



# INSTITUTE OF TRANSPORTATION ENGINEERS

## SOUTHERN CALIFORNIA SECTION

# NEWSLETTER

2022, Issue No. 4

Fourth Quarter 2022

## President's Message

*Dina Saleh, LA Metro*



Hello ITE Southern California Members,

I hope you've all had an enjoyable 2022 holiday season and a very happy new year! 2022 was another year for the books for the SoCal Section. We learned about numerous topics and enjoyed social events together.

In October, the Section co-hosted an in-person luncheon meeting with the Orange County Traffic Engineering Council (OCTEC). The meeting had about 100 attendees and featured a presentation on the "OC Streetcar Update." **Speakers** included Ross Lew (Senior Project Manager, OCTA) and Cleve Cleveland (Project Manager, OCTA). I would like to thank AGA Engineers, Inc. for their ITE SoCal sponsorship of the October meeting.

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We held our Annual Business Meeting on November 16. We had the pleasure to have a keynote speaker, Gavin Duncan, Senior Vice President from InterVISTAS present on "**Transportation Planning & Traffic Engineering in an Airport Environment.**" The engaging and informative presentation featured airport-specific planning aspects that affect all the traveling public. I would like to thank our meeting sponsor EtherWAN for their continued support. In addition to the keynote speaker, we recognized our 2022 end of year awards recipients and want to congratulate Alicia Yang for the Individual Excellence Award and Monica Suter for the Lifetime Achievement Award.

During our Annual Business Meeting we held our Section Elections. I would like to introduce to you the new ITE SoCal Board for 2023:

- Marc Violett, President
- Saly Heng, Vice President
- Jason Xu, Secretary
- Shirjeel Muhammad, Treasurer

I will transition to the 2023 ITE SoCal Section Representative to the Western District. I would like to recognize our 2022 Section Representative and First Past President, Ed Alegre. Ed has coordinated between the Section and the Western District, bridging communication gaps and making sure **our needs are in line with the District. Ed's leadership has had** a profound impact on the Section that will ensure a productive future.

I want to give a large thank you to Marc Violett for planning the Holiday Mixer in December that was jointly hosted by ITE SoCal, ITS CA, OCTEC and RSBITE. It was a lively casino night event filled with games, drinks, prizes, and lots of laughter. Thank you to all our sponsors who contributed to this event.

Lastly, thank you to our Newsletter sponsors for this issue: HNTB, I teris, CDM Smith, South Coast Lighting, and EtherWAN. Your sponsorship helps our Section continue to provide worthwhile content. I look forward to seeing you all in 2023!

Regards,  
Dina Saleh, Outgoing ITE SoCal President

## 2022 ITE Southern California Board



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LA Metro



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## Brief Look Ahead 2023

- ❖ Wednesday, February 15 to Thursday, February 16, American Council of Engineering Companies California (ACEC CA) [Annual Conference & Awards Banquet in Los Angeles](#).
- ❖ Sunday, August 13 to Wednesday, August 16, ITE International & Western District Annual Meeting & Exhibition, Oregon Convention Center, Portland, Oregon. [ITE Western District](#), [ITE International](#)

## 2023 Newsletter Schedule

Angelo Pastelin, Co-Newsletter Editor (Kimley-Horn & Associates)

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. To submit articles or offer suggestions on article topics, please email Saly Heng at [sheng0589@gmail.com](mailto:sheng0589@gmail.com), Angelo Pastelin at [angelo.pastelin@kimley-horn.com](mailto:angelo.pastelin@kimley-horn.com), or David Schwegel at [davidmschwegel1@gmail.com](mailto:davidmschwegel1@gmail.com). Please be sure to provide your content by the content deadline.

Here is the projected schedule for 2023:

Quarter	Content Deadline	Approximate Publication Date
<b>2023</b>		
1	Friday, Mar 24, 11:59 pm	Thurs Mar 30
2	Friday, June 23, 11:59 pm	Thurs June 29
3	Friday, Sept 22, 11:59 pm	Thurs Sept 28
4	Friday, Dec 8, 11:59 pm	Thurs Dec 14

For suggestions on Section activities including webinar topics, please email the SoCal Section at [itesocal@gmail.com](mailto:itesocal@gmail.com)

## Social Media Discussion Questions

**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 discussions.

1. What city in the world would you choose as having the best infrastructure for multimodal travel?
2. If you were asked to plan a technical webinar on a transportation planning/engineering topic, what would you choose?

