Dear ITE Southern California Members,

February 2016 brings a lot of big news for both ITE and our general industry. Perhaps the most consequential is the release of the revised proposal to update CEQA guidelines for evaluating transportation impacts (click here to download). The ITE California SB 743 Task Force is currently reviewing the revised proposal in detail and preparing a written comment letter for submittal to OPR. Prior to submittal, a draft of the comment letter will be posted on the Western District website on February 8th, 2016 for comments by all ITE members. Please see Page 3 for a brief summary of the latest proposal and additional information.

I know there have been several reminders already, but for those who have not yet renewed, please help support our Section by renewing sooner than later. Renewing is easy. Simply go to www.ite.org and click on pay dues, call 202-785-0060 (use ext. 124, 149 or 127), or email membership@ite.org. As a friendly reminder, you must be a paying member of ITE International to officially be considered an ITE member and take full advantage of all ITE has to offer such as discounts on webinars and publications like the newly released ITE Traffic Engineering Handbook (January 2016).

Nominations for ITE Western District Young Professional Awards are due by April 15th, 2015. Please contact our Western District Career Guidance Chair, Neelam Dorman (Neelam.dorman@gmail.com) for more information or visit http://westernite.org/annual-meetings/awards/. The Western District Annual Meeting in Albuquerque will be held on July 10-13th; please visit http://ite2016abq.com/ to register now for an early registration discount. The ITE International Meeting will be held in Anaheim on August 14-17th. Please contact Local Arrangements Committee Chair, Rock Miller (Rock.Miller@stantec.com), if interested in volunteering.

Our January joint meeting with City Traffic Engineers was well attended and featured an update of LA Metro programs and projects presented by Ed Alegre. Our upcoming joint meeting with the Central Coast Section is on Tuesday, February 9th, 2016 in Thousand Oaks and will feature a presentation on the Erbes Road Widening project by the City of Thousand Oak's construction team. I hope to see you there! As always, thank you to this month's newsletter and meeting sponsor, Counts Unlimited, for their continued support.

Next Meeting
Tuesday, February 9, 11:30 AM
ITE SoCal/Central Coast Meeting

"Lessons Learned on Erbes Road Widening"
Clifford Finley, Dan Lazo, Robert Sweeting, and Jim Mashiko (City of Thousand Oaks)
City of Thousand Oaks Municipal Service Center
1993 Rancho Conejo Blvd
Thousand Oaks, CA 91362
https://itefeb2016.eventbrite.com
See 2015-2016 ITE SoCal Annual Calendar for upcoming events!
### 2015-2016 Southern California Section Officers

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On January 20th, 2016, in accordance with Senate Bill 743, the California Office of Planning and Research (OPR) released a revised proposal on updates to CEQA guidelines for evaluating transportation impacts. The proposal presents a fundamental shift in the way transportation impacts will be assessed in the future, so we highly encourage our members to review the proposed guidelines:


**SB 743 History**

The following is a brief history on SB 743, courtesy of ITE San Diego:

Governor Brown signed Senate Bill (SB) 743 (Steinberg, 2013), which creates a process to change the way that transportation impacts are analyzed under CEQA. Specifically, SB 743 requires the Governor’s Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to LOS for evaluating transportation impacts. Particularly within areas served by transit, those alternative criteria must “promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses.” (New Public Resources Code Section 21099(b)(1)) Measurements of transportation impacts may include “vehicle miles traveled, vehicle miles traveled per capita, automobile trip generation rates, or automobile trips generated.” (Ibid.) Once the CEQA Guidelines are amended to include those alternative criteria, auto delay will no longer be considered a significant impact under CEQA. (Id. at subd. (b)(2)) Transportation impacts related to air quality, noise and safety must still be analyzed under CEQA where appropriate. (Id. at subd. (b)(3)) SB 743 also amended congestion management law to allow cities and counties to opt out of LOS standards within certain infill areas. (See Amended Government Code Sections 65088.1 and 65088.4.) Aside from changes to transportation analysis, SB 743 also included several important changes to CEQA that apply to transit oriented developments, including aesthetics and parking.

**ITE Responds to the Initial Proposal**

At the request of the Western District of ITE, San Diego Section TCM Task Force Chair Erik Ruehr spearheaded efforts to draft a formal letter to California’s Office of Planning and Research (OPR). The letter was a collection of considerations from ITE members from around the Western District responding to the draft guidelines in August of 2014 raising legitimate issues for OPR to address.

