OCTOBER MEETING

Inland Empire TMC Technical Tour

Join RSBITE as we take a technical tour of the Caltrans District 8 Inland Empire Transportation Management Center (TMC). There will be two scheduled tours one at 11:45 am and the other at 12:30 pm. Lunch will be served at 11:45 am for tour group 2 and lunch for tour group 1 will be served once first tour is over.

The Inland Empire TMC, Caltrans District 8 in partnership with the CHP, manages over 7000 lane miles of State Highways and Freeways throughout Riverside and San Bernardino Counties. This 27,270 square mile area experienced approximately 19 Billion vehicle miles traveled this past year.

The center is the backbone of the Traffic Management Systems (TMS), which is designed to efficiently manage the existing infrastructure, and with the district's centralized dispatch, to mobilize assets and field personnel. Through the use of various elements the TMC strategizes to increase safety and reduce incidents, delay, environmental degradation, and cost to taxpayers by promoting the following:

- Expeditious identification of incidents and deployment of advance warning to prevent secondary incidents and reduce delay.
- Warnings to motorists of hazardous weather conditions (i.e., High winds, reduced visibility) allowing them to take precautionary action. In some areas visibility can drop below 100 feet due to fog, and sustained winds that have reached over 80 MPH, overturning High Profile vehicles.
- Update the public on current status of highway conditions.

The TMC is Caltrans' nerve center for the collection of all transportation information in the District. In a collaborative effort with the California Highway Patrol, Caltrans collects traffic information from field elements through electronics, fiber optics and an extensive computer network. Notification is received of lane closures, incidents, and other events; which is relayed to the public through CMS, HAR's, the media, telephone, and the Internet. This enables motorists to make informed decisions when selecting the best route(s) to their destination.

The TMC team monitors a continuous flow of transportation data responding to freeway traffic and road conditions 24-hours a day. The system is based on real-time computer assisted traffic management, communication, and control strategies.

RSVP using the Eventbrite link: https://www.eventbrite.com/e/2016-rsbite-october-lunch-and-tour-registration-28212799242

WHEN
Thursday, October 20th

WHERE
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In our September Kick off meeting this year RSBITE celebrated Dick Barrera by presenting him the Classic Transportation Engineer of the Year.

Mr. Barrera was born January 13th 1929 in Gary, Indiana. He attended high school in Lake Geneva Wisconsin where as a member of the Science club and he began his interest in engineering. Upon Graduating from Lake Geneva High School, he enrolled in Wisconsin Institute of Technology as a civil engineering major in Fall of 1947. January 1951 Dick was drafted into the US Army. He served in the 11th Airborne Division at Camp Campbell Kentucky during the Korean War and was honorably discharged after two years of service in 1953. Dick returned to WIT to continue he civil engineering education. While at WIT, he worked summers as an Engineering Aide for Illinois Highway Commission and won varsity letters in football, basketball, and track. In May 1956 Dick Graduated from WIT with his bachelors in Civil Engineering.

June 9th 1956 Dick married Patricia Louis Klindt of Lancaster Wisconsin and celebrated their honeymoon in Wisconsin Dells. Soon after returning from their honeymoon they decided to drive their brand new 1956 Ford West on Route 66 and settled in Fontana, California. Here Dick worked as an industrial engineer for Kaiser Steel Company for 3 years. In 1959 Dick went to work for LADOT and then joined the City of Pomona. During his time at the City of Pomona Dick and his wife Pat move to Upland, California to start a family. Dick and Pat had two sons, Michael was born 1964 and James was born 1966. In 1975 Dick took the whole family to the ITE Annual International Meeting in Seattle. In 1976 the California Board for Professional Engineers implemented the Title Act for licensing of Traffic Engineers and Dick became a licensed Professional Traffic Engineer. December 20th 1977 Dick became a member of ITE. He was hired by the county of Riverside in 1983 as the county traffic engineer and worked until January 1995 when he would retire from the County. August 1995 Dick was admitted to Grade of Fellow in the ITE.