## Barrier Effects of Freeways for Pedestrian and Bicycle Travel

UCLA Institute of Transportation Studies (ITS)

In October 2022, the Institute of Transportation Studies at UCLA published a new policy brief and research report on its research in equity in street connectivity and freeway severance. While limited-access freeways provide connectivity at a regional level for vehicular traffic, they reduce connectivity at a local level, particularly for pedestrians and bicyclists. The research approach analyzed four different measures of street connectivity around California freeways: (1) Street Network Disconnectedness index (SNDi); (2) circuitry, straight line versus existing street path, (3) distance along freeway between crossings, and (4) quality of crossings. The research group sampled 100 freeway crossings as an audit to their GIS analysis.

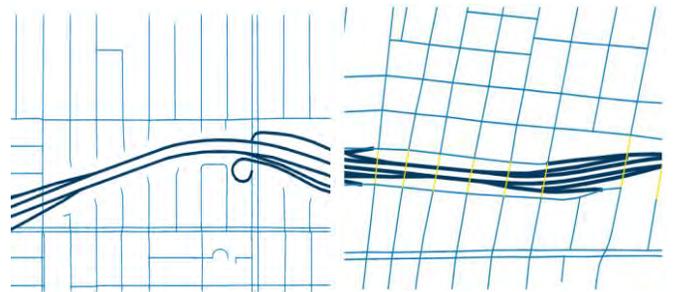


Image from report showing freeways creating dead-end streets that can cause lengthy detours as opposed to local street crossings in yellow.

Some research findings include:

- Communities of color tend to be disproportionately affected by freeways. People of color are more likely to live near a freeways, and areas with less connected streets near freeways have higher concentrations of people of color.
- Downtown Los Angeles has greater connectivity in its local streets than other parts of the county with similar population densities
- Freeway crossings that are already sparse tend to also be exacerbated by poor quality in safety and comfort for pedestrians and cyclists.



Image from report showing distance between crossings along Southern California freeways.

To address some of the issues that were discovered, the group lists recommendations that include:

- Maintaining continuity of local streets when constructed new freeways
- Build additional pedestrian and bicycle crossings for existing freeways that lack connectivity
- Improve existing crossing points using traffic calming methods such as reducing curb return radii, bicycle buffers, sidewalk widening, and traffic signals of freeway on and off ramp locations.

For additional information and links to the policy briefing and research report, please see below:

Authors: Millard-Ball, A., Silverstein, B., Kapshikar, P., Stevenson, S., & Barrington-Leigh, C. (2022).

Policy Brief and Full Report can be found here:

<https://escholarship.org/uc/item/2jp3h3s4>;

<https://escholarship.org/uc/item/3059p06b>

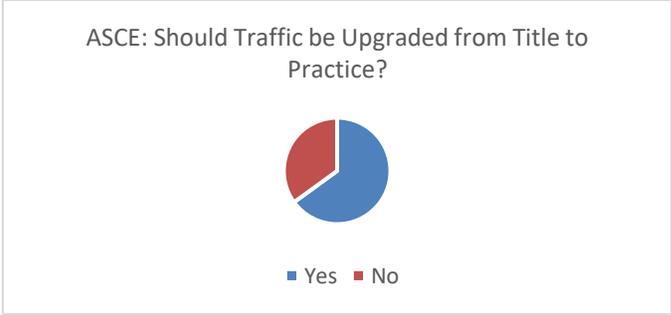
Additional Information on Street-Network Disconnectedness index (SNDi):

Barrington-Leigh C, Millard-Ball A (2019): A global assessment of street-network sprawl.

**ASCE Supports Elevating Traffic from Title to Practice**  
*David M. Schwegel, PE (US High-Speed Rail)*

The [American Society of Civil Engineers](https://www.asce.org/) (ASCE) supports elevating Traffic Engineering Registration in California from Title Protection to Regulated Practice by almost two-to-one according to a poll conducted on the ASCE LinkedIn Group.

