progress legislative activity. Some of the recently approved legislation is shown below:

- AB 194: removed 2012 deadline for filing toll road applications and allows regional transportation agencies to file applications for toll roads.
- AB 914: authorizes the San Bernardino County Transportation Commission to establish HOT lanes on I-10 and I-15.
- Another key activity this year was the Section’s involvement with the proposed changes to the CEQA Guidelines in response to SB743.
 - RSBITE was part of the SB743 task force. A special thanks to Erik Ruehr, Chair of the ITE California SB 743 Task Force.

- RSBITE hosted a special presentation from Chris Ganson, a Senior Planner at the Governor's Office of Planning and Research, about the proposed guidelines for the April meeting that was held jointly with ASCE. Additional details can be found in the meeting summary below.

Student Chapter Activities during this reporting period:

The Riverside/San Bernardino ITE Section completed another successful year in collaboration with its local ITE Student Chapter from Cal Poly Pomona. The following events provided marketing opportunities and/or financial assistance to the student chapter this past year:

- January 21, 2015 – **RSBITE Vendor Show:** RSBITE donated an exhibit table to Cal Poly Pomona to help promote the club to industry firms and vendors while they sell raffle tickets to vendor show attendees.
- February 24, 2015 – **RSBITE Financial Pledge:** RSBITE pledged an annual \$1000 donation to Cal Poly Pomona for the next three years after receiving request from Student Chapter President Brandon Wong.
- March 20, 2015 – **RSBITE Golf Tournament:** Cal Poly Pomona volunteers sell raffle tickets for RSBITE to the tournament's participants and sponsors while also selling club t-shirts and other merchandise.
- May 19, 2015 – **Dave and Buster's Student-Professional Social:** RSBITE officers and Cal Poly Pomona students got together on a weeknight to chat over some good food and arcade games.
- May 21, 2015 – **RSBITE Student Presentation Luncheon:** Cal Poly Pomona senior project team advised by RSBITE President Gianfranco Laurie and Past President Jonathan Hofert was presented \$1200 for their winning presentation on the Rancho California Road Roundabout Improvement Project.
- June 18, 2015 – **RSBITE Welcoming Walkers Student Scholarship:** Cal Poly Pomona student Gema Loera was awarded the \$1000 scholarship for her submittal on the importance of pedestrian accommodations on transportation infrastructure and its contribution to society.

The Riverside/San Bernardino ITE Section is also proud to be recognized as an Emerald Group Contributor (\$10,000) to the ITE Western District Student Endowment Fund. The support goes towards the Endowment Fund's goal to reach \$500,000 to become self-sustaining and be able to generate annual revenue to support the District's student initiatives.

Meetings held during this reporting period:

Purpose: January Vendor Show (Topic: Toll Roads)

Date: January 21, 2015

Location: DoubleTree Hotel, Ontario Airport

Attendance: 160

The guest speakers for this event were **Jesse Glazer** of FHWA and **Joe Rouse** from Caltrans. Their presentations focused on road tolling from the perspective of their respective agencies.

Mr. Glazer addressed the audience first about “Road Tolling – Past, Present, and Future”. Mr. Glazer began his presentation by touching on the history of managed lanes and clearly defining the different types of managed lanes being High Occupancy Vehicles (HOV) Lanes, High Occupancy Toll (HOT) Lanes. The managed lanes evolution began with an HOV lane in Southern California in 1976 called the El Monte Bus Lane on the Interstate 10 freeway. The lane was initially designated for buses only, but after two years of operation the lane was converted into an HOV lane accepting vehicles with 2 or more persons occupying it. An additional lane was later added to the facility was seen to have peak volumes at 6800 vehicles per lane, deeming it a major success. Another managed lanes facility was implemented in Southern California in 1976 called the Santa Monica “Diamond Lane”, however this facility required a general-purpose lane to be taken rather than added to the freeway as done previously. Therefore, Mr. Glazer explained that the Santa Monica Diamond Lane was not as popular as the El Monte HOV lanes, making it a “lesson-learned” by the managed lane industry. Since 1976, Mr. Glazer briefly explained the development of toll lanes as it was birthed in 1990 in Orange County with the State Route 91 Toll Lanes where users are required to pay a toll to use the facilities. HOT Lanes also emerged in the managed lanes industry combining HOV and Toll lanes policy principles by allowing high occupancy vehicle to travel on tolled facilities free of charge or at a discounted price while single occupancy users are able to travel in HOV lanes by paying a tolled fee. In the future, Mr. Glazer mentioned that we could expect to see more HOT Lane systems integrated into our highways. He expects to see more HOT lanes and a few toll roads in the future along with various pricing policies to relieve congestion.



Following Mr. Glazer, Mr. Rouse spoke about “Managed Lanes in California: Where We’ve Been, Where We’re Going”. To start his presentation, Mr. Rouse also briefly defined the meaning of managed lanes describing it as “lanes that are proactively managed in response to changing operating conditions in order to achieve improved efficiency and performance”. Mr. Rouse explained the benefits of managed lanes as they support modal shifts, improve the air quality, provide greater throughput on highways, provide sustainability and reliability, and generate revenue. Upon looking back on the history of managed lanes, Mr. Rouse mentioned California being the first to develop operational guidelines of managed lanes, embrace a managed lanes system, and create a regional HOV network in each urban area. Today, California operates

nearly 1400 lane-miles of HOV roads along with over 200 lane-miles of HOT lanes roadway. Mr. Rouse discussed that there are just over 700 lane-miles of HOV roadway and over 1700 lane-miles HOT roads that are currently being developed utilizing extensive regional partnerships for development and operation of the managed lanes system. In regards to planning for the future of managed lanes, Mr. Rouse mentioned the goals were to protect the investments made in the system, achieve the most productivity while utilizing it, and prepare for growth. He explained several ways to address the degradation issues within California using the managed lanes system requiring each Caltrans district to develop an Action Plan containing long term and short-term action. Mr. Rouse expects that there will be modifications to the occupancy requirements in the future of managed lanes along with changes to tolling technology as legislation progresses into requiring interoperable managed lanes systems statewide. This also includes the impacts of connected and driverless vehicles and advancement in occupancy verification technology in the near future.

Purpose: February Luncheon (Topic: Workshop on the CA MUTCD and Traffic Calming)

Date: February 19, 2015

Location: County of San Bernardino Public Works, San Bernardino, CA

Attendance: 47

This month RSBITE deviated from the usual monthly luncheon and hosted a workshop at the County of San Bernardino. The workshop started with an ASCE Webinar on Traffic Calming presented by **Nazir Lalani** and hosted by the County of San Bernardino, which purchased a site registration. The second part of the workshop was a synopsis on the recent changes in the California Manual on Uniform Traffic Control Devices (CA MUTCD) provided by Mr. **Rock Miller**.

Mr. Miller provided us with a wealth of knowledge on the recent changes in the CA MUTCD by pinpointing where all of the revisions place within the manual and giving insight and reasoning for the updates. Miller mentioned that the majority of the changes were minor revisions to definitions, standards terms, and styles throughout the manual. Mr. Miller estimated a bit over 100 style changes to recent 2014 CA MUTCD. There were



revisions to regulatory and warning signage. Some of the changes on regulatory signs include the permission to use red LEDs on “Do Not Enter” (R5-1) and “Wrong Way” (R5-1a) signs. There were also modifications to Electric Vehicle (EV) charging station signs that allow for signage to specifically navigate EVs to charging stations on the freeways. Mr. Miller explained the additional warning signs that the CA MUTCD added for speed bumps that are able to warn vehicles for an entire area, eliminating the requirement to place a warning sign near every speed bump. Another warning sign added to the 2C section is a pictorial sign for falling rocks areas, eliminating the use of the “falling rocks” warning that contains only words. Mr. Miller reminded the group of the change in the speed limit procedures that requires speed limits to be set to the nearest 5 mph increment, rather than always rounding down. Mr. Miller continued on to explain changes various in sections throughout the CA MUTCD including the freeway guide signs, markings, traffic signal needs, pedestrian control features, and temporary traffic control.

