President’s Message
Sowmya Chandrasekhar, PE, TE, PTOE

It was a pleasure seeing everyone at the first luncheon of the year 2019-2020 in September. Thanks to Tim Lindholm, LA Metro Senior Executive Officer, for giving an overview of Metro’s Capital Projects as Part of Measure R and M. LA Metro currently has several transit related projects at various stages of planning, design, and construction. With many of these projects listed under the Twenty-Eight by ’28 initiative, our region is bound to see an immense transformation in transportation infrastructure in the next decade. Special thanks to our event sponsor – Econolite.

Our October joint meeting with OCTEC was one of a kind. It is the first time that either organization had hosted more than 160 attendees at a single event. Thank you to the attendees for making this event so successful. With the July 2020 deadline to adopt SB 743 nearing, it seemed appropriate to host a panel of speakers from public and private sectors to share their experience and knowledge on this topic. The speakers included: Jay Kim, Assistant General Manager of mobility Management Group, LADOT; Chris Gray, Director of Transportation & Planning, Western Riverside COG; and, Jason Pack, Principal, Fehr & Peers. The session was moderated by Anthony Petros, Principal, LSA. If you are an agency member and haven’t yet looked at SB 743 adoption, now is the right time to act. All speaker presentations are available on our Section’s website: https://www.socalite.org/single-post/2019/11/05/OCTEC-and-ITE-Joint-Meeting. Thank you to our section lunch sponsor, Etherwan, for sponsoring this event.

In the month of October, our section also held a Ping Pong tournament which was graciously hosted by KOA at their Orange office. After an intense showdown, KOA’s Alan and Cameron took the winner’s cup (and a $100 gift certificate) with Kimley-Horn’s Mitchell and Sri being the runners-up!

For the upcoming month, I am looking forward to hearing John Thai, Principal Traffic Engineer, City of Anaheim, share his insights on Connected Vehicle Spat experience.

The tradition of Holiday Mixer between the three local professional organizations – ITE SoCal, OCTEC, and RSBITE, was started in 2013. This year we will be continuing this tradition for 7th year in a row. The event is scheduled for December 4, 2019 (Wednesday) from 4:30 to 8:30 PM. Come join us and your fellow professionals for an evening with Casino games, raffle prizes, and more! If you are interested in sponsorship opportunities at this event, please reach out to our sponsorship chairs or any of our section board members (refer Page 2 for contact information).

Last but never the least, thanks to our newsletter sponsor, Iteris, for supporting this issue of our bimonthly newsletter.

Brief Look Ahead

2019
– November 13th, ITSCA Section Luncheon Meeting, Stone Brewing World Bistro, San Diego, CA, www.itscalifornia.org/

2020
2019-2020 Southern California Section Board

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ITE SoCal hosted its September meeting at Luminarias Restaurant in Monterey Park with approximately 80 attendees. The luncheon started with special announcements from the Western District President, Neelam Dorman regarding the upcoming ITE Western District Annual Meeting in Hawaii. The awards received by the ITE SoCal Section at this year’s ITE Western District Annual Meeting and ITE International Annual Meeting were re-presented by Neelam. ITE SoCal Section was awarded the Western District Section Activity Award. Zaki Mustafa, an active member of our ITE SoCal Section received the Western District Lifetime Achievement Award. He was in attendance and shared few words of wisdom to the group. He also shared about the Jackets for the Homeless Charity.

The speaker, Tim Lindholm, LA Metro Senior Executive officer, discussed Metro’s Capital Projects as part of Measure R and Measure M. Tim shared his insight on several ongoing and upcoming projects. Projects include Crenshaw/LAX Transit Corridor - an 8.5 mile Light Rail line with 8 stations, Regional Connector Transit Corridor - a 1.9 mile Link connecting Blue and Expo Lines with the Gold Line and with 3 new stations, the three sections of the Western Purple Line, Patsaouras Plaza Busway station that would provide direct connection from Silver line to Union Station, Willowbrook/Rosa Parks station’s complete renovation and expansion, and the Airport Metro Connector Station Project and more.

California and Cascadia (Portland OR-Seattle WA- Vancouver BC) have both invested in Transit and High-Speed Rail, but with different results.

A King County Metro bus passes through the Westlake Station within the Transit Tunnel in downtown Seattle. (Photo Credit: David Schwegel)

Here are 10 lessons that California can learn from Cascadia:

1. Get critical segments up and running soon to gain the trust of the public.
   The critical segments identified by Sound Transit (www.soundtransit.org) were downtown Seattle south to SeaTac Airport (SEA)/Angle Lake, and north to Capitol Hill. The implementation of service along these segments proved to voters that agencies can deliver transit projects with a large return on investment, thereby resulting in the successful passage of a $54 billion transit expansion measure (nation’s largest transit package per capita).