**Revised Proposal**

Similar to the draft guidelines released in August 2014, the revised proposal released in January 2016 continues to recommend vehicle miles travelled (VMT) as the primary metric for evaluating transportation impacts with respect to CEQA. Proposed developments located near transit and projects that do not increase motor vehicle capacity, such as transit and active transportation projects, may be presumed to result in a less than significant impact.

Key changes from the August 2014 proposal include more detailed recommendations regarding thresholds, safety, and mitigation, which are now provided in the form of a draft Technical Advisory. For example, the recommended threshold for proposed residential and office developments is the exceedance of existing regional and/or city VMT per capita minus 15-percent. The recommended threshold of 15-percent below existing VMT is intended to be more closely aligned with other Statewide goals to reduce greenhouse gas emissions (e.g., Caltrans Strategic Management Plan, SB 375, AB 32) and is considered a generally feasible target at the project level. Proposed retail projects are presumed to divert trips from existing retail; accordingly, the threshold recommendation is that a net increase in VMT be considered significant. Mixed-use projects may evaluate each use individually after accounting for internal capture.

The Technical Advisory recommends that small projects forecast to generate fewer than 100 trips per day, or other trip threshold consistent with a congestion management program, may be presumed to result in a less than significant impact. Map-based screening may be used to exempt residential and office projects that locate in low-VMT areas and exhibit similar features (e.g., density, land use mix, transit access). Transportation projects likely to increase VMT as a result of induced demand (e.g., the addition of through lanes, HOV lanes, auxiliary lanes) should be analyzed, while projects that would not likely lead to an increase in VMT (e.g., rehabilitation, roundabouts, toll lanes) may be exempt. The advisory also contains a considerable amount of information regarding transportation safety, including a list of potential detriments to overall safety such as increased VMT correlating to increased crash risk, signal lengths longer than 90 seconds, and wider than needed travel lanes (e.g., wider than 10.8 feet on surface streets).

**ITE’s Opportunity to Respond to the Revised Proposal**

Erik Ruehr, ITE California SB 743 Task Force Chair, will once again lead the effort to construct a response letter to represent ITE member concerns regarding the proposed guidelines. The comment period will end February 29th, 2016.

Here is a summary of the current timeline:

- ITE California SB 743 Task Force to prepare written comment letter
- Written comments may be submitted to CEQA.Guidelines@resources.ca.gov by 5:00 PM on February 29, 2016
- Effective late 2016/early 2017
- Jurisdictions will have a 2-year opt-in period
- Required by late 2018/early 2019

For more information, go to [https://www.opr.ca.gov/s_sb743.php](https://www.opr.ca.gov/s_sb743.php)

ITE Members are also encouraged to check out the free webinar hosted by OPR on February 9th, 3-5pm: [https://attendee.gotowebinar.com/register/5144112801627486977](https://attendee.gotowebinar.com/register/5144112801627486977)
Transportation Engineers statewide have been collaborating with agencies to identify four hot topics as follows:

1. **Intercity and Commuter Rail**: The High Speed Rail Authority (www.hsr.ca.gov) is vetting 36 expressions of interest from engineering firms worldwide with findings to be reflected in the 2016 Business Plan coming out in February. The Capitol Corridor Joint Powers Authority (CCJPA) was identified as an Infrastructure Report Card (2013) (www.infrastructurereportcard.org) success story based on having the third highest ridership and highest on-time performance in the nation. A “third track” project is underway along an 18-mile portion of the Capitol Corridor that would result in a 10-fold increase in round-trip trains between Sacramento and Roseville. In preparation for the October opening of the Golden 1 Center, Sacramento Regional Transit is upgrading light rail service to encourage ridership among patrons.

2. **Connectivity and Economic Prosperity**: San Francisco’s Transbay Center (www.transbaycenter.org), scheduled to open in 2017, is a “living example” with a dozen modes of transportation coming to the “Grand Central Station of the West” and nearly two-dozen new high-rises (including San Francisco’s tallest) coming to the station area. Innovative planning is essential to ensure that station cities become “robust job centers” and not “bedroom communities” while avoiding the unintended consequence of “gentrification” (pricing out lower income households) in the station area. Roseville has a constrained downtown core divided by a large rail yard posing unique challenges for expanding roadway, walkway, and parking infrastructure to accommodate the “third track” project. According to the Greater Sacramento Economic Council, there is a strong connection between transportation funding limitations under current law, the history of transportation funding in California, and possible fixes. The prospect of a road charge could be explored among the options for more sustainable funding streams to the gas tax and the general fund. The Statewide Local Streets and Roads Needs Assessment provides insight on the vital role that local roads play in the larger statewide system.