After his retirement Richard continued to be work part time for RBF Consulting and for the City of Upland. He also founded the West Inland Valley Traffic Engineers Association who still meets regularly to discuss traffic engineering issues in the Inland Empire. On behalf of RSBITE we would like to thank Dick for his past and present contributions to ITE.

Congratulations to Mr. Dick Barrera who was honored last month with the #RSBITE Classic Transportation Engineer Award! Mr. Barrera enjoyed a 40+ year career in the traffic engineering field spanning both the private and public sectors. He has been active in #ITE since 1977! Thank you Mr. Barrera for the wealth of knowledge you have shared with us over the years!
This month at our luncheon we were delighted with an in depth presentation of the I-15 Base Line Road Interchange Improvement Project provided by Mr. Jason Welday for the City of Rancho Cucamonga. The meeting took place at the Old Spaghetti Factory in Rancho Cucamonga and approximately 60 people were in attendance. Jason began his presentation by providing a brief purpose and need for the project and an overview of the unique existing conditions and challenges that the City experienced from the exponential growth in the surrounding areas of the Base Line Interchange. The City selected a Modified Partial Cloverleaf Interchange design for the interchange improvements. With the interchange currently under construction, Jason walked us through some of the photos that were taken in the field and explained some of the challenges the construction team bumped into while in the midst of constructing the interchange. He stressed that traffic control was vital to the construction of the interchange as there are several schools and residential communities near the interchange. Maintaining the flow of traffic and pedestrian safety was therefore a high priority for the City during construction. Jason mentioned that the Notice to Proceed was executed in June 2014 and they are expecting to have the roadway completed by November 2016. The cost for construction of this project was estimated to $27 million with a total capital cost of $57 million. We are excited to see the completion of this project as it will clearly be a salient project for the City of Rancho Cucamonga.

To conclude our meeting we presented RSBITE’s very own Dick Barrera with the Classic Transportation Engineer of the Year Award. This award was presented to him for the longtime commitment and legacy he has provided to the transportation industry and community. Please join as we honor Dick for this outstanding achievement!

Please welcome our recent addition, Carla Dietrich, as RSBITE Sponsorship Chair. A member of ITE since 1997, Carla is excited to have the opportunity to be active in the local chapter and to help grow the sponsorship of RSBITE. Carla has 19 years of experience in the transportation engineering field since graduating from Carnegie Mellon University, almost all of that time has been spent with Michael Baker International in their Ontario office, as well as offices in Richmond, Virginia and Pittsburgh, Pennsylvania. When Carla isn’t promoting complete streets or working on traffic engineering studies, you will find her traveling or attending concerts. Some of her most memorable adventures have included travels to Dublin, London, Sydney, and a trip to Toronto to see one of her favorite bands in concert. Her travels have also led her to amusement parks across the country, having ridden well over 100 roller coasters. We are glad to have Carla join our team and look forward to a successful year!
**INTRODUCTION**
We are revamping the legislative corner! We want to provide a better service to our members by bringing more and consistent information on not just what has been passed in legislation because it’s really slow, but old legislation that’s moving forward, a permanent section on what’s going on with OPR & CEQA & traffic studies and what’s also going on in the transportation world around us. Hope it is of help to you and it makes all of us better traffic & transportation engineers, running toward the future. If you have suggestions or comments please let us know by emailing grace.cheng@webbassociates.com and/or awagdy@ci.victorville.ca.us.

**RECENTLY APPROVED CALIFORNIA LEGISLATION**
**AB 51**  
Explicitly authorizes two-wheeled motorcycles to drive between stopped or slow moving vehicles (lane splitting).

**SB1085**  
Requires licensee’s to take an online assessment of California laws and regulations as part of their renewal.

**OLD APPROVED LEGISLATION MOVING FORWARD**
**Fixing America’s Surface Transportation Act (FAST Act)**  
The FAST Act funds surface transportation programs—including, but not limited to, Federal-aid highways—at over $305 billion for fiscal years (FY) 2016 through 2020. It is the first long-term surface transportation authorization enacted in a decade that provides long-term funding certainty for surface transportation. This summary reviews the policies and programs of the FAST Act administered by the Federal Highway Administration (FHWA).