2. Build “critical path” tunnels “sooner rather than later”.
   Nearly two decades prior to the implementation of Link Light Rail service in downtown Seattle, King County Metro completed a transit tunnel with elegant stations.

3. Embrace “uncharted waters”.
   The construction of Link Light Rail across Lake Washington is the world’s first application for making light rail work on a floating bridge.
4. Make transit by far the most convenient option for getting between Points A and B. The one-mile segment between Capitol Hill and downtown Seattle during rush hour can be covered in a few minutes by Link Light Rail or a half hour in “gridlock traffic” by car. In 2004, State Route 520’s traffic congestion across Lake Washington became so severe that it achieved national recognition as a “corridor in crisis” with limited congestion relief along the parallel I-90 corridor. By 2023, this parallel I-90 route will provide a far more “stress free” alternative via Link Light Rail.

5. Explain “If not HSR, then what?” with easily understood capacity and cost comparisons. HSR along the Cascadia Corridor has an estimated cost of between $24 to $42 billion carrying the passenger equivalent of a 10-lane freeway. Washington State DOT (WSDOT) estimates a cost of $108 billion just to add one northbound and one southbound lane along the 276-mile segment of I-5 through Washington state.

6. Discuss the benefits in terms of economic activity. California HSR Board Chairman and Governor Gavin Newsom’s Chief Economic Advisor Lenny Mendonca nodded his head at the October 2018 Board of Directors Meeting when Cascadia HSR’s projected $355 billion in economic activity was mentioned during public comment.

7. Make a strong case to attract investment from technology companies. Technology companies along the Cascadia Innovation Corridor are investing heavily in making HSR a reality. Microsoft has invested around $600,000 just to study HSR. By contrast, Silicon Valley technology companies have not yet seen the value of investing in Valley to Valley HSR. Stronger arguments are needed than just giving their employees access to more affordable housing.

8. Craft messages on the larger meaning of bringing cities closer together. The Cascadia HSR video on Seattle to Vancouver BC HSR explains how “two great cities” are “better with enhanced collaboration”. With the nation’s worst air quality within a multi-billion-dollar food production environment, Fresno must work diligently to become branded worldwide for next generation high-tech food production full of agriculture technology museums, innovations in urban forestry, agricultural “placemaking” environments with plazas rivaling those of the Irvine Spectrum, and electric car sharing/vanpooling sites strategically placed throughout the Fresno/Clovis region.

9. Work toward the metric that matters. Through voter acceptance of Initiative 695 (“lock box” on transportation funds in 2000) and rejection of Referendum 51 (a roadway heavy option to address Seattle’s traffic congestion challenges posing concerns over “induced travel demand”, unsafe cycling conditions, and severe funding insufficiency to compete expensive roadway projects in 2003) reinforced to Washington policymakers the importance of expedited delivery of state-of-the-art infrastructure making optimal use of taxpayer funds.

10. Do not be discouraged by national trends suggesting declining ridership. With the majority of US regions showing declining transit ridership between 2010 and 2018 (greatest drop in Sacramento at around 35% with 1/6th the per capita investment of comparable regions), Seattle has experienced around a 5% increase, long before the implementation of Link Light Rail to the technology-rich east side (Microsoft by 2022), the industrialized north (Boeing), and the populated south (Tacoma). While transit opponents cite declining ridership as the primary reason to justify investment elsewhere, supporters cite Seattle’s highest per capita transit spending in the nation, consistent number one ranking on the national “construction crane scoreboard”, and double-digit ridership growth in many European cities to justify significantly increased investment in transit.

For the WSDOT/WSP Ultra-High-Speed Ground Transportation Study for the Cascadia Megaregion (July 2019), prominent subject matter experts, and the upcoming Cascadia Rail Summit, go to www.ushsr.com/events/seattle2019.html.
The joint October meeting with OCTEC was held on Thursday, October 24, at the Orange County Mining Company. It was one of the largest gatherings of professionals in the history of both organizations.

Both Etherwan and Iteris sponsored the event, and gave small presentations prior to the main presentation on the Adoption of SB 743 (Transportation Impacts).