3. **Regional Roadways and Aviation**: The Sacramento Area Council of Governments (SACOG) (www.sacog.org) has a Rural Urban Connections Strategy (RUCS) identifying options for strengthening the ties between urban and rural interests. The $1.1 billion “Big Build” Terminal B project opened at the Sacramento International Airport in October 2011, paving the way for additional connectivity options such as increasing mass transit options to downtown. The Placer County Transportation Planning Agency (PCTPA) is able to use a massive interchange improvement project to encourage voters to approve a half-cent sales tax measure this November that would result in significant mobility improvements over the current congested and collision prone SR 65/1-80 interchange.

4. **Transportation Funding**: Caltrans can build on its recent successes of delivering high-profile highway improvement projects such as the SR 65 Lincoln Bypass (the longest new stretch of state highway in decades) and the Highway 101 Willits Bypass projects. The “big picture” in statewide infrastructure investment can be explored to discover the transportation funding limitations under current law, the history of transportation funding in California, and possible fixes. The prospect of a road charge could be explored among the options for more sustainable funding streams to the gas tax and the general fund. The Statewide Local Streets and Roads Needs Assessment provides insight on the vital role that local roads play in the larger statewide system.

Transportation professionals may explore these hot topics more deeply at a Statewide Infrastructure Symposium on March 18 (www.cais16.org) and a Transit Oriented Development Conference May 3-5 (www.tod.org).
President, I helped to foster collaboration between Sections by starting new joint events like our annual Holiday Mixer social and supported our students by serving as a mentor for UC Irvine and initiating a Section-level Traffic Bowl competition. In addition, I am also currently serving as a MiteY Race coordinator and am a member of the International Young Member Committee and 2016 Anaheim ITE International Annual Meeting LAC. I have been fortunate to receive awards recognizing my contributions to ITE in these capacities:

- International Rising Stars Award – 2015
- Western District - Young Professional Achievement Award – 2015
- Southern California Section – Young Transportation Engineer of the Year - 2010

As a Section leader, I feel our members would benefit from more direct communication between Section and District leadership. As Secretary-Treasurer, I will work with the District Board to keep our Sections updated on District activities and Committee initiatives.

Serving as a District chair has allowed me to develop relationships with our District’s leaders and attend District board meetings for the past 4 years. I have seen the time and passion our District leaders have put in and the progress they have made to serve us better. The recent Board has worked diligently to ensure efficient and fiscally responsible District operations. I will continue this endeavor and keep the District working for our members.

My Chair position has also allowed me the opportunity to work for student and young professional development. As a District Officer, I will continue to support our programs to engage the next generation of engineers and planners. I plan to focus on younger member recruitment and growth of Annual Meeting programs geared towards young professionals.

Are you wondering what you should do to prepare for Connected Vehicles? If so, USDOT has made three information sources available: a video, an on-line course, and a website.

- Video: CV and Future of Transportation: www.citeconsortium.org/course/connected-vehicles-future-transportation/
- Website: www.its.dot.gov/landing/cv.htm

The video is 1 hour long and you must supply your own popcorn. The online course is four hours of "independent study" – at your own place and your own pace. The website is a gateway to a cornucopia of information on Connected Vehicles. All are free, courtesy of USDOT.

The traditional ITSA “Annual Meeting” is growing. While ITS America 2016 includes aspects of the traditional annual meeting, this event is meant to reflect the new, broader world of ITS: "Integrated Mobility - Transportation Redefined.” The ITS America 2016 San Jose Expo & Conference will showcase integrated mobility systems technologies. The website will be live soon with registration and hotel information but you can sign up now to receive important San Jose updates at www.ITSAmerica2016.org. The Call for Papers and Call for Session Ideas are open; deadline for both is Feb. 26!

