



INSTITUTE OF TRANSPORTATION ENGINEERS

SOUTHERN CALIFORNIA SECTION

NEWSLETTER

2023, Issue No. 4

Fall Quarter 2023

President's Message

Marc Violett, PE, Michael Baker International



Greetings ITE SoCal:

As we move into the final quarter of 2023, I am excited to announce all of the successes that we've had in moving away from an almost exclusively online and virtual section to a section that has gotten back together in person more often to enjoy each other company and networking opportunities.

It has been a process though, not without its ups and downs of finding new locations and dealing with new vendors. But, I'm happy to say that we were able to meet in person for the following events this year:

February 2023 – ITE Student Leadership Summit at USC

April 2023 – Networking Event in Brea

May 2023 – Student Night in Anaheim

June 2023 – Joint Meeting with ITS CA in Alhambra

August 2023 – Social Event in Long Beach

October 2023 – Joint Meeting with OCTEC in Orange

November 2023 – Section Business Meeting in Alhambra

December 2023 – Holiday Mixer in Anaheim

All of that said, I'm really proud of the board members who have worked so hard this year at making sure we were able to put on the events. After years of not having in-person meetings, it has taken time to reacclimate ourselves to coordinate the meetings. A big thanks goes out to Saly Heng, Jason Xu, and Shirjeel Muhammad for their commitment and support to making this a great year.

I would also like to thank the rest of the members of our section for their commitment to attending the events. Our August social was completely sold out and I had to turn back some requests to attend. I look forward to again continuing to see everybody in-person more often as we turn the calendar to 2024!

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ITE Southern California Section

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Here is the projected Newsletter schedule for the rest of Calendar Year 2023:

Quarter	Content Deadline	Approximate Publication Date
Winter	Friday, Dec 8, 11:59 pm	Thurs Dec 14

For suggestions on Section activities including webinar topics, please email SoCal Section President Marc Violett at marc.violett@mbakerintl.com.

Editor's Note: To make our quarterly Section Newsletters more interactive and encourage more participation on the Section's LinkedIn page, here are the discussion questions for this issue. Section Members are encouraged to weigh in on these and other discussion topics.

1. What was your favorite ITE Event and why?
2. Which event in the Brief Look Ahead Section are you looking forward to most?

Social Media Tip: Post a highly charged poll on social media and experience the opening of Pandora's Box. One highly charged topic is the salary differences between men and women in Engineering. The gap is substantial but avoid social media as an avenue for soliciting information. Save it for the Annual Salary Survey. Consequences of publishing a poll on a highly charged topic include but are not limited to: (1) Being prohibited from posting anything on an association's LinkedIn Group for a period of 90 days, (2) prohibition of posting polls on an association's LinkedIn Group indefinitely, (3) harassment of one's future employer via a series of screen shots to the extent that they revoke your offer for employment, and (4) lawsuits against the harassers. When in doubt, play it safe on social media, as some of the readers may be extremely sensitive and easily offended.

- ❖ October 14: ITE SoCal Student Traffic Bowl. [Information](#)
- ❖ October 18-21: ASCE (American Society of Civil Engineers, www.asce.org) Convention, Chicago. [Information](#)
- ❖ October 26: ITE SoCal Joint Meeting with OCTEC (Orange County Traffic Engineering Council). [Information](#)
- ❖ November 15: ITE SoCal Annual Business Meeting: [Information](#)
- ❖ ITE SoCal Holiday Mixer with OCTEC (Orange County Traffic Engineering Council) and ITS-CA (Intelligent Transportation Society California). [Information](#)
- ❖ February 28, 2004: ACEC (American Society of Engineering Companies) California Annual Conference, Hyatt Orange County. [Information](#)
- ❖ May 14-15, 2024: United States High-Speed Rail Association Conference, Sidley Austin Conference Center, Washington DC. [Information](#)
- ❖ June 23-26, 2024: ITE Western District Annual Meeting, Sheraton Grand Hotel, Sacramento. [Information](#)

The Quarterly Newsletter is an excellent opportunity to expand and showcase your technical knowledge before a large audience of top-notch Transportation Planning & Engineering professions. Currently, the Section has around 700 members and growing. The Section has consistently won the top Outstanding Section award by ITE International, thereby underscoring the value of having articles published in the Newsletter. To submit articles or to offer suggestions on article topics of interest, please email Jason Xu at jxu@iteris.com, Angelo Pastelin at angelo.pastelin@kimley-horn.com, or David Schwegel at davidmschwegel1@gmail.com. Please be sure to provide your content by the content deadline, as it is very much appreciated, and it makes the work of the Section Board and Chairs a lot easier.

California has a two-tiered licensing system. On the top-tier are Civil, Electrical, and Mechanical Engineering. These fields have both their Title and Practice Protected.

On the bottom tier are Agricultural, Industrial, Metallurgical, Chemical, Control Systems, Fire Protection, Nuclear, Petroleum, and Traffic Engineering. Anyone can practice in these areas, but only those licensed in these areas can use the title. For example, the City of Elk Grove Traffic Engineer is licensed in Traffic Engineering; and can therefore use the title of Traffic Engineer.

Of the nine Title Acts, the spotlight has been on Traffic Engineering since the Arizona Tech Board Meeting in August 2022. It was at that meeting that Traffic Engineering was put on the agenda. There were 10 minutes of opening statements followed by a 20-minute discussion. Among the discussion points were the impact of Licensing Traffic Engineers in Arizona and the number of candidates for the PTOE (Professional Traffic Operations Engineer) Examination; and specific Arizona applications that determine the need for licensing Traffic Engineers in Arizona. It was determined that licensing Traffic Engineers in Arizona would significantly increase the number of candidates for the PTOE exam. It was also determined that licensing Traffic Engineers in Arizona would provide innovations such as variable speed limit signs by lane such as what is currently in place in Seattle, thereby significantly increasing traffic flow and reducing rear-end crashes. The Executive Assistant followed up with the following comment:

I commute into Phoenix from suburban Buckeye. Traffic is horrendous. You gave me hope. I cannot thank you enough for making the 600-mile journey from Clovis, California to Phoenix, Arizona.

PowerPoint presentations were prepared for Arizona, Idaho, Nevada, and Washington. The Washington Board of Registration for Professional

Engineers and Land Surveyors has a special requirement that stakeholder support such as ITE Washington, ACEC Washington, and ASCE Seattle and ASCE Tacoma/Olympia be evident before the Washington Board acts.

The next PowerPoints are going to be prepared for Oregon and California. Oregon is a special case in that only Oregon and Massachusetts license Traffic Engineers as a regulated practice. Oregon was recently identified in a public opinion poll as the number one state in the nation for the quality of the driving experience. Numerous outstanding Traffic Engineers have been produced in Oregon who do work in other states such as Washington. Specifically, it was the expertise of DKS Portland that led to the variable speed limit by lane project as previously discussed. Jim Hanks of JRH Engineers and a Former ITE International President, remarked in the *Urban Transportation Monitor* noted that "Traffic Engineers make decisions that impact more lives than any other field of engineering."

It is unlikely that California will get the stakeholder support as desired by the Washington Board. This is because the California Section of the American Council of Engineering Companies (ACEC CA), the California Region of the American Society of Civil Engineers (ASCE Region 9) and the Professional Engineers in California Government (PECG) are all opposed to such an upgrade even though their own Board of Registration, the California Board for Professional Engineers, Land Surveyors, and Geologists contracted with the Institute of Social Research (ISR) at California State University Sacramento (CSUS) on a report that concluded that all Title Acts must be upgraded to Regulated Practice for the optimal "protection of the health, safety, and welfare of the public." ASCE Region 9's opposition is extremely ironic because a poll conducted of ASCE Society showed that ASCE Members support upgrading Traffic from Title to Practice by almost two-to-one. The reason for the opposition from ACEC CA, ASCE Region 9, and PECG is fear that Civil Engineering would get "watered down".