Jay Kim, Assistant General Manager of the Mobility Management Group at LADOT, gave the first presentation on SB 743 and how the City of Los Angeles has responded to the bill. The City has updated their transportation analysis approach, looking at how reducing vehicle miles traveled (VMT) will reach the climate change goals that the state has set for itself. Since the City has multiple transit options available, the City has set a lower VMT threshold for itself for compliance with these new guidelines taking effect July 2020.

The next speaker was Chris Gray, Director of Transportation and Planning at Western Riverside Council of Governments (WRCOG). He discussed how WRCOG has met with multiple stakeholders throughout the region to discuss the implementation and consistent application of the new VMT metric on traffic studies. He emphasized that for each city and agency, either individual citywide guidelines need to be adopted and used, or the city could use the regional guidelines that will be set by WRCOG. After July 2020, the agency needs to be consistent in always using the same guidelines for analysis.

The final speaker was Jason Pack, a Principal with Fehr and Peers. He discussed the rapid increase in VMT throughout Southern California following the Great Recession as people return to work and commute to their workplaces. In addition, as the number of VMT increases, the amount of carbon dioxide emissions produced also increases. Agencies need to take the lead and prioritize SB 743 as the deadline for it is quickly approaching. Finally, once cities switch to using VMTs for analysis, they cannot switch back to using the old version of measuring levels of service (LOS) for analysis.

Overall, the meeting was a great success for the members from both organizations. The next SoCal ITE meeting will be a Joint Meeting with the Riverside-San Bernardino ITE Section on Wednesday, November 13, at Vita Italian Bar and Grill in Pomona.

On October 4, 2019, our section organized its 2nd Annual Ping Pong tournament. This event was hosted by KOA at their Orange office. Thank you to the enthusiasm from the section members to participate in this event. The winners were Alan and Cameron from KOA, with Mitchell and Sri from KOA coming close as runners-up. Special thanks to our Professional Activities Co-Chair, Hassan Ahmed and KOA for hosting this event!
The Federal Highway Administration (FHWA) and Intelligent Transportation Systems Joint Program Office (ITSJPO) maintain the Connected and Automated Vehicle (CAV) Support Services program, which provides equipment loans and no-cost technical support to infrastructure owners/operators (IOO) and other organizations interested in testing CAV technology.

CAV Support Services’ equipment loan program provides users the opportunity to become familiar with the types of equipment typically used in connected vehicle (CV) deployment. Available equipment includes:

- Roadside Units (RSUs) – CV radio equipment designed to be installed as part of the roadway infrastructure.
- Onboard Units (OBUs) – CV radio equipment designed to be installed inside a vehicle.
- Packet Sniffers – Hardware that monitors network traffic by examining data packets flowing through the radio equipment.
- Signal Phase and Timing (SPaT) and Map Message Test Devices – Real-time provision of traffic SPaT information to vehicles approaching signalized intersections.

CAV Support Services also offers a Help Desk that provides users with technical assistance during CAV testing and deployments.

Some of the services include:

- Device configuration support including output review of case logs, and interpretation of standards, content, and structure in J2735 messages.
- Map/traveler information message tool application support and troubleshooting of lane and phase-to-lane mapping issues.
- Device testing support such as dedicated short-range wireless sniffer access, global positioning location support, and Internet protocol version 6 (IPv6) assistance.
- Infrastructure implementation support including IPv6 network design and physical installation guidance.
- Security support, network security guidance, and credential management.

Users can submit a support ticket from ITSJPO’s Resources for Practitioners page. IOOs that participate can make technology adoption more efficient by troubleshooting with expert technical support. CAV Support Services also provides the opportunity to test equipment from a variety of vendors in a no-cost environment. For more information, contact CAVSupportServices@dot.gov.
November Joint Meeting

November 13, 2019
11:30AM to 1:00PM

Vita Italian Bar & Grill
3101 W Temple Ave
Pomona, CA 91768

Presenter:
John Thai, Principal Traffic Engineer City of Anaheim

“Connected Vehicle SPat Experience”

EARLY REGISTRATION ENDS ON 11/8 at 5:00pm

Registration through Eventbrite:

Registration Types:
ITE Member: Early $30 l General $35
Non-Member $35
Public Agency $25
Students $15

For Questions, please contact:
Dina Saleh
ITE SoCal Section Secretary
SalehD@metro.net

