



INSTITUTE OF TRANSPORTATION ENGINEERS

SOUTHERN CALIFORNIA SECTION

NEWSLETTER

2025, Issue No. 2

Summer Quarter 2025

President's Message

Jason Xu, PE, PTOE, PMP, Iteris



Summer is in full swing, and so is ITE SoCal!

The past few months have been filled with great events, meaningful discussions, and strong student involvement. A big thank-you to our dedicated members, volunteers, and partners for making it all possible and keeping our community going strong.

We kicked off the quarter in April with a virtual meeting focused on transportation planning for the 2028 Olympics. Thank you to **Patrick Gibson** of LA28 and **Tom Roadcap** of **Brightline West** for giving us a front-row seat to the transformative infrastructure efforts shaping the future of Los Angeles and beyond. From high-speed rail to Olympic venue access strategies, the discussion reminded us how vital our profession is in supporting global-scale events and long-term mobility goals.

Later in April, we enjoyed a much-needed break at our **Spring Social Mixer**, where familiar faces and new connections came together in a relaxed setting. These mixers are more than just fun—they're where relationships are built and collaboration begins. Special thanks to **Vanessa Wong**, our Events Committee Chair, for pulling together another great event.

In May, we brought together three ITE Sections—**SoCal, San Diego, and RSBITE**—for a special joint in-person meeting in San Juan Capistrano. It was a full-circle moment for many, marking the return of in-person joint meetings since the pandemic pause. The energy in the room made it feel like we were picking up right where we left off.

We also held our annual **ITE & OCTEC Student Night** in May, which featured engaging presentations from six universities: **Cal State Fullerton, Cal State Long Beach, USC, UCLA, Cal Poly Pomona, and UC Irvine**. Congratulations to **Cal State Fullerton** for taking first place, and a sincere thank-you to **Emilio Murga** and **JP Ziegler**, our Student Chapter Liaisons, for

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guiding this event. The talent and passion of these students give us all reason to be optimistic about the future of our field.

In June, we continued our tradition of collaboration with a joint meeting with **ITS California**, exploring the latest advancements in Robotaxis and autonomous shuttle services operating in California and throughout our nation. Just days later, we got a great opportunity to meet hundreds of attendees from across the region to Long Beach for the **ITE Western District Annual Meeting**. It was a tremendous few days filled with technical sessions, networking events, and district-wide camaraderie. A heartfelt thanks to local volunteers who helped make this event a success. We're already looking forward to next year's meeting in **Bellevue, Washington**.

Looking ahead, we'll gather in August for our **Summer Mixer at Ballast Point in Long Beach**, **continue** our **Equity Series in September**, and close out the year with our **Business Meeting and Holiday Mixer**.

No matter how you choose to engage, let's stay connected—to our Section, to one another, and to the values that brought us to ITE in the first place.

Regards,

Jason Xu

ITE SoCal President

2025 ITE Southern California Section Board



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Brief Look Ahead

- ❖ August 14, 2025, ITE SoCal Summer Mixer at Ballast Point (Long Beach, CA)
- ❖ September 17, 2025, Equity Series Section Meeting – Grant Applications (Virtual)
- ❖ October 15, 2025, Student Traffic Bowl
- ❖ October 23, 2025, Joint Meeting with OCTEC (OC Mining Company)

Newsletter Schedule

Angelo Pastelin, PE, Co-Newsletter Editor
(Kimley-Horn)

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 Vivian Chong at vivian.chong@kimley-horn.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. Here is the projected Newsletter schedule for the rest of Calendar Year 2025:

Quarter	Content Deadline	Approximate Publication Date
Fall	Friday, October 10	Friday, October 17
Winter	Friday, January 16	Friday, January 23

For suggestions on Section activities including webinar topics, please email SoCal Section President Jason Xu at jxu@iteris.com.

Social Media Discussion Questions

Editor's Note: To make our quarterly Section Newsletters more interactive and foster greater engagement on the Section's [LinkedIn](#) page, we're inviting all Section Members to share their thoughts on the following discussion questions. Your input not only helps shape future programming, but also strengthens our ITE SoCal community. Please email Angelo Pastelin at angelo.pastelin@kimley-horn.com, or Vivian Chong at vivian.chong@kimley-horn.com.