Poll results are as follows:



Yes	65%
No	35%
Participants:	130
Date of Poll:	December, 2022

California is the only state in the nation with a two-tiered licensing system. On the top tier are the Practice Acts. These include Civil, Electrical, and Mechanical Engineering. Only those holding licenses in these fields may use the title and practice in these respective fields if they have the technical competence to do so. On the bottom tier are the Title Acts. These include Agricultural, Chemical, Control Systems, Fire Protection, Industrial, Metallurgical, Nuclear, Petroleum, and Traffic Engineering. Anyone can practice in these fields, but only those holding licenses in these fields may use the title.

The American Society of Civil Engineers (ASCE) represents over 140,000 Civil Engineering Professionals. Founded in 1852, ASCE is the largest engineering professional society in the nation and the oldest in the world.

**Legislative Analysis**  
*Tyler Lindberg, (Kimley-Horn & Associates)*

The end of the 2021-2022 and beginning of the 2022-2023 California Legislative Sessions have produced a raft of bills, and now laws, concerning the future of transportation in this State. Familiar themes have been expanded upon through this legislation, primarily focused on expanding active transportation and transit facilities and access, expanding the electric vehicle charging station network and beefing up the electric grid to handle the increased fleet size, and the intersection of housing and land use priorities and their impacts on transportation. Absent in laws signed in 2022 and so far introduced in 2023 are those concerning California High-Speed Rail and freeway expansions. In a number of bills introduced in the latest session, suspending the motor vehicle fuel tax by varying degrees seems to be a priority of a number of legislators, though provisions are made to ensure negative impacts on transportation

**funds are avoided. All in all, it's shaping up to be another exciting year for California as the State leads the nation in transportation innovation and policy.**

Important transportation-related bills signed by the Governor and Chaptered by the Secretary of State in the second year of the 2021-2022 California State Legislative Session include the following:

AB 1037, Grayson – Infrastructure construction: digital construction management technologies.

This bill would require the Department of Transportation to develop an implementation plan for the use and integration of digital construction technologies to plan, design, construct, operate, and maintain transportation infrastructure projects. The bill would require the implementation plan to include specified milestone goals and require Caltrans to begin using digital construction management technologies by 2029.

AB 1445, Levine - Planning and zoning: regional housing need allocation: climate change impacts.

This bill would require that a council of governments or delegate subregion consider factors such as emergency evacuation route capacity, wildfire risk, sea level rise, and other impacts caused by climate change in the methodology for distributing existing and projecting future housing needs as part of the housing element update for general plans. By adding to the duties of local officials in allocating regional housing need, this bill would impose a state-mandated local program.

AB 1738, Boerner Horvath – Building standards: installation of electric vehicle charging stations: existing buildings.

This bill would require the Department of Housing and Community Development, upon the next update of the California Building Standards Code, to develop mandatory building standards for the installation of electric vehicle charging station with low power level 2 or higher electric vehicle chargers in existing multifamily dwellings, hotels, motels, and non-residential development during certain retrofits, additions, and alterations to existing parking facilities.

AB 2061, Ting - Transportation electrification: electric vehicle charging infrastructure.

This bill would require the Energy Commission and Public Utilities Commission to develop uptime recordkeeping and reporting standards for electric vehicle chargers and charging stations that received an incentive from a state agency or through a charge on ratepayers. The bill require these agencies to hold a public workshop to discuss and identify industry best practices and charger technology capabilities that are demonstrated to increase reliability. This bill would also require an assessment of the uptime of charging station

infrastructure and of equitable access to reliable charging stations in low-, moderate-, and high-income communities.

AB 2097, Friedman - Residential, commercial, or other development types: parking requirements.

This bill prohibits a public agency from imposing any minimum automobile parking requirement on any residential, commercial, or other development project within ½ mile of public transit. Exceptions would be made for housing developments that dedicate a minimum of 20% of their units to very low, low, or moderate-income household, are below a certain size, or where it can be shown that the absence of a parking minimum would negatively affect housing production for the development.

AB 2147, Ting – Pedestrians.