Scribe Report
Panayiota Georgalis, Kimley-Horn & Associates

Figure 1: President Giancarlo Ganddini and Speaker Ed Alegre

The year 2016 got off to a great start with our “Joint Meeting with City Traffic Engineers” on Wednesday, January 20th at Monterey Hill Restaurant. The topic was Advancing Transportation through Technology, by Mr. Ed Alegre, PTP, Transportation Planning Manager – Highway Program. Mr. Alegre administers projects funded through Metro’s Call for Projects, in addition to serving as project manager for Connect Vehicle Efforts and Goods Movement Technology projects in the region. He is the current President of the Orange County Traffic Engineering Council (OCTEC) and is also involved with ITS California.

Figure 2: Attendees at the January Lunch Meeting
LA Metro’s Highway Program plans, develops, and implements Highway Projects as part of Measure R, which includes the I-710 North and South and the I-605 “Hot Spots”. Metro’s ITS group administers the Call for Projects for Signal Synchronization and Bus Speed Improvements along with the Traffic Signal Management (TSM) approach for mitigating congestion. The program focuses on the countywide signal priority, integrated corridor management, connected vehicles, goods movement technology, and automated vehicles projects. The Signal Synchronization and Bus Speed Improvements implement ITS technology to mitigate and improve arterial traffic flow, with 150 projects already completed.

Most may know that the longest bridge in California is the San Mateo-Hayward Bridge carrying State Route 92 in the Bay area. The Caltrans District 4 Bridge Log records it at 10,993.8 feet or just over 2 miles long. Ever wonder which is the second longest bridge in the state? I only assumed that the Bay and Golden Gate would follow in the standings. However, we don’t have to look to far as it is within the Southern California Section. My drive to the regular ITE meetings in Monterey Park, take me along the Santa Monica Freeway. Although I had driven thorough this section of highway in Downtown Los Angeles countless times, I realized one day that the car was continually bouncing up and down for more than a mile. I looked on either side of me and saw that the typical 1960’s Caltrans bridge railing stretched as far as I could see. I never noticed that the entire portion between the Harbor and Santa Ana freeways was an elevated viaduct.

Looking it up in the Caltrans bridge log, I found bridge 53-1301 carrying Interstate 10 (Santa Monica Viaduct) to be 6,680.6 feet, or 1.27 miles long. Completed in 1959, the viaduct has an astounding 293 spans and hundreds of support columns. As seen in these construction photos, dozens of city blocks, mostly between 16th Street and 18th Street, were razed to make way for the Freeway.

Checking the District 4 Bridge Log revealed that west span of the Bay Bridge is only 6,281.3 feet long. And since the Bay Bridge has two separate structures on either side of Yerba Buena Island, it cannot be considered as one entire bridge.

The second longest bridge in the state is right here in Los Angeles, of course not spanning any significant body of water, but the “Urban Scar” of Santa Monica Freeway Viaduct.
# 2015-2016 CALENDAR

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

<table>
<thead>
<tr>
<th>AUGUST 2015</th>
<th>SEPTEMBER</th>
<th>OCTOBER</th>
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<tr>
<td><strong>ITE Annual Steak Fry</strong>&lt;br&gt;Wed. Aug 19, 2015&lt;br&gt;Dinner – 5:30pm</td>
<td><strong>Regular ITE Meeting</strong>&lt;br&gt;Wed. Sept 16, 2015&lt;br&gt;Lunch – 11:30am</td>
<td><strong>Joint Meeting with OCTEC</strong>&lt;br&gt;Thurs. Oct 22, 2015&lt;br&gt;Lunch – 11:30am</td>
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<tr>
<td>Monterey Hill Restaurant, Monterey Park</td>
<td>Monterey Hill Restaurant, Monterey Park</td>
<td>Orange Hill Restaurant, Orange</td>
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<th>NOVEMBER</th>
<th>DECEMBER</th>
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<tr>
<td><strong>Joint Meeting with Riverside-San Bernardino Section</strong>&lt;br&gt;Wed. Nov 18, 2015&lt;br&gt;Lunch – 11:30am</td>
<td><strong>Holiday Mixer with RSB ITE &amp; OCTEC</strong>&lt;br&gt;Wed. Dec 9, 2015&lt;br&gt;Appetizers – 5:30pm</td>
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<tr>
<td>The Restaurant at Kellogg Ranch, Cal Poly Pomona</td>
<td>Los Coyotes Country Club, Buena Park</td>
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<tr>
<th>JANUARY 2016</th>
<th>FEBRUARY</th>
<th>MARCH</th>
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<tr>
<td><strong>Joint Meeting with City Traffic Engineers</strong>&lt;br&gt;Wed. Jan 20, 2016&lt;br&gt;Lunch – 11:30am</td>
<td><strong>Joint Meeting with Central Coast Section</strong>&lt;br&gt;Revised Tues. Feb 9, 2016&lt;br&gt;Lunch – 11:30am</td>
<td><strong>Joint Meeting with San Diego Section</strong>&lt;br&gt;Revised Fri. March 11, 2016&lt;br&gt;10:00a – 2:00p Workshop, 12:00p Lunch</td>
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<tr>
<td>Monterey Hill Restaurant, Monterey Park</td>
<td>City of Thousand Oaks Municipal Service Center</td>
<td>El Adobe Restaurant, San Juan Capistrano</td>
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<th>APRIL</th>
<th>MAY</th>
<th>JUNE</th>
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<td><strong>Regular ITE Meeting</strong>&lt;br&gt;Revised Wed. April 13, 2016&lt;br&gt;Lunch – 11:30am</td>
<td><strong>Student Chapter Night</strong>&lt;br&gt;Co-sponsored by OCTEC&lt;br&gt;Wed. May 18, 2016&lt;br&gt;4:00p Student Job Fair, 5:00p Dinner</td>
<td><strong>Mini-Workshop/Annual Business &amp; Joint Meeting with ITS SoCal</strong>&lt;br&gt;Wed. June 15, 2016&lt;br&gt;8:30a – 12:00p Workshop, 12:00p Lunch, 1:00p Business</td>
</tr>
<tr>
<td>Monterey Hill Restaurant, Monterey Park</td>
<td>Knott’s Berry Farm Resort Hotel, Buena Park</td>
<td>Monterey Hill Restaurant, Monterey Park</td>
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**NOTE:** Calendar was last updated January 2016. Some information is subject to change.
ITE SoCal & Central Coast Joint Meeting

11:30am, Tuesday, February 9th, 2016
at
City of Thousand Oaks Municipal Service Center
1993 Rancho Conejo Road
Thousand Oaks, CA 91362

Topic:
Lessons Learned on Erbes Road Widening

Speakers:
Clifford Finley, City Engineer/
Public Works Director & Construction Team
Dan Lazo, Robert Sweeting, Jim Mashiko
City of Thousand Oaks

Register here:
https://itefeb2016.eventbrite.com

$20 Early | $25 General | $15 Students
*Early registration ends on 2/5/16

Meeting Sponsor
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counts@countsunlimited.com  951.268.6268
PRESENTED BY
THE SOUTHERN CA CHAPTER OF AMERICAN PUBLIC WORKS ASSOCIATION

17TH ANNUAL COMPLETE STREETS & TECHNOLOGY CONFERENCE

SAVE THE DATE
Wednesday
April 20, 2016
8 a.m. - 3:30 p.m.

ENGAGING TOPICS OF BENEFIT TO CURRENT PUBLIC WORKS PRACTITIONERS:

- Plans, Specifications and Estimates (PS&E)
- Mobile Computer Applications
- Construction Management Best Management Practices
- ADA Accessibility Compliance
- Pavement Management Advances
- Tech Tools for Operations Maintenance
- Green Streets and Water Quality
- 3 Complete Streets Sessions:
  - Active Transportation Funding & Safety
  - Sustainable Streetscapes
  - Complete Streets Stories

FOR MORE INFORMATION CONTACT: SYLVIA ROBLES AT SROBLES@SANTA-ANA.ORG OR VISIT WWW.SOUTHERNCA.APWA.NET

DETAILS
Carson Community Center
801 East Carson Street
Carson, CA 90745
Wednesday, April 20, 2016
8 a.m. - 3:30 p.m.

EXHIBITORS
If you are interested in being an Exhibitor, please contact:
Alan Rigg
(714) 890-4203
arigg@ci.stanton.ca.us

COST
$145 Members
$165 Non-Members
$165 Walk-ins | $525 Vendors
Students - FREE for the first 10 to register! ($50 thereafter)

For more information contact: Sylvia Robles at srobles@santa-ana.org or visit www.southernca.apwa.net