This quarter's discussion questions:

1. Which upcoming ITE Western District event are you most excited about, and why?
2. Are there any types of ITE events—technical tours, social mixers, student engagement, etc.—you'd like to see more of in our region?
3. What strategies or ideas do you have for encouraging new professionals or students to join and stay involved with ITE SoCal?
4. What's the most valuable experience or takeaway you've gained from ITE so far?
5. How can we better support early-career professionals and students through Section programming or mentorship?
6. Are there transportation topics or trends you'd like to see featured in future Section meetings or newsletters?
7. What motivates you to attend ITE events—and what could make them even more engaging?

We look forward to hearing from you and continuing to grow our ITE SoCal community together!

May 2025
ITE and OCTEC Student Presentation Night
Jonathan Delgado, Scribe (Advantec)

The Joint SoCal ITE/OCTEC Student Presentation Night Meeting was held on Thursday, May 1, at the Knott's Berry Farm Hotel. The event was sponsored by HNTB.

Six schools attended and participated in the meeting including Cal State University, Fullerton, Cal State University, Long Beach, USC, UCLA, Cal Poly Pomona, and UC Irvine. Per the host and SoCal ITE Student Chapter Liaison, Emilio Murga, each presentation should be eight minutes long, with an additional two minutes for questions.

The first school to give a presentation was UC Irvine. Titled "Warrant Analysis Using Artificial Intelligence", it was presented by Ryan Nguyen, Benjamin Chang, and Rishi Reddy. The goals of their project were to test the reliability of AI to address transportation-related issues like traffic signal warrant analysis and determine the intuition behind AI problem solving. The second school to give a presentation was USC. Presented by Emerson Sonoda, Blaise Moynihan, and Mila Mattson, their presentation was called "Mapping Traffic Hazards in LA". Their project was creating an interactive hazard map that displayed all the roadway hazards in the City of Los Angeles, using Microsoft's Copilot AI. After, Cal Poly Pomona presented their project named "I-15 Interchange Improvement Project: Temescal Canyon Road and Bundy Canyon Road". Vincent Truong, Charles Tran, Yanetzy Rodriguez, Azriel Olmedo, and Iram Rahman were the presenters. Working with Caltrans, the students showed how they designed I-15 freeway interchanges at Temescal Canyon Road and Bundy Canyon Road.



Student's presentation at the Event
 (Photo Credit: Eric Shen)

There was a break after the third presentation. When the break ended, the next school to give their presentation was Cal State University, Long Beach. Titled "Roadway Improvement Project" and presented by Shyam Patel, Alyssa Esparza, Juan Samuel Lara Marin, and Guillermo Balderas, their project was to propose a new roadway that is a complete street. It would include bicycle lanes and pedestrian friendly infrastructure to increase traveler safety and connectivity no matter what form of transportation they utilized. The fifth school to give a presentation was California State University, Fullerton. Ethan Lara and Peter Nguyen presented "LA Metro Rail A-Line Extension: Dodger Express", a project that showed how LA Metro's A Line rail could be extended to Dodger Stadium in LA. It would connect to multiple stations including Union Station, Chinatown Station, and Lincoln/Cypress Station. Finally, UCLA presented "RailRunners: An Analysis of Land Use Near LA Metro Stations". Presented by ITE at UCLA, the project displayed how the students designed and played a game called RailRunners across LA Metro's rail and rapid bus systems. Players would have to use light rail, heavy rail, and buses to "capture" LA Metro Rail/BRT stations within five hours.

At the end of the night, the judges determined that first place went to Cal State University, Fullerton, with UC Irvine taking second place and USC taking third. The other schools also did an outstanding job and should be proud of the thoughtful and well-prepared presentations they shared.