The workshop concluded with a Q&A session where attendees were able to chime in and pose questions discussing the recent changes in the CA MUTCD and traffic calming. The various topics and questions from the members made this workshop a success by spreading exclusive knowledge and information in our beloved transportation industry.

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- Christian Lambarth Men's Longest drive hole # 10
- Jean Eiselein Women's Longest drive hole # 10

Special thanks to Mike Girardot, President of Rodefx, for sponsoring the golf trophies and medals. After the golf awards, we raffled off some great prizes thanks to our vendor and consultant friends.

Purpose: April Luncheon, an ASCE Joint Meeting (Topic: Replacing LOS with VMT in CEQA Guidelines)

Date: April 16, 2015

Location: Riverside Convention Center

Attendance: 60

This month RSBITE teamed together with the Riverside-San Bernardino Section of ASCE to host the second annual luncheon at the newly remodeled Riverside Convention Center in Downtown Riverside. Approximately 60 ASCE and RSBITE members and friends were in attendance to hear the latest updates on the implementation of Senate Bill 743 (SB 743). Our guest speaker for this meeting was Mr. **Chris Ganson**, a Senior Planner at the Governor's Office of Planning and Research specializing in Transportation and Land Use Planning. Being the lead planner for the implementation of SB 743, he gave the latest updates on the transportation impact matrix for analyzing future projects. This update also involved Mr. Ganson speaking on the latest revisions to CEQA guidelines in response to the SB 743 implementation.

Mr. Ganson began the presentation by explaining what exactly the implementation of SB 743 entails; as it is the migration of analyzing transportation impacts from level of service (LOS) to vehicle miles travelled (VMT) and showing why it is needed. He illustrated the differences in analysis for infill and green-field developments and the complication that comes with measuring impacts for both scenarios. During infill developments using LOS analysis, the development is essentially established within a developed area or city where there is relatively little vehicle travel loaded onto the grid network, but it inherits the near or at capacity existing LOS resulting in more impacts. In green-field developments using LOS analysis, traffic is generally loaded three to four times more compared to infill development, however the generated traffic is thoroughly dispersed prior to reaching the congested areas, which does not trigger LOS thresholds to be reached. Mr. Ganson went on to further explain the issues with using LOS as a measure of transportation impacts.

Mr. Ganson listed the benefits of VMT as a measure of transportation impacts to forthcoming projects. He mentioned that by using VMT analysis for developments removes barriers to infill developments. The VMT is also easier to model, has been modeled for the last several years primarily for air quality and greenhouse gas analyses. Since VMT models are rather aggregate compared to LOS analysis, it makes for a more accurate analysis as it collects data for an entire region opposed to a concentrated area such as an intersection LOS analysis does. VMT does not undo itself by inducing more car travel in focus areas as LOS analyses sometimes do while providing mitigation. VMT also reduces long run maintenance burdens on developments.

Mr. Ganson then spoke on how the implementation of VMT will be carried out stating that it will begin at a statewide level. In urban areas, he explained that VMT will streamline infill developments, transit



and active transportation projects, and it will be used as a tool to mitigate problematic areas in urban developments. In suburban areas, VMT will be used to analyze where greatest absolute reduction mitigations can take place, such as placing township centers in the middle of suburban developments to reduce travel times. For rural developments, he also reassured that the implementation of VMT analysis will support mitigation options at the planning level and at the project level. If the characteristic of VMT analysis are studied, it can be seen that VMT mitigations help maintain small rural town character.

We appreciate the highly anticipated update from Mr. Chris Ganson on SB 743. Also, thank you to ASCE Riv-SB for joining us in hosting another successful joint meeting. Until next time!

Purpose: May Luncheon (Topic: Student Presentation)

Date: May 21, 2015

Location: Bombay Restaurant, Ontario

Attendance: 50

The May meeting continued the practice of student presentations, allowing students and practitioners the opportunity to mingle and see each other's work firsthand. This year's presenters were students from Cal State Long Beach, Cal Poly Pomona, and UCLA and presented the following:

- Cal Poly Pomona: "Rancho California Road Roundabout Improvement Project"
- UCLA: "Culver City Street Improvement for New Developments on Washington Blvd"
- CSU Long Beach: "Left Turn Treatment and Safety Study at Signalized Intersections"
- Cal Poly Pomona: "Theodore Street Interchange, Moreno Valley, CA"

All three schools gave excellent presentations and the judges were left with the tough task of ranking the schools according to their presentations. After the scores were tallied it was announced that 1st place went to Cal Poly Pomona team for the Rancho California Roundabout, 2nd place went to UCLA, and 3rd place went to Cal Poly Pomona team for the Theodore Street Interchange. Each school was able to collect a cash prize for their efforts courtesy of RSBITE.



Purpose: June Luncheon (Topic: RSBITE Business and Election Meeting)

Date: June 18, 2015

Location: Dave and Busters, Ontario Mills Mall

Attendance: 49

RSBITE held their annual Business/Election Meeting at Dave and Buster's at the Ontario Mills Mall. The Secretary/Treasurer, Dr. **Mohammad Qureshi** provided a financial report for the year.

President **John Kerenyi** summarized the year in review. He then announced the following award winner:

- **Gemma Loera**, a student at Cal Poly Pomona, was awarded the 2015 Welcoming Walkers Student Scholarship for her thorough understanding and vision of pedestrian projects and their impact in their communities.

Carlos Ortiz, Western District President, provided an update on District activities for the membership. He then swore in the new RSBITE Board.



Purpose: September Luncheon (Topic: Victoria Gardens Streetscape Project Technical Tour)

Date: September 17, 2015

Location: Claim Jumper and Walking Tour of Victoria Gardens, Rancho Cucamonga

Attendance: 51

This year RSBITE hosted their kick-off lunch with a tour of the newly renovated Victoria Gardens. RSBITE welcomed **Charlene Young, Christine Pham, and Ben Duran** from Forest City who worked on the renovation project for Victoria Gardens Mall to share insightful information on how the project was handled, progressed, and what innovative ideas are being incorporated into design. The meeting started at Claim Jumpers in Rancho Cucamonga and concluded with a walking tour of the Victoria Gardens Mall.



Victoria Gardens is located off Foothill Boulevard west of I-15 in Rancho Cucamonga. The mall opened in October 2004 and features 164 retailers that serve 14 million visitors per year. The renovations mainly include building facades, sidewalk widening, patio dining expansions, drought-resistant landscaping, and enhanced parklets. While developing a sustainable environment, the designers incorporated local artist drawings into the design components such as adding graphic layers to the sidewalk. The team overcame many challenges during construction in order to maintain access to the local businesses. The mall visits normally peaks on Thursday, Friday, and the weekend. Most of the construction would have to coordinate around those days and busy hours to avoid unnecessary inconvenience to businesses and visitors. Low barricades were implemented to separate the construction zone from pedestrians, and traffic flow in order to enhance the safety for all parties. The logistics of moving the equipment, materials, and waste was also a big challenge to the team.



Purpose: October Luncheon (Topic: Technical Tour of San Bernardino County Sign Shop)

Date: October 15, 2015

Location: County of San Bernardino Public Works, San Bernardino

Attendance: 38

The October RSBITE meeting was held at the San Bernardino County Department of Public Works. Members are given a tour of the traffic signing and striping shop to learn how the department is handling and implementing traffic control devices.

The traffic sign shop maintains inventory of common traffic signs and distribute to the 13 different road yards in the county as needed. The traffic sign shop is also equipped with experienced staff and machines to design and manufacture custom signs, not readily available or standard signs, upon request. The customized signs are occasionally needed to handle special situations, such as flooding, construction, and coyote warnings to name a few. For mass production of signs, the county sends the production request to sign manufacturers. Any signs that were removed or replaced will be salvaged and refurbished by a contracted company.



Within the warehouse, in a separate compartment, the department maintains another inventory of paint and thermos materials to be used for road striping. The department staffs provided a 10 minutes demonstration on how the road striping is implemented by the stencil truck with paint or thermoplastic materials.

For paint stripe, it is usually 15-20mm thick, and beads can be added for reflective effect. In a typical California weather, the paint can be ready for use in 20 minutes, but it has a very short life span in comparison to thermoplastic material. The thermoplastic stripe is around 90 mm thick, dries quicker than paint, and it last about 3 to 4 years, but the cost is higher than the paint material.