At the Arizona Tech Board Meeting, it was noted that California licenses Traffic Engineers. The reply was essentially the "opening of Pandora's Box", Specifically, three horrific projects in California

that are a direct result of Supervising Civil Engineering Egos taking precedence over Sound Traffic Engineering Judgment. The three projects are as follows: (1) East Span of the San Francisco Oakland Bay Bridge what was originally bid at \$0.9 billion, but ended up costing \$6.2 billion, delaying desperately needed projects such as the SR 65 Bypass in Placer County to relieve severe traffic congestion in downtown Lincoln; (2) I-405 over Sepulveda Pass project that cost billions of dollars to put in a carpool lane that only saved motorists an average of merely seven seconds to induced travel demand; and (3) California High-Speed Rail Construction Package No. 1 that was originally bid at \$0.9 billion that to-date has cost the California Taxpayers over \$5.0 billion and the project is still underway with a total completed estimated cost of over \$6.0 billion.

A closing comment was made at the Arizona Board Meeting about a side-by-side comparison of Caltrans and Nevada DOT. The two metrics that matter are as follows: (1) Pavement Condition Index (PCI) (higher is better); and the amount of money spent on Transportation (lower is better). Nevada ranks 47th among the states in per capita transportation spending yet has the second-best roads in the nation behind number one ranked Florida. Nevada does not have a state income tax. California has the highest taxes in the nation and the worst roads in the nation, because while Caltrans feuds between Supervising Civil Engineering egos and Sound Traffic Engineering Judgment, Nevada DOT maintains an extremely high PCI, well above the 66 to 68 tipping point while California has numerous roadways that have fallen well below this tipping point, thereby generating a severe transportation crisis costing billions to fix. Former Caltrans Director Will Kempton noted in 2017 that the condition of California roadways has degraded to a level that Mr. Kempton exclaimed was "the worst I have ever seen". In stark contrast, Nevada has numerous roundabouts, Single Point Urban Interchanges (SPUI), and Diverging Diamond Interchanges (DDI). California has very few SPUI's and only on DDI. It was noted in a Legislative Hearing in 2017 that Caltrans' approval rating is on par with Congress in the single digits percentagewise. This was during the aftermath of the East Span of the Bay Bridge.

The significant effort currently underway is convincing the California Board for Professional Engineers, Land Surveyors, and Geologists to put Traffic Engineering on the agenda for their next Board Meeting. The goals are to: (1) Get California to submit a letter to NCEES (National Council of Examiners for Engineering and Surveying) in support of NCEES producing a Traffic 8-hour exam for purchase by any and all of the 50 state Engineering Boards; and (2) Get some insight on how to best handle the internal feuding at Caltrans, handle the opposition, and educate the Business and Professions Committee on the pros and cons of licensing Traffic Engineering as a Regulated Practice.

On August 30, 2023, ITE SoCal hosted its annual Summer Mixer at Ballast Point in Long Beach. Thank you to Counts Unlimited for being this event's sponsor! Over 35 individuals, including both students and professionals, attended the event to enjoy appetizers, food, and drinks and catch up with each other. ITE SoCal Section Vice President Saly Heng conducted the welcome speech to thank all attendees and lead into the chapter's events for the rest of the year.





On Wednesday, September 30, 2023, ITE SoCal virtually hosted its Equity Series Meeting titled "Equity in Motion - Navigating Roads to Inclusive Transportation." To begin the meeting, ITE SoCal President Marc Violett provided an update of the chapter's events for the rest of the year, with a focus on this December's Holiday Mixer date still being determined. Therefore, this December's Holiday Mixer sponsorship requests are currently incoming, and 2024's sponsorships will be available toward the end of 2023.

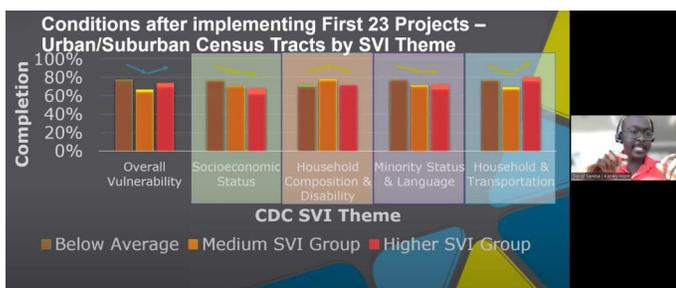
This meeting's sponsor was KOA, a Lochner Company, and KOA's Engineering Manager and ITE SoCal's Treasurer Shirjeel Muhammad provided background information on Lochner as well as KOA. Headquartered in Chicago, Lochner offers a comprehensive suite of services including planning, design, construction engineering, program management, alternative delivery, and right-of-way.

This meeting's first presenter was Dr. Alyssa Ryan, Assistant Professor in Transportation and Assistant Director in the Center for Applied Transportation Sciences (CATS) at the University of Arizona. Her presentation was titled "Considering Equity in Transportation Projects: New Knowledge and Identified Practices." Influencing factors in equity in transportation include society, culture, economy, and infrastructure. Since benefits of transportation systems are unevenly distributed, such as different levels of safety or mobility patterns experienced by individuals based on sex, we need to be considering individual needs in our designs and systems for all users to get where they need to go safely. Lack of transport has been identified as the greatest challenge to female labor force participation in developing countries, reducing the probability of female participation in the labor force by approximately 16.5%. Regarding safety, women have a higher likelihood of moderate and severe injuries in comparable crashes compared to men and different injuries are experienced by women versus men in pedestrian and cyclist crashes. Regarding security, women experience more physical and sexual harassment than men in public spaces and need different infrastructure than men to feel safe in spaces (e.g., lighting and safety measures). However, equity is a very intersectional topic, so we need to look at multiple factors in our design, such as age, gender, race, income, education, disability status, occupation, etc. To implement change for inclusive infrastructure designs, the following steps need to be taken:

- Frame the issue in terms of primary design, functions, and target populations;
- Collect and analyze equity-specific data;
- Have challenging conversations with the right stakeholders; and
- Integrate decision making for inclusive designs

Considerations in Infrastructure Planning Examples	
Expand	Expand multimodal transportation access
Design	Design pedestrian and cyclist environments that are accessible (e.g., accommodating to strollers, wheelchairs)
Integrate	Integrate demographic differences and needs in all plans and designs to accommodate all users (e.g., height, caretaking responsibilities, trip chaining patterns, lighting conditions, emergency response, affordability)

The second presenter was David Samba, PE, PTOE, PTP, RSP1, Practice Builder at Kimley Horn. His presentation was titled "Loudoun County Sidewalk and Trail Program Equity Analysis." The project's purpose was to ensure adequate resources and formulate a programmatic methodology to implement approximately 3 to 5 miles of missing sidewalk and trail segments per year in Loudoun County. The equity portion of the project was primarily in the prioritization effort. The urban/suburban prioritization criteria was created with stakeholder input, focusing on activity generators based on land use, transit access, safety, and network connectivity. Equity was then added by applying the CDC's Social Vulnerability Index (SVI) to the county's areas to assist with project selection. This process accelerates infrastructure investments close to socially vulnerable census tracts while serving areas of greatest access opportunity.



1. The October Issue of ITE Journal is online. To read it, go to [October ITE Journal](#).

2. Registration is open for the Western District Annual Meeting at the Sheraton Grand Hotel in Sacramento. For more information, go to [Western District Annual Meeting](#)

3. The New Quick Bite on Pedestrian Crossings at Roundabouts – Improving Drive Yielding Behavior Released. [Quick Bite](#)

1. New Resources: [Information](#)
2. Trip and Parking Generation: [Information](#)
3. Traffic Wiki: [Information](#)
4. Bookstore Search: [Information](#)
5. Photo Exchange: [Information](#)
6. Library Search: [Information](#)

1. Technical Compendiums between 2017 and 2022 are available online. [Technical Compendiums](#)
2. Career Guidance Resources. [Resources](#)
3. Section and Chapter Highlights: [Highlights](#)

1. I-605 Freeway Enhancement Project. [Information](#).
2. SR 71 Expressway to Freeway Conversion Project. [Information](#).