This bill addressed penalties from jaywalking by prohibiting a peace officer from stopping a pedestrian for specified jaywalking infractions unless a reasonably careful person would realize there is an immediate danger of collision with a moving vehicle or other device moving exclusively from human power. The bill also requires the California Highway patrol to submit a report to the Legislature within five (5) years on statewide pedestrian-related traffic crash data and impacts to traffic safety, including an evaluation of the impact of the bill on such metrics.

AB 2264, Bloom - Pedestrian crossing signals.

This bill would require that, upon the installation or replacement of a state-owned or operated traffic-actuated signal, that an accessible pedestrian signal and detector be installed and that these pedestrian signals have a leading pedestrian interval to improve pedestrian safety.

AB 2344, Friedman – Wildlife connectivity: transportation projects.

This bill requires Caltrans, with the Department of Fish and Wildlife (DFW) to establish an inventory of connectivity needs on state highways where the implementation of wildlife passage features could reduce wildlife-vehicle collisions or enhance wildlife connectivity. Caltrans must publish a list of funded transportation projects with wildlife passage features. Caltrans must update the inventory of needs and funded projects every two years. The bill would establish the Transportation Wildlife Connectivity Remediation Program to improve wildlife connectivity across transportation systems and develop program and design guidelines for connective features.

AB 2700, McCarty – Transportation electrification: electrical distribution grid upgrades.

This bill would require the Energy Commission, State Air Resources Board, and Public Utilities Commission to annually gather fleet data for on and off-road vehicles in the medium and heavy-duty sectors, as available from state agencies, and share that data with electrical corporations and publicly owned electric utilities to inform electrical grid planning efforts in support of fleet electrification and facilitate the readiness of distribution **systems to support the state’s anticipated level of** electric vehicle charging needs.

AB 2863, Wilson - Green building standards: bicycle parking.

This bill would require the Department of Housing and Community Development, upon the next update to the California Green Building Standards Code, to research and develop mandatory building standards for short and long-term bicycle parking in multifamily residential buildings, hotels, and motels. At the next update to the code, the bill would also require revised mandatory building standards for short and long-term bicycle parking in non-residential buildings. Standards must be independent of the number of vehicle parking spaces.

AB 2953, Salas – Department of Transportation and local agencies: streets and highways: recycled materials.

This bill would require the Department of Transportation and a local agency that has jurisdiction over a street or highway, to the extent feasible and cost effective, to use advanced technologies and material recycling techniques that reduce the cost of maintaining and rehabilitating streets and highways and that exhibit reduced levels of greenhouse gas emissions through material choice and construction method.

SB 6, Caballero – Local planning: housing: commercial zones.

This bill, the Middle Class Housing Act of 2022, would deem housing development projects as an allowable use on parcels within a zone where office, retail, or parking are the principally permitted uses, provided certain requirements related to density and sustainable transportation plans are met. The bill cuts red tape by removing lengthy and unnecessary bureaucratic rezoning hurdles for developers trying to build residential units along commercial corridors. Depending on the mode choice of new residents in these developments, impacts on traffic patterns and congestion will have to be carefully considered moving forward.

SB 922, Wiener – California Environmental Quality Act: exemptions: transportation-related projects.

This bill extends statutory exemptions to CEQA for transportation projects that significantly advance the **state’s climate, public safety, and public health goals**. This essentially removes environmental review requirements under CEQA for local bus, light rail, bike, and pedestrian projects for local and transportation agencies, which should greatly expedite their implementation at a key time for increase funding opportunities.

SB 932, Portantino – General plans: circulation element: bicycle and pedestrian plans and traffic calming plans.

This bill would require cities and counties to, when revising the Circulation Element of their respective General Plan, incorporate the **principles of the FHWA’s Safe Systems Approach** and develop bicycle plans, pedestrian plans, and traffic calming plans based on policies and goals that aim for initiation and completion of all actions identified within the plans within 25 years of the date of adoption.

SB 1121, Gonzalez - State and local transportation system: needs assessment.

This bill would require the CTC, Caltrans, and the California State Transportation Agency to prepare a needs assessment of the cost to operate, maintain, and provide for necessary future growth of the state and local transportation system for the next 10 years. The bill would require CTC to forecast the expected revenue from federal, state, and local sources to pay for the identified cost, anticipated shortfalls, and recommendations on how to address said shortfall.