Purpose: November Luncheon, Joint SoCal ITE Meeting (Topic: Planned Metrolink Expansion and Improvements)

Date: November 19, 2015

Location: The Restaurant at Kellogg Ranch, Cal Poly Pomona

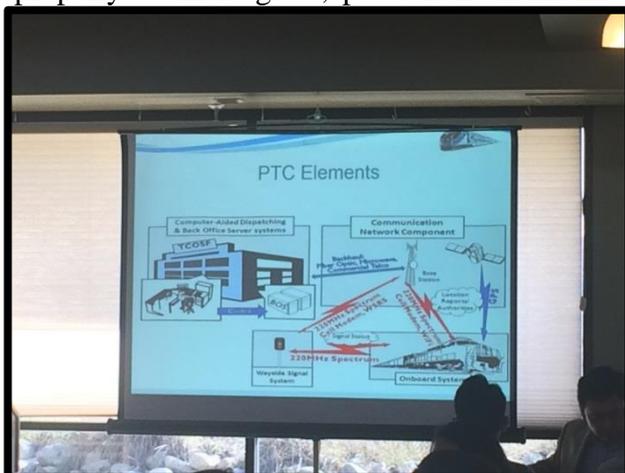
Attendance: 67

The November RSBITE meeting has been traditionally held as a joint meeting with SoCal ITE at Cal Poly Pomona every year. This year November with no exception, RSBITE and SoCal ITE brought the meeting to The Restaurant at Kellogg Ranch at Cal Poly Pomona again. The meeting is joined with professionals from industries, local and regional agencies, and students and faculties from Cal Poly Pomona. This year's Western District Young Professional Achievement Award winner is Neelam Dorman.



While the crowd enjoyed the great food served by the Cal Poly Pomona Hospitality Management, our speaker

Patricia Watkins from Metrolink gave a presentation about Metrolink, future expansion, and safety. Metrolink has 512 miles commuter rail system across six counties of Southern California including the operations of Amtrak and freight trains. It consists of seven lines and 55 stations with 165 Metrolink trains. There are 817 total grade crossings with at least 451 at grade, 160 below grade, and 206 above grade. Metrolink was created in 1991 by state law to establish regional rail system for Southern California. It was originally joint by five member agencies, LACTC, OCTA, VCTC, RCTC, and SANBAG. SANDAG then joined to expand the rail system all the way to San Diego County. Currently, RCTC is expanding the Perris Valley Link. San Bernardino will extend the commuter rail to Redlands in the future. Metrolink has ongoing 70 projects at any given time that are in collaboration with Caltrans and associated local agencies. Safety is a top priority in Metrolink's daily operation for the customer and workers. At grade crossing guidelines are used by designers to apply the best industry standard to fit the at grade crossing design. Patricia strongly suggested coordination and communication from multi-discipline is necessary to produce the design properly. Vehicle gates, pedestrian channelization with gates, and raised median islands are designed to



maintain safety while trains cross the road. Traffic signal and rail signal are in coordination to facilitate the safety. Train collisions are often caused by human errors and speeding. The Positive Train Control is a system that monitors and controls train movements in the rail network as an attempt to improve safety. For instance, it can stop all the trains in the system if there is an earthquake. There are three communication systems utilizing fiber optic, microwave, and commercial Telco. In case one fails, the next one will continue provide reliable operation.

Purpose: December SoCal ITE/OCTEC/RSBITE Holiday Mixer

Date: December 9, 2015

Location: Los Coyotes Country Club, Buena Park

Attendance: 100+

The joy of the holiday season was kicked off at the Los Coyotes Country Club on December 9th, 2015. The seasonal Holiday Mixer was a joint event hosted by ITE SoCAL, RSBITE, and OCTEC. Members from three organizations attended to network, celebrate with their peers, and use this valuable opportunity to interact with members of the boards of each of the organizations. This seasonal event featured great appetizers and beverages, casino games, and raffle games with the grand price of a trip to Vegas. Many laughs and memories were exchanged which always constitutes for a good time!