- 3. The Comprehensive Multimodal Corridor Plan Project is underway. For more information, go to [Comprehensive Multimodal Corridor Plan](#)

- 3. Equity and Public Engagement. [Information](#)



This is the Caltrans District 12 Building in Santa Ana. (Photo Credit: Caltrans District 12)

- 1. I-5/El Toro Road Interchange Project. [Information](#)
- 2. I-5 (SR 57 to SR 55 Project). [Information](#)
- 3. I-5 (SR 73 to El Toro Road) Project. [Information](#)

- 1. Construction Employment Rises by 11,000 Jobs in September But Firms Struggle to Fill Openings. [Information](#)
- 2. Construction Spending Grows 0.5 Percent in August to a \$1.98 Trillion Annual Rate. [Information](#)
- 3. Construction Employment Increases in 223 of 358 Metro Areas between August 2022 and August 2023 as Contractors Try to Keep up with Demand. [Information](#)

- 1.
- 2.
- 3.

- 1. Understanding Gen Z in the public sector. [Information](#)
- 2. How efforts to restrict democracy in Ohio also make it harder to fight climate change. [Information](#)
- 3. Preparations accelerate for Las Vegas' first Formula One race. [Information](#)

- 1. Active Transportation Program (ATP). [Information](#)
- 2. California. Transportation Financing Authority. [Information](#)

- 1. Request for Proposals. [Information](#)
- 2. Meeting and Events Calendar. [Information](#)
- 3. Agendas and Minutes. [Information](#)

The Legislature has been busy moving the 2023-2024 California State Legislative Session forward with a raft of bills advancing the State's transportation interests. Often aligning with housing, equity, energy, and climate needs, the set of bills listed below address a familiar and yet innovative set of challenges facing the State.

At this point, out of 48 transportation-related bills introduced in the Assembly:

- One (1) bill has been passed by the Governor and chaptered by the Secretary of State.
- Seven (7) bills have been enrolled by the Legislature and are awaiting decision from the Governor.
- One (1) bill has been vetoed by the Governor.
- One (1) bill failed passage in committee.
- Seven (7) bills have been rendered inactive by the Legislature.
- Thirty-one (31) bills are active but failed to advance to the Governor.

Out of 23 bills introduced in the Senate:

- Five (5) bills have been passed by the Governor and chaptered by the Secretary of State.
- One (1) bill has been enrolled by the Legislature and is awaiting decision from the Governor.
- One (1) bill has been vetoed by the Governor and being reconsidered by the Senate.
- Three (3) bills have been rendered inactive by the Legislature.
- Thirteen (13) bills are active but failed to advance to the Governor.

The remainder of this section catalogues both Assembly and Senate bills based on their current status within the legislative session and explains the intended purpose of each bill.

Additionally, the matrix provided documents the progress of each bill in the current legislative session. Information provided on each bill includes its author, subject of focus, and its status

(introduced, engrossed, enrolled, passed by governor, vetoed by governor), as well as the bill's current location within the Legislature and the date of the last action taken on the bill.

- **1st** - First Reading on Chamber Floor
- **Cmt** - Delegated to Relevant Committee
- **2nd** - Second Reading on Chamber Floor after passage by First Committee
- **Cmt** - Delegated to Relevant Committee
- **3rd** - Third and Final Reading on the Chamber Floor before the bill is put up for Floor Vote
- **Pass** - Bill Passes Floor Vote in First Chamber
- **1st** - First Reading on Second Chamber Floor
- **Cmt** - Delegated to Relevant Committee in Second Chamber
- **2nd** - Second Reading on Chamber Floor after passage by First Committee in Second Chamber.
- **Cmt** - Delegated to Relevant Committee in Second Chamber
- **3rd** - Third and Final Reading on the Second Chamber Floor before the bill is put up for Floor Vote.
- **Pass** - Bill Passes Floor Vote in Second Chamber
- **Approved** - Bill is Ratified by Governor
- **Vetoed** - Bill has been rejected by the Governor
- **Chaptered** - Bill is Chaptered by Secretary of State

ASSEMBLY BILLS – CHAPTERED

AB-1320, Hoover – *California Manual on Uniform Traffic Control Devices: supplemental destination signs: museums.*

This bill would require the Department of Transportation to amend the California Manual of Uniform Traffic Control Devices (MUTCD) to allow supplemental designation signs for publicly-owned and private non-profit museums that have minimum annual attendance of 50,000 people and are within 5 miles of the highway.

ASSEMBLY BILLS - ENROLLED

AB-251, Ward – *California Transportation Commission: vehicle weight safety study.*

This bill would require the CTC to convene a task force to study the relationship between vehicle weight and injuries to vulnerable road users, such as pedestrians and cyclists, and degradation to roads, and to study the costs and benefits of imposing a passenger vehicle weight fee or restructuring an existing fee to include consideration of vehicle weight.

AB-361, Ward – *Vehicles: video imaging of bicycle lane parking violations.*

This bill would authorize local agencies to install automated forward-facing parking control devices on city or district-owned parking enforcement vehicles for the purpose of video imaging parking violations occurring in bicycle lanes. Violations would be required to be reviewed by a designated employee of the municipality, county, or law enforcement agency to determine whether a violation has taken place and citation should be issued.

AB-579, Ting – *Schoolbuses: zero-emission vehicles*

This bill would require, beginning in 2035, that all newly purchased or contracted school buses of a school district, county office of education, or charter school to be zero-emission vehicles, where feasible.

AB-645, Friedman – *Vehicles: speed safety system pilot program.*

This bill would authorize several cities, including Los Angeles, Glendale, and Long Beach in Southern California, to establish a Speed Safety System Pilot Program to use technology to detect vehicle speed violations on the cities' roadways and to issue warnings and civil penalties based upon violations detected by the system.

AB-744, Carrillo – *California Transportation Commissions: data, modeling and analytic software tools procurement.*

This bill would require the CTC to acquire public domain or procure commercially available or open-sourced licensed solutions for data, modeling, and analytic software tools to support the State's sustainable transportation, congestion management, affordable housing, efficient land use, air quality, and climate change strategies and goals. The bill would authorize the CTC to provide access to such tools to state and local agencies and provide a direct allocation of funding to local agencies engaged in state-of-the-art technology for the above purposes. The bill would also authorize the commission to establish best

practices for use of data in transportation planning and identify data elements that should be made available to state and local agencies for transportation planning.

AB-894, Friedman – *Parking requirements: shared parking.*

This bill would require public agencies to allow entities with underutilized parking to share said parking with the public, public agencies, or other entities and allow shared parking arrangements to be counted toward meeting automobile parking requirements for new or existing developments.

AB-1308, Quirk-Silva – *Planning and Zoning Law: single-family residences: parking requirements.*

This bill would prohibit a public agency from increasing the minimum parking requirement of a single-family residence as a condition of approval of a project to remodel, renovate, or add to said residence.

ASSEMBLY BILLS – VETOED

AB-1614, Gabriel – *Gasoline fueling stations: phaseout: study.*

This bill would require the State Energy Resources Conservation and Development Commission to conduct a study on how to phase out the existence of gasoline fueling stations by a specified date and the potential incentives that may be required in order to transition those stations into electric vehicle charging stations.

ASSEMBLY BILLS – FAILED PASSAGE

AB-1265, Gallagher – *Transportation fuels: gasoline specifications.*

This bill, in an attempt to control gasoline prices, would specify that transportation fuels are not subject to regulations implementing a market-based compliance mechanism for greenhouse gases, would grant variances from gasoline specifications when a refinery outage or other supply interruption would result in substantial short-term price increases, and would waive the Reid vapor pressure requirement on summer-blend gasoline if a state board determines that the gasoline market is experiencing a sudden and unusual increase in gasoline prices.

ASSEMBLY BILLS – RENDERED INACTIVE

AB-7, Friedman – *Transportation: project selection processes*

This bill would require the project selection process for each transportation project that would be funded, at least partially, from specified funding sources including the State Highway Account, the

Road Maintenance and Rehabilitation Account, and the Trade Corridor Enhancement Account, to incorporate specified principles and require the state's Transportation Agency to submit an annual report to the Legislature on how those transportation projects that were completed during the prior year incorporated those principles. The bill would additionally require the next update to the California Transportation Plan, submitted every five years by DOT to the Governor and Legislature, to include a financial element and analysis of how entities are achieving principles outlined in the Climate Action Plan for Transportation Infrastructure and other federal initiatives.