SB 1226, Durazo - Joint powers agreements: zero-emission transportation systems or facilities.

This bill allows private and nonprofit corporations whose purpose is to provide services to zero-emission transportation facilities, including finance, design, construction, operation, or maintenance, to join a joint powers authority (JPA) or enter a joint powers agreement with a public agency for the aforementioned purposes. The representation of private and nonprofit corporations must not exceed 50% of the board of directors of any such authority and the authority must utilize a skilled and trained workforce, paid prevailing wages, to undertake any project identified by the authority.

Important transportation-related bills introduced in 2023-2024 California State Legislative Session so far include the following:

AB-6, Friedman – Transportation Planning

This bill would state the intent of the Legislature to enact subsequent legislation that would require regional transportation agencies to prioritize and fund transportation projects, including those funded by a local sales tax measure, that significantly contribute **towards the goals outlined in a region’s sustainable communities’ strategy and the state’s climate goals**. The bill itself does not enact any mandates.

AB-7, Friedman – Transportation: funding: capacity projects.

This bill would state the intent of the Legislature to enact subsequent legislation that would eliminate single occupancy vehicle freeway capacity projects, and allow capacity projects only for bus rapid transit, rail, active transportation purposes, projects that significantly add safety, and projects that significantly reduce congestion, without interfering with existing maintenance and rehabilitation needs. The bill itself does not enact any mandates.

AB-9, Muratsuchi – 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.

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-73, Boerner Horvath – Vehicles.

This bill would state the intent of the Legislature to enact legislation relating to a stop-as-yield pilot program seeking to improve the flow of traffic by allowing both drivers and bicyclists to move safely at an intersection where there is a stop sign. The bill itself does not enact any mandates.

SBX1-1, 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.

SBX1-2, 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-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

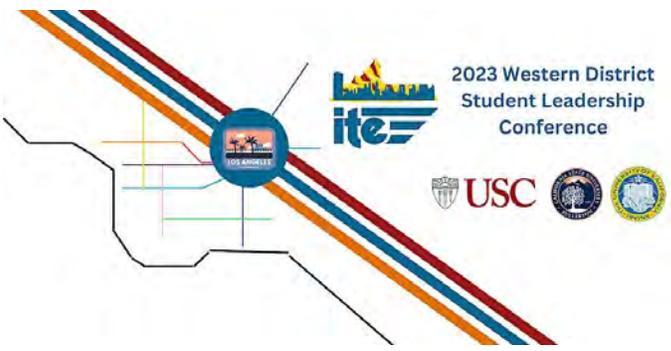
This bill would state the intent of the Legislature to enact subsequent legislation that would require the State to develop and design light-duty zero-emission vehicle charging station signage to be placed along state highways and create a publicly accessible online platform that identifies the locations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

**2023 ITE Western District Student Leadership Summit at USC  
USC, UCI, & CSUF Students**

We are excited to announce the 2023 Western District Student Leadership Summit (SLS)! It will be the first in-person SLS since 2020. This year's SLS will be held from February 24th - 26th at USC's campus in Los Angeles. A unique three-school coalition was formed consisting of USC, CSU Fullerton, and UC Irvine. We aim to bring you a conference that you'll remember! Whether you're a freshman just starting out your exploration of the transportation field, or a seasoned senior hunting for post-grad opportunities, you'll find something at this year's SLS! We have an exceptional program planned— with career & graduate school fairs, networking opportunities with professionals and students alike, a unique student competition, and technical tours of innovative infrastructure in the Los Angeles area. We hope you'll join us from February 24th- 26th! For more information, please visit our website (<https://2023itesls.wixsite.com/itesls2023>).



**ITE/OCTEC Joint Meeting Scribe Report  
Bryan Luong, PE, ITE SoCal Scribe (Caltrans  
District 12 – Orange County)**

On Thursday, October 27, 2022, SoCal ITE and the Orange County Traffic Engineering Council (OCTEC) hosted a joint meeting at the Orange County Mining Restaurant in Orange, CA. There were over 70 attendees from Southern California public agencies and private companies and the luncheon was sponsored by Sam Schwartz, a TYLin Company and AGA Engineers, Inc. October's meeting presentation "OC Streetcar Update" was presented by two OCTA staff: Ross Lew, P.E. (Senior Program Manager, Highway Programs) and Cleve Cleveland (Project Managers, OC Streetcar).



Attendees at the Orange County Mining Restaurant. (Photo Credit: Bryan Luong)

Mr. Ross Lew, P.E. presented the background of the OC Streetcar, where the City of Santa Ana was a prime candidate for the project as the fourth densest city in the United States. Santa Ana provides the OC Streetcar much needed transit connectivity with Metrolink, Amtrak, and a bus route on Harbor Boulevard, as well as community connectivity of over 1,455 residential units within immediate vicinity. Mr. Lew explored several challenges the OC Streetcar has encountered during its construction. The OC Streetcar required property acquisitions since it needed the use of both Pacific Electric right-of-way and City of Santa Ana right-of-way. To assuage impacted business owners when roadway construction was required on Fourth Street, change orders and overtime had to be negotiated to reduce the construction completion time from 16 months to only 9 months. One of the streetcar rail's curves was a challenge to construct due to tight geometry restrictions and adequate spacing had to be ensured during the pouring of concrete in summer when the metal rails were prone to heat expansion. Mr. Lew ended the presentation with a recent video flyover of the entire span of the OC Streetcar project to provide the audience a visual on the massive progress so far. Construction is projected for completion in mid-2024.

Mr. Cleve Cleveland presented the equipment and operations of the OC Streetcar. The OC Streetcar utilizes a Siemens S700 vehicle, which is a 90 feet, three truck, articulating model with a capacity of 211 passengers that meets ADA requirements for doors, lighting, and accessibility. The vehicle has an energy absorbing bumper and a GPS controlled friction modifier installed. Instead of utilizing side mirrors, the vehicle has four rear view side cameras. It also possesses an emergency battery drive, which enables the vehicle to move a minimum of 300 feet under its own power if there is ever a power failure. While the vehicle can travel at a top

speed of 44 mph in the embedded track, the OC Streetcar will operate per posted signs and regulations and will obey the same traffic signals as cars on the road. The concept of operations for the OC Streetcar includes transit signal priority (TSP), signal synchronization, low priority preemption calls, peer-to-peer logic, intersection hardware (controllers, GPS, phase selectors), and vehicle hardware (GPS control unit, GPS/RF antenna). Initial projections of ridership are a minimum of 75 to 100 passengers a day, with a 10-minute peak frequency during weekdays and 15-minute peak frequency during weekday evenings and weekends.



Presentation of the OC Streetcar. (Photo Credit: Bryan Luong)

ITE/OCTEC/ITS CA/RSB ITE Holiday Mixer  
Jonathan Delgado, PE, ITE SoCal Scribe  
(Advantec)

The Joint SoCal ITE/OCTEC/ITS CA/RSB ITE Holiday Mixer was held on Thursday, December 8th, at the Knott's Berry Farm Hotel.

The 9th Annual Holiday Mixer was held at the Knott's Berry Farm Hotel for the first time since 2019, after being held at Rock & Brews in Buena Park last year. As the COVID-19 Pandemic slowly subsides, attendees were able to enjoy a full mixer with a bar, delicious appetizers, a photo booth, and various casino games including Blackjack 21, Craps, and Roulette. More than 75 people enjoyed the holiday-themed event, with many remarking that they had not been able to see each other at a holiday mixer for at least three years.

People greatly enjoyed the mixer, networking with each other, taking photos in the photo booth, and playing casino games in the pursuit of winning raffle tickets. These raffle tickets would then be entered into a grand drawing for various awesome prizes including

restaurant, Target, Home Depot, and Amazon gift cards, a remote-controlled drone, gift baskets, several cash prizes, and the ultimate prize – a **brand new 50”** HD television set. At the end of the night, everyone gathered to hear who the winners of the raffle prizes would be. The event was a success, with many saying that they are looking forward to seeing each other at more events in 2023, including in-person SoCal ITE meetings.