FHWA has been making progress to push the funding toward local agencies. In August, they published a table of pedestrian and bicycle funding opportunities. Check it out!

**CEQA & SB 743**  
Public comment period on the Revised Proposal was closed on February 29, 2016. A copy of the revised proposal is available here. There has been no other news from the Governor’s Office of Planning and Research.

**IN THE NEWS**
**City Lab:** Debunking the Cul-de-Sac

California High Speed Rail: New CHSRA San Gabriel Tunnel Animations  
Check out the different possible alignments for the California High Speed Rail in the Burbank-Palmdale area.

**Effect of technology on travel trends**

**Traffic as a Producer of Energy**
The Institute of Transportation Engineers (ITE) is pleased to announce a new data collection effort aimed at updating, expanding, and improving the widely used ITE Trip Generation Manual. As ITE embarks upon this important update, we invite you to actively participate in this critical data collection effort. ITE relies heavily on the voluntary submittal of data from the transportation community to produce this valuable reference. We need your help to continue to improve this resource and to ensure delivery of the most accurate and up-to-date information available.

As travel and land use patterns have changed, the 10th Edition of the Trip Generation Manual will be significantly enhanced to be more responsive to the evolving needs of the profession. The new Manual will—for the first time—differentiate among data collected for urban, suburban, and rural sites. Where possible this new resource will also provide vehicular and person trip generation data by travel mode. Currently, the availability of trip generation data for urban areas such as urban infill, smart growth, and transit-oriented development sites is extremely limited. Therefore, if you have conducted trip generation counts (whether urban or suburban and whether vehicle or person trips), we strongly urge you to consider submitting the data for inclusion in the 10th Edition.

ITE asks that you consider submitting trip generation data for all land-use types. We particularly encourage submittal of data for the following land uses:

- affordable housing;
- age-targeted residential development;
- co-housing;
- cold storage warehouse;
- college dormitory/off-campus student housing;
- data center;
- discount supermarket;
- drive-in bank;
- duplex residential unit;
- fast casual restaurant;
- fulfillment center;
- garden center;
- high-cube warehouse;
- marijuana dispensary;
- micro-apartments;
- mini-warehouse;
- office building (including employment density);
- outpatient surgical facility;
- parcel hub;
- self-storage facility;
- senior adult housing facility;
- specialty retail;
- stand-alone specialty food (coffee shop, bagel shop, donut and sandwich shop, etc.);
- super convenience market/service station;
- super grocery stores; and
- zero parking apartments

Data are also needed for all types of mixed-use sites such as a multi-story apartment with 1st-floor commercial space or a convenience store, gas station, and fast-food restaurant combination. ITE also asks that you submit any data collected on pass-by and diverted trips and on trip length averages and distribution. These data will also be compiled, updated, and reported as conclusive findings are identified.

ITE encourages electronic data submittals. A customized Web-based data collection tool will be available on ITE’s website home page (www.ite.org) in early October 2016. Hard copy Trip Generation Data Collection Forms are also available now and can be found on the ITE website or in Volume 1 of the Trip Generation Manual, 9th Edition.

Data for this publication are being collected continually; however, to ensure data are considered for inclusion in the 10th edition of Trip Generation, please submit by November 30th, 2016 to Lisa Fontana Tierney, Traffic Engineering Senior Director, ITE, 1627 I ("Eye") Street, NW, Suite 600, Washington, DC 20006 USA by fax to +1 202-785-0609, or lfontana@ite.org.
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- Subsidizing public-sector members’ attendance at luncheons
- Activities and equipment for Cal Poly Pomona’s ITE student chapter
- Plans to start a new student chapter at Cal Baptist University
- And many more initiatives!

For more information, please contact:
Dr. Mohammad Qureshi, RSBITE President, (909) 387-8186
drq@dpw.sbcounty.gov

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