AB-9, Muratsuchi – *California Global Warming Solutions Act of 2006: emissions limit.*

This bill authorizes the State Air Resources Board to include the use of market-based compliance mechanisms in regulating greenhouse gas emissions and requires the board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions, updated every 5 years. Market-based compliance mechanisms would be subject to routine regulatory and effectiveness evaluations.

AB-241, Reyes – *Vehicular air pollution: Clean Transportation Program: Air Quality Improvement Program: funding.*

This bill would extend increases in vehicle smog abatement fees enacted to provide revenue for the Air Quality Improvement Fund and Alternative and Renewable Fuel and Vehicle Technology Fund. The bill would lower annual allocations to and remove certain requirements pertaining to hydrogen fueling stations. Additionally, the bill would revise and recast the Clean Transportation Program to change the emphasis to the development and deployment of zero-emission technology and fuels in the marketplace. Finally, the bill would propose to the Legislature alternative funding methodologies or fee structures for funding zero-emission vehicle infrastructure and assess economic equity of the initiatives.

AB-610, Holden – *Youth Transit Pass Pilot Program: free youth transit passes.*

This bill would create the Youth Transit Pass Pilot Program, administered by the Department of Transportation, to award grants to transit agencies for the costs of creating, designing, developing, advertising, distributing, and implementing free

youth transit passes to persons attending certain educational institutions as part of a pilot program. The department would need to submit a report on the outcomes, funding associations, and success of the program in reducing greenhouse gases and vehicle miles traveled.

AB-832, Cervantes – *California Transportation Commission: membership.*

This bill would require that at least one of the Governor-appointed members of the CTC have expertise in transportation issues and professional experience that includes working in, or representing, disadvantaged communities.

AB-1017, Friedman – *Engineering and traffic surveys: equestrian safety.*

This bill would authorize a local authority to consider equestrian safety when conducting an engineering and traffic survey. Upon being rendered inactive, AB-1017 was transformed into a bill concerning homelessness.

ACR-38, Alvarez – *Freeway lids.*

This measure would recognize the need to reunite communities split by the creation of the interstate highway system and the importance of freeway lids as a partial solution to that problem. The measure would also declare that the Legislature should utilize federal resources, in partnership with state agencies and local entities, to begin reconnecting these communities with, among other things, freeway lids.

ASSEMBLY BILLS – ACTIVE, FAILED TO ADVANCE

AB-6, Friedman -- *Transportation planning: regional transportation plans: Solutions for Congested Corridors Program: reduction of greenhouse gas emissions.*

This bill would require the State to establish additional greenhouse gas reduction targets for 2035 and 2045. The bill updates requirements for metropolitan planning organizations (MPOs) to submit detailed descriptions of their technical methodology used to estimate greenhouse gas emissions to ensure accuracy in calculations. The bill would additionally require each transportation project nomination for the Solutions for Congested Corridors Program to demonstrate how the project would contribute to achieving the state's greenhouse gas emissions reduction targets.

AB-16, Dixon – *Motor Vehicle Fuel Tax Law: adjustment suspension*

This bill, upon determining that increasing the rate of the motor vehicle fuel tax would impose an

undue burden on low and middle-income families, would authorize the Governor to suspend an adjustment to the tax on or after July 1, 2024. It would also require the Department of Finance to submit a proposal to the Legislature that would maintain the same level of funding for transportation purposes as would have been generated if an adjustment to the tax had not been suspended.

AB-31, Juan Carrillo – *Public transit: funding*

This bill would state the intent of the Legislature to enact subsequent legislation that would appropriate funds for the development and operation of a privately run public transit system connecting the Victor Valley and the Antelope Valley in southern California. The bill itself does not enact any mandates.

AB-53, Vince Fong – *Motor Vehicle Fuel Tax Law: suspension of tax.*

This bill would suspend the imposition of the motor vehicle fuel tax for one year as an urgency statute and realize, under threat of violation of unfair competition laws, that all savings realized by anyone beyond the end consumer be passed on to the end consumer in order to prevent prices staying the same while corporations reap the windfalls. The bill would also direct the Controller to transfer an amount from the General Fund covering the shortfall by suspending the tax to the Motor Vehicle Fuel Account in the Transportation Tax Fund.

AB-69, Waldron – *Transportation: traffic signal synchronization: roadway improvement projects*

This bill would authorize money in the Greenhouse Gas Reduction Fund to be allocated for investments in traffic signal synchronization as part of multimodal redevelopment projects, rail trail projects, urban renewal projects, or projects near transit facilities if the component is designed and implemented to achieve cost-effective reductions in greenhouse gas emissions.

AB-591, Gabriel – *Electric vehicle service equipment: universal connectors and public accessibility*

This bill would require than any electric vehicle service equipment that is capable of charging light-duty electric vehicles and is installed or substantially retrofitted, except those for private use at single or multi-family residences, to include universal connectors, be publicly accessible.

AB-627, Jackson – *Heavy-duty trucks: grant program: operating requirements.*

This bill, beginning in 2035, would prohibit the operation of heavy-duty diesel-fueled vehicles within the city limits of any city identified by the state board as containing a disadvantaged community and meeting specified air pollution criteria with respect to diesel particulate matter. Violations would be punishable as an infraction under the California Vehicle Code. The bill would also require the South Coast AQMD to establish a statewide program to provide grants to operators to replace or retrofit their diesel-fueled trucks or engines.

AB-692, Patterson – *California Environmental Quality Act: exemption: egress route projects: fire safety.*

This bill would, upon recommendation from the State Board of Forestry and Fire Protection, exempt from CEQA egress route projects undertaken by a public agency to improve emergency access to and evacuation from a subdivision lacking a secondary egress route.

AB-761, Friedman – *Transit Transformation Task Force.*

This bill would require the Secretary of Transportation to establish and convene the Transit Transformation Task Force to develop a structured, coordinated process for policies to grow transit ridership and improve the transit experience for all users of those services, including a detailed analysis of specified issues and recommendations on specified topics. The Task Force would include representatives from the Department of Transportation, Controller's office, various local agencies, academic institutions, non-governmental organizations, and other stakeholders.

AB-772, Jackson – *Electric vehicle chargers.*

This bill would require, beginning in 2025, that each single-family residence constructed include a rapid compact electric vehicle charger and that each multifamily residence include sufficient rapid compact electric vehicle chargers to serve at least 10% of its residential capacity at any given time. The bill would also require an electric corporation and local publicly own electric utility to install an electric vehicle charger at a homeowner's property upon request from the homeowner.

AB-823, Schiavo – *Clean Transportation Program: eligible projects*

This bill would expand the list of projects eligible for funds from the Clean Transportation Program

to include integrated fueling projects along roadways and at surface parking lots.

AB-824, Calderon – *Highway greening: statewide strategic plan*

This bill would enact the Highway Greening Act, which would require the Department of Transportation to complete a statewide strategic plan to achieve a 10% or more increase of green highways (sections of highway improved by green walls or plantings) in urban areas, disadvantaged communities, and low-income communities by 2035.

AB-825, Bryan – *Vehicles: bicycles on sidewalks*

This bill would prohibit a local authority from prohibiting the operation of a bicycle on a sidewalk adjacent to a highway or corridor that does not include Class I, II, or IV bikeways. Persons riding a bicycle upon a sidewalk would be required to yield right-of-way to pedestrians and adhere to a speed limit of 10 miles per hour.

AB-930, Friedman – *Local government: Reinvestment in Infrastructure for a Sustainable and Equitable California (RISE) districts.*

This bill would authorize legislative bodies or 2 or more cities or counties to jointly form a Reinvestment in Infrastructure for a Sustainable and Equitable California (RISE) district which would develop and adopt a RISE development plan to identify any intended source of revenue for financing a project or projects within the boundaries of the district. Projects would support infrastructure servicing infill development. The bill would also establish the RISE Revolving Loan Fund to provide RISE districts with initial startup funding for projects contained within the development plan for the district. The bill would require all projects that receive funding from a RISE district to be located within ½ mile of public transit or at least 75% of the site to adjoin parcels that are developed with urban uses.