Lunch is Sponsored By:
# 2019-2020 CALENDAR

**INSTITUTE OF TRANSPORTATION ENGINEERS**
**SOUTHERN CALIFORNIA SECTION**

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<tr>
<th>AUGUST 2019</th>
<th>SEPTEMBER 2019</th>
<th>OCTOBER 2019</th>
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| ITE Annual Summer Mixer  
Wed. Aug 14, 2019 
Event – 5:30 PM | Regular ITE Meeting  
Wed. Sept 18, 2019 
Lunch – 11:30 AM | Joint Meeting with OCTEC  
Thurs. Oct 24, 2019 
Lunch – 11:30 AM |
| Police Academy Rock Garden, Los Angeles | Luminarias Restaurant, Monterey Park | Orange County Mining Company, Orange |

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<th>NOVEMBER 2019</th>
<th>DECEMBER 2019</th>
<th>MARCH 2020</th>
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| Joint Meeting with Riverside-San Bernardino Section  
Wed. Nov 13, 2019 
Lunch – 11:30 AM | Holiday Mixer with RSBITE & OCTEC  
Wed. Dec 4, 2019 
Appetizers – 5:00 PM | Joint Meeting with San Diego Section  
Fri. March 13, 2020 
Workshop – 9:00 AM – 1:00 PM 
Lunch – 12:00 PM |
| The Restaurant at Kellogg Ranch, Cal Poly Pomona | Knotts Berry Farm Hotel, Buena Park | Plaza de Magdelena  
San Juan Capistrano |

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<tr>
<th>JANUARY 2020</th>
<th>FEBRUARY 2020</th>
<th>APRIL 2020</th>
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| Joint Meeting with City Traffic Engineers  
Wed. Jan 22, 2020 
Lunch – 11:30 AM | Joint Meeting with Central Coast Section  
Wed. Feb 12, 2020 
Lunch – 11:30 AM | Regular ITE Meeting  
Wed. April 15, 2020 
Lunch – 11:30 AM |
| Luminarias Restaurant, Monterey Park | Location TBD | Luminarias Restaurant, Monterey Park |

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<th>MAY 2020</th>
<th>JUNE 2020</th>
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| Student Chapter Night  
Co-sponsored by OCTEC  
Wed. May 20, 2020 
5:30 PM Student Job Fair,  
6:30 PM Dinner  
Knott's Berry Farm  
Resort Hotel, Buena Park | Mini-Workshop/Annual Business  
& Joint Meeting with ITS-CA  
Wed. June 17, 2020 
8:30 AM – 12:00 PM Workshop,  
12:00 PM Lunch,  
1:00 PM Business |

**NOTE:** Locations and information is subject to change. Last Updated – September 5, 2019.
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ITS Southern California Meeting in San Diego!

“LEVERAGING ITS TECHNOLOGIES AT THE SR 11 and OTAY MESA EAST PORT OF ENTRY”

ITS California is back in San Diego and we want to invite our professional transportation community to join us and learn the latest on the new Otay Mesa Border Crossing and how ITS technologies are playing a major role at this new Port of Entry (POE). Increasing demand, insufficient capacity, and idling vehicles at existing border crossings in the San Diego–Baja California region cost the United States and Mexico billions of dollars in foregone economic output each year and have a major impact on air quality. To address this problem, a binational, multi-agency group is working aggressively to expedite the construction of an innovative port of entry to reduce border wait times. The State Route 11 (SR 11)/Otay Mesa East POE Project in the United States will create a fast, predictable, and state-of-the-art port of entry serving both personal and commercial vehicles.

ITS-CA member and Public Sector Cost = $25 (Includes lunch)
Non-members = $35 (includes lunch)

Date: Wednesday, November 13, 2019
Time: 10:45 a.m. – 1:00 p.m. (lunch served at 11:45 a.m.)
Location: Stone Brewing World Bistro & Gardens
Liberty Station
2816 Historic Decatur Road | San Diego, CA

Menu Choices:
- Grilled New York, herb whipped potatoes, charred broccolini, peppercorn demi (gluten free option)
- Pesto Rigatoni, roasted mushrooms, sundried tomatoes, pesto cream sauce, olives, Grana Padano (vegetarian option)

AGENDA

Session Moderator:
James Dreisbach-Towle, Division Director Operations, San Diego Association of Governments

Speakers:
Mr. Mario Orso, Caltrans District 11 Trade Corridor Director, “Overview of the Trade Corridor”
Ms. Keri Robinson, Associate Planner, San Diego Association of Governments, “SR-11 Project”
Custom and Border Protection (invited speaker), “Innovation at Otay Mesa East”
Mr. Peter Thompson, Senior Technology Project Manager, San Diego Association of Governments, “Regional Border Management System and Border Wait Time System”

To Register:

If you like to sponsor our event, please use the following link: