

NEWSLETTER



RSBITE MONTHLY MEETING THURSDAY, FEBRUARY 20, 2014

Inside This Issue

<i>RSBITE Officers</i>	2
<i>Anwar's Corner</i>	3
<i>Upcoming Events</i>	3
<i>Membership</i>	3
<i>Scribe Report</i>	4
<i>Thank You Vendors!</i>	5
<i>Job Announcements!</i>	6

Luncheon Topic: A Panel Discussion *Design/Build: A Designer's Perspective* Doug Smith, URS Corp.

As part of this presentation, Doug will discuss the advantages and disadvantages of the design/build method of project delivery. He will give an overview and status of the Devore (I-215/I-15) Interchange Project and the SR-91 Corridor Improvement Project, as well as look at the other Design/Build projects going on in the region. He will also present some lessons learned from these projects from the designers viewpoint. He will talk about what the various parties involved in a design/build must be aware of in order to complete Design/Build projects successfully.



SCHEDULE

11:30-12:00 Registration and Networking
12:00-12:30 Business & Lunch
12:30-1:00 Presentation

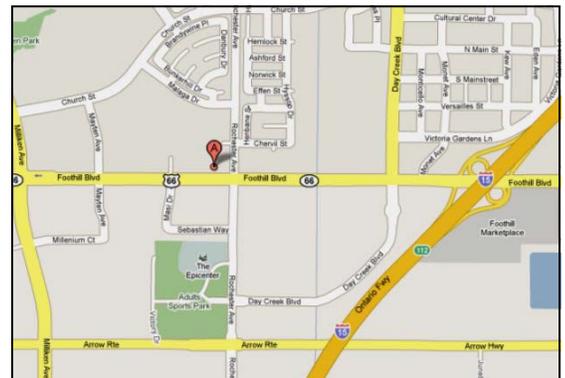
COST

 \$25-Consultants and Vendors
\$10-Public Agency Personnel
\$10 Students with ID



Buy Tickets on 

<http://www.eventbrite.com/e/2014-rsbite-february-meeting-registration-10336261035>



The Old Spaghetti Factory
11896 Foothill Boulevard
Rancho Cucamonga, CA
(909) 980-3585

MENU

- Spaghetti with Rich Meat Sauce- Ground beef sautéed with onions and celery then simmered with tomatoes and Italian spices.
- Breast of Chicken Fettuccine- Fettuccine topped with breast of all natural chicken strips, fresh broccoli and mushrooms, and covered with Alfredo sauce.
- Spinach and Cheese Ravioli- Tender pillows of pasta stuffed with

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TO SPONSOR A FUTURE MEETING, PLEASE
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ANWAR'S CORNER

SB 743

SB-743 (became law Sept 2013) that affects CEQA requirements regarding LOS methodology in "Transit Priority Areas" (TPAs) initially, with the ability to expand it, statewide, in the future. This topic was discussed at the S. Cal. Information regarding the law can be found through the following links:

http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201320140SB743

&

http://www.opr.ca.gov/s_sb743.php

Comments on this are due February 14, 2014 and Erik Ruehr (eruehr@vrpatechnologies.com) has been appointed by ITE Western District President Aspelin to lead a CA SB 743 Task Force to help coordinate comments and letters from interested members and CA Sections/Chapters. Myself, Walter Okitsu and Carlos Ortiz have also offered to assist.



CTCDC - Min Yellow Timing

Many of our members may already be aware that the California Traffic Control Devices Committee (CTCDC) has decided to review the issue of minimum yellow timing values in California, and has formed a Subcommittee to develop recommendations. This issue is on the CTCDC agenda for their meeting on February 20, 2014 in San Mateo. The following is a link to the CTCDC's agenda for this meeting where the Subcommittee's report about this issue can be found starting on page 8 of 103:

<http://www.dot.ca.gov/hq/traffops/engineering/newtech/agenda/agenda-02-20-2014.pdf>

UPCOMING EVENTS

- ◆ **March 21, 2014:** RSBITE Golf Tournament, Menifee Lakes
- ◆ **April 17, 2014:** ASCE Joint Meeting/Members' Choice Program, Location TBD
- ◆ **May 15, 2014:** Student Presentations, Bombay Restaurant
- ◆ **June 19, 2014:** RSBITE Business/Election, Ontario Dave and Busters

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JANUARY SCRIBE'S REPORT

RSBITE hosted its annual Vendor Show on January 17th at the Doubletree Hotel and Conference Center in Ontario. About 140 attended the lunch, with many more browsing the 40 sold-out vendor display tables. Mr. Jonathan Hofert, RSBITE President, introduced the featured luncheon speaker, Mr. Greg Larson, Office Chief of Caltrans Office of Traffic Operations Research.

Mr. Larson's presentation, entitled "Caltrans' Interest in Connected/Automated Vehicles", began with a summary of the challenges that are present in transportation today. He prioritized maintaining safety, increasing mobility, and lowering effects to the environment as the top challenges in transportation to date. He then followed with a discussion on the vision of connected vehicles utilizing Dedicated Short Range Communication (DSRC) in transportation. He explained to fully and effectively integrate 5.9 GHz DSRC technology, Caltrans will need to install new or retrofitted infrastructure to accommodate for the connectivity and communication between these vehicles. The connected vehicles would be able to communicate with surrounding infrastructure via Wi-Fi radio technology at a low cost. The DSRC's primary function is to relay data between vehicles and infrastructure to help improve safety such as vehicle position, speed, heading, acceleration, size, braking status, and a wide range of safety, mobility, and environment apps at the driver's disposal. Mr. Larson reassured that driver's privacy would be protected during the data transmittals as vehicles are not recorded or tracked. The challenges with DSRC are that in order for the data to be most effective, multiple vehicles must be equipped with the technology.

Mr. Larson discussed that connected vehicles should be a prerequisite for automated vehicles technology. He illustrated that automated vehicles have various levels in which the technology can provide to the driving experience for drivers. Starting with level 0 being non-automated where the vehicle requires full-time performance by the human driver all the way up to level 5 where the full-time performance is by an automated driving system. Essentially, level 5 vehicles are virtually automated taxi where no driver would be needed. Mr. Larson acknowledged that we are a long way from achieving level 5 automated vehicles. Though level 5 automation is considered far-fetched, there have promising results from various test bed projects. In 2003, Caltrans teamed with Berkeley's Partners for Advanced Transportation Technology (PATH) to conduct a pilot test involving automated truck platoons on a closed track. From that pilot test results showed significant fuel savings, from 12% to 18%.

Mr. Larson stated that, operationally, many decisions must be made before fully integrating connected/automated vehicles into traffic. Some considerations include the balance between vehicles and infrastructure, and whether to have mixed or segregated automated operation between non-automated and automated vehicles. It has been observed that mixed operations will offer an increase in safety improvements, but may not increase throughput. On the other hand, segregated operations are projected to provide even greater amounts of safety and mobility benefits, however, it is said that it will come with complications.

*Daniel David, EIT, RBF Consulting
RSBITE Section Scribe*



2014 RSBITE VENDOR SHOW

THANK YOU!

TO THE FOLLOWING COMPANIES REPRESENTED:



JOB ANNOUNCEMENTS



Civil Engineer II

Irvine, CA

RBF Consulting, a company of Michael Baker International, seeks a **Civil Engineer II** to join our Traffic Engineering team in our **Irvine, CA** office and be an active partner in further development of the traffic discipline in Southern CA and throughout the Company. Responsibilities include:

- Develop and complete work relative to traffic engineering including planning, design and signal operations.
- Support traffic engineering staff in the development and successful delivery of all technical work products, including traffic engineering design plans, such as signing, striping, state construction/traffic control, traffic signal, communication systems, Intelligent Transportation Systems, lighting plans, specifications and estimates for City, County and Caltrans highway facilities.
- Business development, writing proposals, attending interviews, defining scope of projects, creating and maintaining budgets and managing/mentoring a staff of traffic engineers and designers. Field work is expected and the candidate should be able to travel to project sites.

Requirements:

- B.S. in Civil Engineering.
- Minimum of 6 years of Traffic Engineering experience.
- PE license in California.
- Strong design skills utilizing AutoCAD/Softdesk and/or Microstation.

To apply for this position, please log on to www.mbakercorp.com/careers select "Job Search" and reference **IRC46316** in "Keywords."

Project Manager II

Irvine, CA

RBF Consulting, a company of Michael Baker Corporation, seeks a **Project Manager II** to join our Traffic Engineering group in our **Irvine** office. The Project Manager II will assist in the leadership of our Traffic Engineering Team and be an active partner in the further development of the traffic discipline in Southern California and throughout the Company. Responsibilities include:

- Develop and complete work relative to traffic engineering including planning, design and signal operations.
- Lead traffic engineering staff in the development and successful delivery of all technical work products, including traffic engineering design plans, such as signing, striping, state construction/traffic control, traffic signal, communication systems, Intelligent Transportation Systems, lighting plans, specifications and estimates for City, County and Caltrans highway facilities.
- Business development, writing proposals, attending interviews, defining scope of projects, creating and maintaining budgets and managing/mentoring a staff of traffic engineers and designers.

Requirements:

- B.S. in Civil Engineering
- Minimum of 10 years of Traffic Engineering experience
- California PE and California TE required; PTOE a plus

To apply for this position, please log on to www.mbakercorp.com/careers select "Job Search" and reference **IRC45835** in "Keywords."