AB-980, Friedman – *Active Transportation Program: report.*

This bill would add a requirement for applicants receiving funding from the State's Active Transportation Program to, within one year of completing the project, submit a report to the CTC describing how the project met active transportation goals.

AB-981, Friedman – *State highways: pilot highway maintenance and rehabilitation demonstration projects.*

This bill would create a pilot program for highway maintenance and rehabilitation by requiring the Department of Transportation to use cold in-place recycling or partial depth recycling on a certain number of projects each year and submit annual reports to the Legislature regarding these projects.

AB-1188, Boerner Horvath – *Transportation: bicycle safety handbook*

This bill would require the Transportation Agency to develop and distribute a bicycle safety handbook that includes information on, among other things, existing laws regulating bicycles and e-bikes, safety equipment, and sharing roads and bikeways with other users.

AB-1195, Calderon – *Climate Change Preparedness, Resiliency, and Jobs for Communities Program: climate-beneficial projects: grant funding.*

This bill would establish the Climate Change Preparedness, Resiliency, and Jobs for Communities Program, to be administered by the Strategic Growth Council, to fund grants to develop and implement multi-benefit, community-level, climate-beneficial projects to support community and landscape resiliency and workforce development. The bill would require the council to award competitive grants through an application process.

AB-1212, Hart – *Scenic bikeways and trails.*

This bill would enact the California Scenic Bikeways and Trails Act, which would require the department to establish a scenic bikeway network and develop associated criteria for determining and designing scenic bikeways routes.

AB-1250, Friedman – *Department of Transportation: low-carbon materials.*

This bill would require the Secretary of Transportation to submit a report to the Legislature that discusses the carbon emissions associated with materials currently used in state transportation projects, alternative materials with lower carbon emissions, and benchmarks for using materials with lower carbon materials.

AB-1267, Ting – *Zero-emission vehicle incentive programs: gasoline superusers*

This bill would require the State Air Resources Board to award a "superuser incentive" under a zero-emission vehicle incentive program, identifying drivers who are gasoline superusers and also low or moderate income and expedite the

replacement of their vehicles with zero-emission vehicles.

AB-1293, Irwin – *Transportation electrification: service energization timeline.*

This bill would require each electrical service corporation to develop an electric vehicle service energization timeline to ensure that consumers with electric vehicle charging infrastructure are connected to the electrical grid within 125 business days.

AB-1295, Friedman – *The Affordable Housing and Sustainable Communities Program*

This bill would require the Strategic Growth Council to create a map of projects awarded funds from the Affordable Housing and Sustainable Communities Program for display on a public platform and contain prescribed information, including the affordable housing component of the projects. The map would be updated after each round of funding is submitted.

AB-1335, Zbur – *Local government: transportation planning and land use: sustainable communities strategy.*

This bill would require each transportation planning agency to follow certain population projection procedures when updating the regional transportation plan and require the sustainable communities strategy to be based on population projections produced by the Department of Finance and regional population forecasts used in determining applicable city and county regional housing needs. This bill would require the annual report submitted to the Department of Housing and Community Development to include progress of the city or county toward the recommended realignment of land use regulations from the RTP/SCS.

AB-1349, Irwin – *Zero-emission vehicle charging stations: open date portal.*

This bill would require the Energy Commission to develop and make publicly accessible an open data portal with live data on zero-emissions vehicle charging stations, requiring participation from charging stations for which the owners were awarded a state grant to support the station or associated infrastructure, and allowing participation from other charging station owners or operators.

AB-1447, Flora – *Vehicles: motorized scooters.*

This bill would classify motorized scooters into 2 classes. A A class 1 motorized scooter would have a floorboard and a motor that ceases to provide

power when the scooter reaches 15 miles per hour, and a class 2 motorized scooter would have a floorboard or a seat and footrests, a wheel width of at least 6 inches, and a motor that ceases to provide power at 20 miles per hour, and may have headlights, turn signals, a speedometer, and brake and tail lights. The bill would prohibit Class 1 scooters from exceeding 15 mph and Class 2 scooters from exceeding 20 mph.

AB-1475, Fong – *Transportation Agency: performance dashboard.*

This bill would require the Transportation Agency to create and maintain on its internet website a performance dashboard that, for every project overseen by the Department of Transportation, provides metrics, fiscal information, and operational information.

AB-1525, Bonta – *Transportation projects: priority populations.*

This bill would require the Transportation Agency to develop criteria and an evaluation process for jointly evaluating each member of the Transportation Agency to determine if projects receiving funding would be located within and address needs/provide benefits for priority populations. The bill would require the submittal of annual reports to the Legislature to evaluate all new proposed projects.

AB-1529, Gabriel – *Electric vehicle charging stations*

This bill would require the CTC to assess the suitability of gasoline stations for conversion into electric vehicle charging stations and identifying potential financial incentives and regulatory incentives barriers for gasoline stations to convert to electric vehicle charging stations.

AB-1580, Carrillo – *Air pollution: electric vehicle infrastructure.*

This bill would require the CTC and DOT to jointly develop a State Electric Vehicle Infrastructure Deployment Plan that is consistent with federal requirements and guidance provided by the federal National Electric Vehicle Infrastructure (NEVI) Formula Program.

AB-1591, Wallis – *Energy: petroleum pricing.*

This bill would require the State Energy Resources Conservation and Development Commission to post and regularly update a dashboard on its internet website that includes the difference in average gasoline prices in California compared to national average gasoline prices, the identification of California-specific taxes, fees, regulations, and

policies and their individual contribution to gasoline prices in the state, and any substantiated evidence of price gouging or other anticompetitive behavior within the petroleum industry and its contribution to the price differential.

AB-1640, Carrillo – *Transportation: general service signs: electric vehicle charging stations.*

This bill would require DOT to install electric vehicle charging station signage along each state highway for each electric vehicle charging station that meets the eligibility requirements for the department's zero-emission general service sign program.

SENATE BILLS – CHAPTERED

SB-2, Skinner – *Energy: transportation fuels: supply and pricing: maximum gross gasoline refining margin.*

This bill establishes a maximum gross gasoline refining margin that would be annually adjusted, but more importantly, would state the intent of the Legislature to enact subsequent legislation relating to transportation fuels, as described, including requiring the commission to conduct regular assessments of the supply and price of transportation fuels in the state, and of the impacts on production of refinery maintenance and turnarounds on fuel supply and price.

SB-538, Portantino – *Department of Transportation: Bicycle Czar.*

This bill would require the Director of Transportation to appoint a Bicycle Czar, to serve as the department's chief advisor on all issues related to bicycle transportation, safety, and infrastructure.

SB-677, Blakespear – *Intercity rail: LOSSAN Rail Corridor.*

This bill would require the Los Angeles to San Diego (LOSSAN) Rail Corridor Agency to include in its annual business plan a description of the effects of climate change on the LOSSAN corridor, to identify projects planned to increase climate resiliency on the corridor, and to discuss possible funding options for those identified projects. Recent storms have caused erosion that have undermined segments of the agency's coastal-running tracks.

SB-695, Gonzalez – *Department of Transportation: state highway system: public data portal.*

This bill would require DOT to annually prepare and make available information and data about activities on the state highway system on a public

data portal from the prior fiscal year and each fiscal year back to 2012. Additionally, data on planned and pending projects on the state highway system would need to be included.

SB-800, Caballero – *Advance Air Mobility and Aviation Electrification Committee.*

This bill would require the establishment of the Advance Air Mobility and Aviation Electrification Committee to assess pathways for feasible implementation of electrification goals for the aviation industry.

SENATE BILLS – ENROLLED

SB-381, Min – *Electric bicycles: study.*

This bill would require a study on electric bicycles to inform efforts to improve the safety of users of the transportation system and submit a report of findings to the Legislature. The study would examine, identify, and analyze information on injuries, collisions, emergency room visits, and deaths related to bicycles and electric bicycles and develop best practices for policy to promote safe use of electric bicycles.

SENATE BILLS – VETOED

SB-493, Min – *Air pollution: alternative vehicles and electric and hydrogen infrastructure.*

This bill would require the Energy Commission and Public Utilities Commission to assess the electric and hydrogen infrastructure needed to meet the deadlines for the transition of medium and heavy-duty electric vehicles to zero-emission vehicles as announced by the governor in Executive Order N-79-20 and incorporate the findings into a strategic plan. This bill is in the Senate, where legislators are considering the governor's veto.

SENATE BILLS – RENDERED INACTIVE

SB-1, Jones – *Motor vehicle fuel tax: greenhouse gas reduction programs: suspension.*

This bill would suspend motor vehicle fuels tax for one year, the Low Carbon Fuel Standard regulations for one year, and exempt suppliers of transportation fuels from regulations for the use of market-based compliance mechanisms for one year. It would also mandate that all savings realized by anyone beyond the end consumer be passed on to the end consumer in order to prevent prices staying the same while corporations reap the windfalls. The bill would also direct the Controller to transfer an amount from the General Fund covering the shortfall by suspending the tax to the Motor Vehicle Fuel Account in the Transportation Tax Fund.

SB-84, Gonzalez – *Clean Transportation Program: Air Quality Improvement Program: funding*

This bill would expand the purposes of the Clean Transportation Program to include developing and deploying innovative technologies that transform California's fuel and vehicle types to help reduce criteria air pollutants and toxins in support of goals advancing the State's clean transportation, equity, and climate emissions policies. At least 50% of moneys appropriated to the program must directly benefit or serve residents of disadvantaged and low-income communities.

This bill would also expand the purpose of the Air Quality Improvement Program to fund air quality improvement projects relating to zero-emission fuel and vehicle technologies to reduce criteria air pollutants in logistics, trucking, and port sectors, improve air quality in nonattainment basins, and improve the air quality impacts of zero-emission fuels and vehicles, vessels, and equipment technologies.

SB-233, Skinner – *Electric vehicles and electric vehicle supply equipment: bidirectional capability.*

This bills would require the Energy Commission to establish state goals to accelerate the use of vehicle-to-home, vehicle-to-building, and vehicle-to-grid transmission to support emergency backup, electrical grid reliability, electric vehicle integration, and other key metrics. The bill would require the Energy Commission and Public Utilities Commission to solicit a third party to organize and hold a quarterly interoperability testing event where companies can share products and information to test said interoperability and emerging technologies. The bill would also require that, beginning in 2027, all new electric vehicles sold in California be bidirectional capable to support said interoperability.

SENATE BILLS – ACTIVE, FAILED TO ADVANCE**SB-5, Nguyen** – *Motor Vehicle Fuel Tax Law: limitation on adjustment.*

This bill would limit the annual adjustment to the motor vehicle fuel tax to a maximum of 2%, taking effect immediately.

SB-12, Stern – *California Global Warming Solutions Act of 2006: emissions limit.*

This bill requires the State Air Resources Board to approve statewide greenhouse gas emissions limit equivalent to a level 55% below 1990 levels by 2030, increasing the amount from 40% below

1990 levels. Under the act, a violation of a rule, regulation, order, emission limitation, emission reduction measure, or other measure adopted by the state board under the act is a crime, and the bill imposes a state-mandated local program.

SB-30, Umberg – *Transportation: Zero-emission vehicle signage*

This bill would state the intent of the Legislature to enact subsequent legislation that would require the State to develop and design light-duty zero-emission vehicle charging station signage to be placed along state highways and create a publicly accessible online platform that identifies the locations of electric vehicle chargers along state highway corridors.

SB-32, Jones – *Motor vehicle fuel tax: greenhouse gas reduction programs: suspension.*

This bill would suspend the motor vehicle fuels tax for one year, the Low Carbon Fuel Standard regulations for one year, and exempt exempt suppliers of transportation fuels from regulations for the use of market-based compliance mechanisms for one year. It would also mandate that all savings realized by anyone beyond the end consumer be passed on to the end consumer in order to prevent prices staying the same while corporations reap the windfalls. The bill would also direct the Controller to transfer an amount from the General Fund covering the shortfall by suspending the tax to the Motor Vehicle Fuel Account in the Transportation Tax Fund AND to the Greenhouse Gas Reduction Fund.

SB-233, Skinner – *Electric vehicles and electric vehicle supply equipment: bidirectional capability.*

This bills would require the Energy Commission to establish state goals to accelerate the use of vehicle-to-home, vehicle-to-building, and vehicle-to-grid transmission to support emergency backup, electrical grid reliability, electric vehicle integration, and other key metrics. The bill would require the Energy Commission and Public Utilities Commission to solicit a third party to organize and hold a quarterly interoperability testing event where companies can share products and information to test said interoperability and emerging technologies. The bill would also require that, beginning in 2027, all new electric vehicles sold in California be bidirectional capable to support said interoperability.

SB-258, Roth – *General aviation airports: funding needs assessment.*

This bill would require the CTC to prepare a funding needs assessment for the state's general aviation airports, informed by the California Aviation System Plan. As part of the funding needs assessment, the bill would require the CTC to forecast the expected revenue to pay for the costs identified in the needs assessment, any shortfall in revenue to cover the costs, and recommendations on how any shortfall should be addressed.

SB-295, Dodd – *Vehicles: regulations on public property.*

This bill would include expand the ability of public agencies to restrict the use of certain transportation devices on public property, including scooters, pocket bicycles, and golf carts.

SB-301, Portantino – *Vehicular air pollution: Zero-Emission Aftermarket Conversion Project*

This bill would require the State Air Resources Board to establish the Zero-Emission Aftermarket Conversion Project (ZACP) by allocating up to \$2 million annually from the Clean Vehicle Rebate Project or other sources to provide an applicant who is a California resident with a rebate for an eligible vehicle that has been converted into a zero-emission vehicle. The bill would require the rebate to be limited to one per vehicle and have a value of up to \$2,000 and require the state board to establish guidelines and minimum eligibility criteria for the program.

SB-397, Wahab – *Safety roadside rests: electric vehicle service equipment.*

This bill would require the State Energy Resources Conservation and Development Commission to establish a program to install and maintain electric vehicle service equipment at safety roadside rests, with the goal of serving at least one-half of the parking spaces, excluding those parking spaces designed for use by a tractor-trailer, at each safety roadside rest in California. The bill would require that the electric vehicle service equipment installed pursuant to the program be available to the public at no charge and be the fastest type that is reasonably commercially available.

SB-425, Newman – *Clean Vehicle Rebate Project: fuel cell pickup trucks.*

This bill would expand the Clean Vehicle Rebate Project by providing rebates for fuel cell electric pickup trucks that are \$1,000 more than rebates provided for other fuel cell electric vehicles.

SB-529, Gonzalez – *Electric vehicle sharing services: affordable housing facilities.*

This bill would create a program to award grants to facilitate electric vehicle sharing services at affordable housing facilities, requiring grant recipients to purchase or commit to purchase, at minimum, 2 electric vehicles and 2 level 2 charging stations and up to 2 direct current fast charging stations.

SB-670, Allen – *State Air Resources Board: vehicle miles traveled: maps*

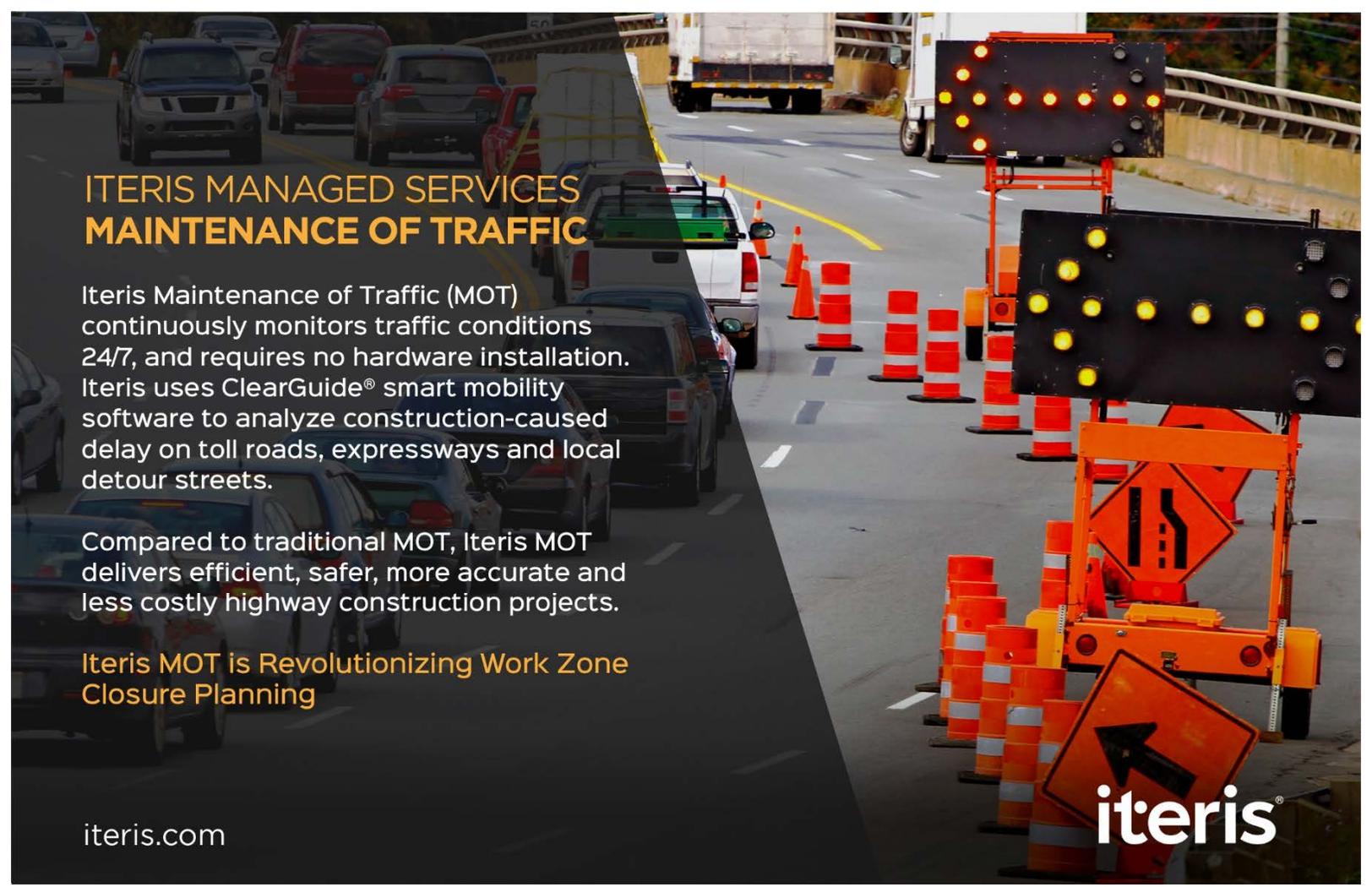
This bill would require the development of a methodology for assessing and spatially representing vehicle miles traveled and the development of maps accordingly to display average VMT per capita in the state at the local, regional, and statewide level.

SB-768, Caballero – *California Environmental Quality Act: vehicles miles traveled: statement of overriding consideration.*

This bill would relax CEQA requirements by allowing public agencies, in approving or carrying out a housing development, commercial, or industrial project, is not required to issue a statement of overriding consideration for significant effects on the environment identified by the project's VMT or similar metrics if the lead agency has imposed all feasible mitigation measures on the project and finds no alternatives to the project.

SB-823, Smallwood-Cuevas – *Electrical Corporations: Discounted Electric Vehicle Charging Payment Card Program.*

This bill would require the Energy Commission to establish a competitive grant program to fund projects that provide an eligible resident a payment card that may be used at any public available electric vehicle charging station, with prioritization given to projects with the greatest potential to provide payment cards to individuals enrolled in a low-income residential customer electric rate assistance program.



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Measure	Author	Subject	Status					Assembly					Senate					Assembly Gov./Sec. of State			Location	Last Action	
			Introduced	Engrossed	Enrolled	Passed	Vetoed	1st	Commit	2nd	Commit	3rd	Pass	1st	Commit	2nd	Commit	3rd	Pass	Pass			Approved
AB-6	Friedman	Transportation planning: regional transportation plans: Solutions for Congested Corridors Program: reduction of greenhouse gas emissions.	X	X				X	X	X	X	X	X	X								Transportation & Environmental Quality Committees	6.14.2023
AB-7	Friedman	Transportation: project selection processes	X	X				X	-	X						Ordered inactive	9.11.2023						
AB-9	Muratsuchi	Greenhouse gases: market-based compliance mechanism.	X					X	X	X	X											Ordered inactive	6.1.2023
AB-16	Dixon	Motor Vehicle Fuel Tax Law: adjustment suspension	X					X	X													Transportation Committee	3.30.2023
AB-31	Carrillo	Public transit: funding	X					X														Pending Referral	12.6.2022
AB-53	Fong	Motor Vehicle Fuel Tax Law: suspension of tax.	X					X	X													Transportation Committee	3.30.2023
AB-69	Waldron	Transportation: traffic signal synchronization: roadway improvement projects	X					X	X													Transportation Committee	2.2.2023
AB-241	Reyes	Vehicle air pollution: Clean Transportation Program; vehicle registration and identification plate service fees: smog abatement fee: extension.	X					X	X	X	X											Ordered inactive	9.14.2023
AB-251	Ward	California Transportation Commission: vehicle weight safety study.	X	X	X			X	X	X	X	X	X	X	-	X	X	X				Presented to Governor	9.15.2023
AB-361	Ward	Vehicles: video imaging of bicycle lane parking violations.	X	X	X			X	X	X	X	X	X	X	X	X	X	X				Presented to Governor	9.13.2023
AB-579	Ting	Schoolbuses: zero-emission vehicles	X	X	X	X		X	X	X	X	X	X	X	X	X	X	X	X	X		Signed by Governor	10.8.2023
AB-591	Gabriel	Electric vehicle service equipment: universal connectors and public accessibility	X	X				X	X	X	-	X	X	X								Transportation Committee	6.14.2023
AB-610	Holden	Youth Transit Pass Pilot Program: free youth transit passes.	X	X				X	-	X						Ordered inactive	9.11.2023						
AB-627	Jackson	Heavy-duty trucks: grant program: operating requirements.	X					X	X													Transportation Committee	4.11.2023
AB-645	Friedman	Vehicles: speed safety system pilot program.	X	X	X			X	X	X	X	X	X	XXXX	XX	XX	X	X				Presented to Governor	9.20.2023
AB-692	Patterson	California Environmental Quality Act: exemption: egress route projects: fire safety.	X					X	X													Appropriations Committee	5.18.2023
AB-744	Carrillo	California Transportation Commissions: data, modeling and analytic software tools procurement.	X	X	X			X	X	X	X	X	X	X	-	X	X	X				Presented to Governor	9.21.2023
AB-761	Friedman	Transit Transformation Task Force.	X	X				X	X	X	X	X	X									Rules Committee	9.14.2023
AB-823	Schiavo	Clean Transportation Program: eligible projects	X					X	X													Appropriations Committee	5.18.2023
AB-824	Calderon	Highway greening: statewide strategic plan	X	X				X	X	X	X	X	X									Appropriations Committee	9.1.2023
AB-825	Bryan	Vehicles: bicycles on sidewalks	X	X				X	X	X	X	X	X									Transportation Committee	6.7.2023
AB-832	Cervantes	California Transportation Commission: membership.	X	X				X						Ordered inactive	9.13.2023								
AB-894	Friedman	Parking requirements: shared parking.	X	X	X			X	X	X	X	X	X	XXX	X	XX	X	X				Presented to Governor	9.21.2023
AB-930	Friedman	Local government: Reinvestment in Infrastructure for a Sustainable and Equitable California (RISE) districts.	X					X	X	X	X											Appropriations Committee	4.27.2023
AB-980	Friedman	Active Transportation Program: report.	X					X	X													Appropriations Committee	5.18.2023
AB-981	Friedman	State highways: pilot highway maintenance and rehabilitation demonstration projects.	X					X	X													Appropriations Committee	5.18.2023
AB-1017	Friedman	Engineering and traffic surveys: equestrian safety.	X	X				X							Senate; inactive file.	6.29.2023							
AB-1188	Boerner Horvath	Transportation: bicycle safety handbook.	X					X	X													Appropriations Committee	5.18.2023
AB-1195	Calderon	Climate Change Preparedness, Resiliency, and Jobs for Communities Program: climate-beneficial projects: grant funding.	X					X	X	X	X											Appropriations Committee	5.18.2023
AB-1212	Hart	Scenic bikeways and trails.	X					X	X													Appropriations Committee	5.18.2023
AB-1250	Friedman	Department of Transportation: low-carbon materials.	X	X				X	X	X	X	X	X									Appropriations Committee	9.1.2023
AB-1265	Gallagher	Transportation fuels: gasoline specifications.	X					X	X													Failed passage	4.17.2023
AB-1267	Ting	Zero-emission vehicle incentive programs: gasoline superusers.	X					X	X													Appropriations Committee	5.18.2023
AB-1293	Irwin	Transportation electrification: service energization timeline.	X	X				X	X	X	X	X	X									Appropriations Committee	9.1.2023
AB-1295	Friedman	The Affordable Housing and Sustainable Communities Program	X					X	X	X	X											Appropriations Committee	5.18.2023
AB-1308	Quirk-Silva	Planning and Zoning Law: single-family residences: parking requirements.	X	X	X			X	X	X	X	X	X	-	X	X	X	X				Presented to Governor	9.12.2023
AB-1320	Hoover	California Manual on Uniform Traffic Control Devices: supplemental destination signs: museums.	X	X	X	X		X	X	X	-	X	X	X	-	-	X	X	X	X	X	Chaptered	7.27.2023
AB-1335	Zbur	Local government: transportation planning and land use: sustainable communities strategy.	X	X				X	X	X	X	X	X	X								Appropriations Committee	7.12.2023
AB-1349	Irwin	Zero-emission vehicle charging stations: open date portal.	X	X				X	X	X	X	-	X	X	X							Energy, Utilities, and Communications Committee	7.6.2023
AB-1447	Flora	Vehicles: motorized scooters.	X	X				X	X	X	-	-	X	X	X	XX	X	XX				Rules Committee	9.11.2023
AB-1475	Fong	Transportation Agency: performance dashboard.	X					X	X													Appropriations Committee	5.18.2023
AB-1525	Bonta	Transportation Projects: priority populations	X					X	X													Appropriations Committee	5.18.2023
AB-1529	Gabriel	Electric vehicle charging stations	X					X	X	X	X											Transportation Committee	4.18.2023
AB-1580	Carrillo	Air pollution: electric vehicle infrastructure.	X					X	X	X	X											Appropriations Committee	5.18.2023
AB-1591	Wallis	Energy: petroleum pricing.	X					X	X													Natural Resources Committee	4.24.2023
AB-1614	Gabriel	Gasoline fueling stations: phaseout: study.	X	X	X	-	X	X	X	X	Vetoed	10.8.2023											
AB-1640	Carrillo	Transportation: general service signs: electric vehicle charging stations.	X					X	X													Transportation Committee	4.14.2023
ACR-38	Alvarez	Freeway lids.	X					X	X	-	-	X										Ordered inactive	9.14.2023

Measure	Author	Subject	Status					Senate						Assembly						Senate		Gov./Sec. of State		Location	Last Action
			Introduced	Engrossed	Enrolled	Passed	Vetoed	1st	Cmt	2nd	Cmt	3rd	Pass	1st	Cmt	2nd	Cmt	3rd	Pass	Pass	Approved	Chaptered			
SB-1	Jones	Motor vehicle fuel tax: greenhouse gas reduction programs: suspension.	X					X	X														Ordered inactive	3.28.2023	
SB-2	Skinner	Energy: transportation fuels: supply and pricing: maximum gross gasoline refining margin.	X	X	X	X		X	X	X	-	X	X	X	X	-	X	X	X	X	X	X	Chaptered	3.28.2023	
SB-5	Nguyen	Motor Vehicle Fuel Tax Law: limitation on adjustment.	X					X	X														Governance and Finance Committee; failed but reconsideration granted	5.3.2023	
SB-12	Stern	California Global Warming Solutions Act of 2006: emissions limit.	X					X	X														Appropriations Committee	5.18.2023	
SB-30	Umberg	Transportation: Zero-emission vehicle signage	X	X				X	X	X	-	X	X	X	X								Appropriations Committee	9.1.2023	
SB-32	Jones	Motor vehicle fuel tax: greenhouse gas reduction programs: suspension.	X					X	X														Environmental Quality Committee; failed but reconsideration granted	4.19.2023	
SB-84	Gonzalez	Air quality programs: funding	X					X	X	X	-	X											Ordered inactive	3.30.2023	
SB-222	Skinner	Electric vehicles and electric vehicle supply equipment: bidirectional capability.	X	X				X	X	XX	X	X	X	X	XX	X	X						Ordered inactive	9.13.2023	
SB-258	Roth	General aviation airports: funding needs assessment.	X	X				X	X	X	X	X	X	X									Utilities and Energy Committee	7.6.2023	
SB-295	Dodd	Vehicles: regulations on public property.	X	X				X	X	X	-	X	X	X	X								Transportation Committee	6.16.2023	
SB-301	Portantino	Vehicular air pollution: Zero-Emission Aftermarket Conversion Project	X	X				X	X	X	X	X	X	X									Appropriations Committee	9.1.2023	
SB-381	Min	Electric bicycles: study.	X	X	X			X	X	X	-	X	X	X	X	-	X	X	X	X			Presented to Governor	9.20.2023	
SB-397	Wahab	Safety roadside rests: electric vehicle service equipment.	X					X	X														Transportation Committee; Environmental Quality Committee	4.3.2023	
SB-425	Newman	Clean Vehicle Rebate Project: fuel cell pickup trucks.	X	X				X	X	X	X	X	X	X									Appropriations Committee	9.1.2023	
SB-493	Min	Air pollution: alternative vehicles and electric and hydrogen infrastructure.	X	X	X	-	X	X	X	X	X	X	X	X	X	-	X	X	X	X	X		In Senate - consideratio of Veto pending	9.30.2023	
SB-529	Gonzalez	Electric vehicle sharing services: affordable housing facilities.	X					X	X	X	X												Appropriations Committee	5.18.2023	
SB-538	Portantino	Department of Transportation: Bicycle Czar.	X	X	X	X		X	X	X	-	X	X	X	X	-	X	X	X	X	X	X	Chaptered	10.8.2023	
SB-670	Allen	State Air Resources Board: vehicle miles traveled: maps	X					X	X	X	X												Appropriations Committee	5.18.2023	
SB-677	Blakespear	Intercity rail: LOSSAN Rail Corridor.	X	X	X	X		X	X	X	-	-	X	X	X	-	X	X	X	X	X	X	Chaptered	10.7.2023	
SB-695	Gonzalez	Department of Transportation: state highway system: public data portal.	X	X	X	X		X	X	X	-	X	X	X	X	-	X	X	X	X	X	X	Chaptered	10.8.2023	
SB-768	Caballero	California Environmental Quality Act: vehicles miles traveled: statement of overriding consideration.	X					X	X														Environmental Quality Committee	4.18.2023	
SB-800	Caballero	Advance Air Mobility and Aviation Electrification Committee.	X	X	X	X		X	X	X	X	X	X	X	-	X	X	X	X	X	X	X	Chaptered	10.7.2023	
SB-823	Smallwood-Cuevas	Electrical Corporations: Discounted Electric Vehicle Charging Payment Card Competitive Grant Program	X					X	X	X	X												Appropriations Committee	5.18.2023	