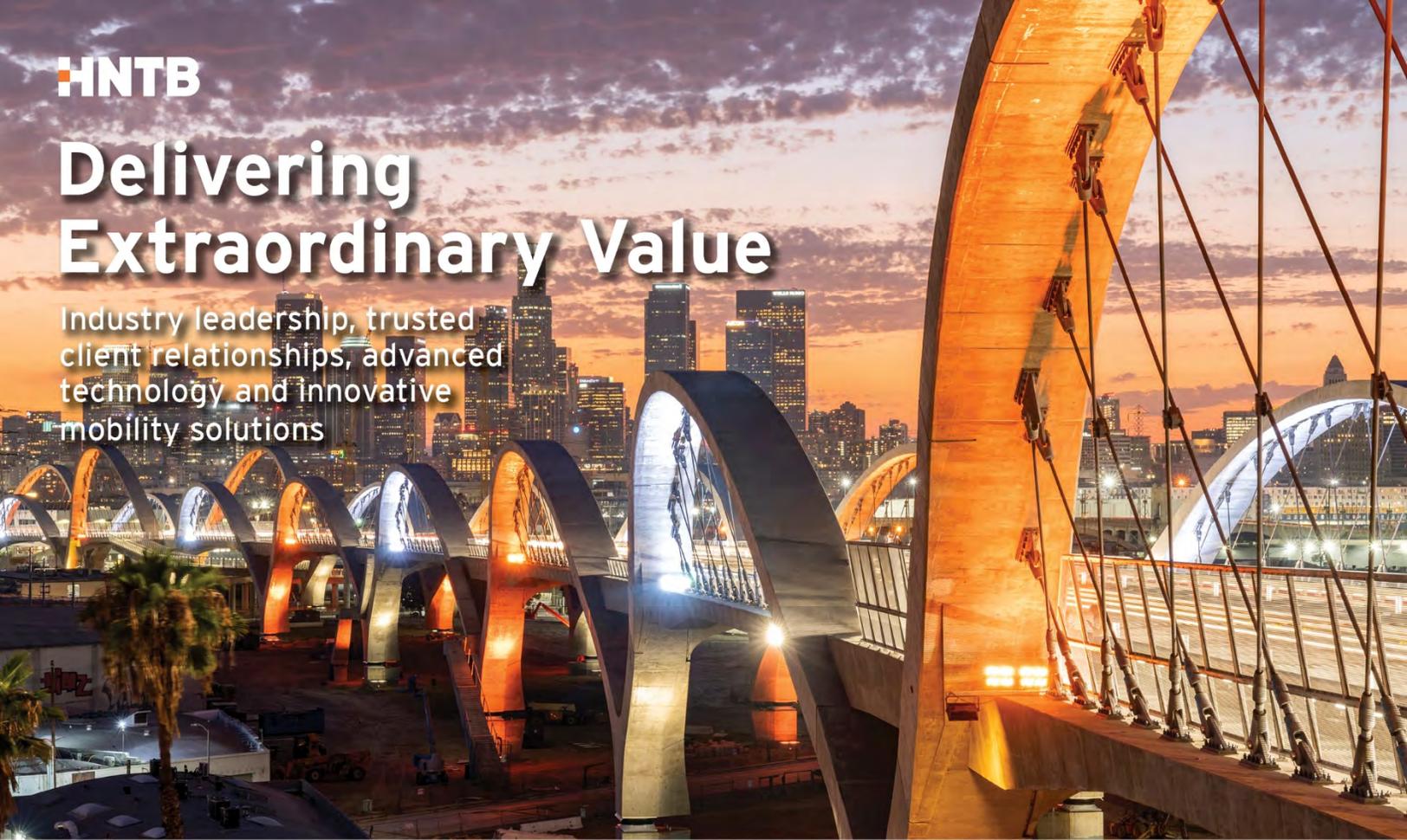


*Attendees at the Joint Holiday Mixer. (Photo Credit: Jonathan Delgado)*

**HNTB**

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# WHERE INNOVATION MEETS DESIGN

South Coast Lighting & Design is an outdoor lighting manufacturer and sales agency since 1985 representing a vast catalog of product resources to assist municipalities, architects, landscape architects, contractors and HOAs designated for city projects all over Southern California. We offer a turnkey approach that can help make every design concept into a reality. We will assist with design services at no cost to you, which include project drawings, lighting layouts, and other specialized services.

## SPECIALISTS IN DESIGN FOR:

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