*Presentation Night Attendees
(Photo Credit: Eric Shen)*

June 2025 Joint Meeting with ITSCA

*Bryan Luong, Scribe
(Caltrans District 12)*

On June 18, 2025, ITE SoCal and ITS-CA jointly hosted their June meeting at Luminarias Restaurant in Monterey Park, CA. The event was sponsored by Econolite and Advantec. On behalf of Econolite, Bryan Nuesse provided a summary of the company's history and an overview of Econolite's equipment, such as traffic signal cabinets, battery back-up systems, Centracs, and other hardware. Carlos Ortiz provided a history of Advantec and its expertise in Los Angeles County projects and an overview of the company's current projects. The topic of this joint ITE SoCal and ITS-CA meeting was "Expansion of Robotaxis and Autonomous Vehicles in California," and the meeting consisted of three presentations from representatives with Los Angeles Department of Transportation (LADOT), California Mobility and Parking Association, and Zoox.



*Presentation Night Attendees
(Photo Credit: Bryan Luong)*

Why does Washington have almost as many Roundabouts as California?

David M. Schwegel, PE

As of 2022, Washington had 550 roundabouts versus 819 in California or only 1.49 times as many as Washington. Yet Washington ranks 20th among the states (71,300 square miles) in land area versus California which ranks third (163,696 square miles or 130% larger than Washington). As of 2025, Washington had a population of 8,035,700 versus California which had a population of 39,529,000. The roundabout density in Washington is 0.00771 roundabouts per square mile versus California which has a roundabout density of only 0.00500 roundabouts per square mile. The number of roundabouts per capita in Washington is 0.000068444 roundabouts per person versus only 0.000020719 in California. Why are the numbers so much higher for Washington?

1. In Washington, right of way is an extremely precious resource, and roundabouts are well suited for maintaining narrow roadway segments within narrow rights of way without having to cut down cherished evergreen trees (Washington is the Evergreen State.);
2. The Washington State Department of Transportation has been very progressive in its advancement of roundabouts especially in areas with steep hills, large waterbodies, and narrow transportation right of ways;

3. The culture of certain cities in Washington is anti-signal. One such city is Monroe where a traffic engineer recommending a signal based on engineering judgment and satisfaction of one or more warrants on a traffic impact analysis will likely get a call from the city engineer questioning the need for a signal when a roundabout provides superior safety, mobility, and air quality (Specifically Monroe has 3 daisy-chained roundabouts in the vicinity of a single interchange on Washington State Route 522 along a popular course for the Ride from Seattle to Vancouver BC and Party bicycle classic.);
4. For many of the roadways in Washington, the acquisition of additional right of way is sufficiently impossible that non-roadway solutions are implemented aggressively as the capacity gets "squeezed out" of the roadway system (Greater Seattle among the leaders in the nation in per capita spending on mass transit with special emphasis on Sound Transit www.soundtransit.org), and roundabouts are an excellent "last ditch" roadway solution when the capacity has almost been completely squeezed out of the system; and
5. Washington has an unusually high number of environmentalists per capita; and with the aesthetic, air quality, and power consumption benefits, roundabouts are highly regarded as a superior environmental solution to their signalized counterparts.

So, what are the takeaways?

1. In 2014, two ITE members spoke at a Roseville City Council meeting in support of a proposed roundabout at Oak and Washington, effectively helping to shift public and council opinion from strong opposition to enthusiastic support.
2. While the Washington State Department of Transportation may be more progressive than Caltrans from a density of roundabouts perspective, Caltrans should

continue with its requirement that consideration of a roundabout be thoroughly documented in the basis of design report for a new signal project; and

3. Roundabouts must be sized properly to avoid a situation in Issaquah, Washington when the queues approaching a single-lane roundabout were upwards of one mile because the roundabout should have been two lanes.

Legislative Analysis

Tyler Lindberg, Legislative Analyst

State Lawmakers have been busy during this Legislative Session moving a significant number of transportation-related bills through the Legislature. These measures aim to address infrastructure improvements, road safety, autonomous vehicle and electric bicycle regulation, sustainable transportation initiatives, funding reforms, and social and environmental issues connected to transportation corridors. Many proposals focused on modernizing transportation systems to meet climate goals, enhancing public transit, streamlining project approvals, and integrating environmental protections into planning. Overall, the breadth of legislation reflects California's ongoing efforts to balance innovation, environmental stewardship, economic development, and social equity with its transportation policies.

Of the 41 bills shortlisted for this analysis, more than half of them (25) have been engrossed, meaning they have been formally passed in the chamber in which they were introduced and are being debated in the other respective chamber. Three of these bills, all concerning electric bicycle regulations, have been enrolled by the Legislature and are awaiting the governor's approval or veto. The remaining 16 introduced bills have largely been stalled since April 2025 within the respective committees where they were introduced. A list of these bills, organized by their legislative status, is provided below.

Enrolled

- **AB 544, Davies** – Electric bicycles: required equipment.
- **AB 545, Davies** – Vehicles: electric bicycles.
- **AB 965, Dixon** – Vehicles: electric bicycles.

Engrossed

- **AB 33, as amended, Aguiar-Curry** – Autonomous vehicles.
- **AB 66, Tangipa** – California Environmental Quality Act: exemption: egress route projects: fire safety.
- **AB 289, Haney** – State highway work zone speed safety program.
- **AB 377, Tangipa** – High-Speed Rail Authority: business plan: Merced to Bakersfield segment.
- **AB 382, Berman** – Pedestrian safety: school zones: speed limits.
- **AB 735, Carrillo** – Planning and zoning: logistics use: truck routes.
- **AB 891, Zbur** – Transportation: Quick-Build Project Pilot Program.
- **AB 902, Schultz** – Transportation planning and programming: barriers to wildlife movement.
- **AB 954, Bennett** – State transportation improvement program: bicycle highway pilot program.
- **AB 978, Hoover** – Department of Transportation and local agencies: streets and highways: recycled materials.
- **AB 1014, Rogers** – Traffic safety: speed limits.
- **AB 1145, Gonzalez** – State highways: safety: report
- **AB 1244, Wicks** – California Environmental Quality Act: transportation impact mitigation: Transit-Oriented Development Implementation Program
- **AB 1275, Elhawary** – Regional housing needs: regional transportation plan.
- **SB 71, Wiener** – California Environmental Quality Act: exemptions: transit projects.

- **SB 78, Seyarto** – Department of Transportation: report: state highway system: safety enhancements
- **SB 415, Reyes** – Planning and zoning: logistics use: truck routes.
- **SB 445, Wiener** – Transportation: planning: complete streets facilities: sustainable transportation projects.
- **SB 480, Archuleta** – Autonomous vehicles.
- **SB 586, as introduced, Jones** – Off-highway motor vehicles: eMotos.
- **SB 671, Cervantes** – Pedestrian crossing signals.
- **SB 695, Cortese** – Transportation: climate resiliency: projects of statewide and regional significance.

Introduced:

- **AB 273, Sanchez** – Greenhouse Gas Reduction Fund: high-speed rail: infrastructure improvements.
- **AB 819, Macedo** – Electric vehicle charging stations: exempt entities: building standards.
- **AB 939, Schultz** – The Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026.
- **AB 981, Gipson** – Vehicles: active intelligent speed assist devices.
- **AB 1058, Gonzalez** – Motor Vehicle Fuel Tax Law: suspension of tax.
- **AB 1132, Schiavo** – Department of Transportation: climate change vulnerability assessment: community resilience assessment.
- **AB 1268, Macedo** – Motor Vehicle Fuel Tax Law: adjustment suspension.
- **AB 1290, Wilson** – High-Speed Rail Authority: Senate confirmation.
- **AB 1421, Wilson** – Vehicles: Road Usage Charge Technical Advisory Committee
- **SB 94, Strickland** – Transportation funding: Greenhouse Gas Reduction Fund: Motor Vehicle Fuel Account.
- **SB 220, Allen** – Los Angeles County Metropolitan Transportation Authority.
- **SB 511, Pérez** – Autonomous vehicles.

- **SB 714, Archuleta** – Zero-emission vehicles: workforce development: Clean Energy Workforce Training Council.

An explanation of these bills, organized by subject matter, is provided at the end of this newsletter (**Attachment A**).

ITE International Update

1. Review the ITE international events calendar, [here](#).
2. ITE learning hub provides [certificate training programs](#) that are available and added monthly.
3. New [resources and publications](#) are available and added monthly.

ITE Western District Update

1. Review the [events calendar](#) for future western district events.
2. The Western District has eleven Sections over two Regions. Region 1 consists of Alaska, Hawaii, Washington, Oregon, and Northern California. Region 2 consists of Central California and Southern California. For hyperlinks to each of the twelve Sections, Student Chapter, Helpful Section Links, and Section Awards, go to [Section Links](#)
3. Current Newsletter – [see here](#)

Hot Topics at Caltrans District 7 (Los Angeles)

1. Interstate 5 (I-5) Freeway [Preservation Project](#)
2. Interstate 605 (I-605) [Freeway Enhancements Project](#)
3. Interstate 405 (I-405) Western Avenue to Crenshaw Boulevard [Auxiliary Lanes Project](#)

Hot Topics at Caltrans District 12 (Orange County)

1. State Route 91 (SR-91) [Improvement Project](#)

2. Interstate 5 (I-5)/ El Toro Road [Interchange Improvement Project](#)
3. State Route 1 (SR-1) [Bike Lane Project](#)

Hot Transportation Topics from the Southern California Association of Governments (SCAG)

1. SCAG [Grant Opportunities](#)
2. For information on upcoming meetings including the Transportation Committee and the Social Committee on Equality & Justice, go to [SCAG Committee Meetings](#).
3. For information on Transportation Models, go to [SCAG Transportation Models](#).
4. For the Upcoming Events Calendar, go to [SCAG Events Calendar](#).

2025

SUMMER *Mixer*



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Thursday, August 14, 2025

5:30PM to 8:30PM

Ballast Point Long Beach

110 N. Marina Drive

Long Beach, CA 90803

Sponsored by:



Early Bird (\$40) ends on **8/9**

Regular (\$50) ends on **8/13**

For Questions, please contact:

Matt Stewart

Secretary, ITE SoCal Section

matt.stewart@kimley-horn.com

2025 MEETING CALENDAR

INSTITUTE OF TRANSPORTATION ENGINEERS
SOUTHERN CALIFORNIA SECTION



JANUARY ITE SoCal Board Meeting	FEBRUARY Virtual Training <i>NTCIP Standards in a V2X Environment</i> & Best Practices Comm <i>Networking with High-Res Video</i> Wednesday, Feb 19, 2025 11:30 AM	MARCH Technical Tour of Caltrans District 12 TMC Wednesday, March 19, 2025 10 AM to 1:00 PM
APRIL Virtual Meeting <i>Transportation Planning for the 2028 Olympics</i> & Update on Brightline West Wednesday, April 16, 2025 Spring Social Mixer Thursday, April 10, 2025	MAY Joint Meeting with RSBITE, ITE San Diego Thursday, May 22, 2025 ITE&OCTEC Student Night Thursday, May 1, 2025 <i>Knott's Hotel</i>	JUNE Joint Meeting with ITS-CA Wednesday, June 18, 2025 <i>Luminarias, Monterey Park, CA</i> ITE Western Annual Meeting June 29 – July 2, 2025 <i>Long Beach, CA</i>
JULY Mid-Year Board Meeting & Committee Chairs Mixer Friday, July 18 <i>Long Beach The Hangar</i>	AUGUST Summer Social Mixer Thursday, August 14, 2025 <i>Ballast Point Long Beach</i>	SEPTEMBER Section Meeting Equity Series – Grant Application Wednesday, Sept. 17, 2025 12:00 PM <i>Virtual</i>
OCTOBER Joint Meeting with OCTEC Thursday, Oct 23, 2025 12:00 PM <i>OC Mining Company</i> Student Traffic Bowl Wednesday, Oct 15, 2025 <i>To Be Determined</i>	NOVEMBER Section Business Meeting Wednesday, Nov 12, 2025 12:00 PM <i>TBD</i>	DECEMBER Holiday Mixer with OCTEC, RSBITE, & ITS-CA Thursday, Dec 11, 2025 5:30 PM <i>Marriott Suites Anaheim</i>

NOTE: Locations and information are subject to change. Last Updated – 7/13/2025.



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Attachment A - Legislative Analysis Breakdown

TRANSPORTATION FUNDING AND GOVERNANCE

AB 273, Sanchez – Greenhouse Gas Reduction Fund: high-speed rail: infrastructure improvements.

This bill proposes a significant shift in the allocation of funds from the state's Greenhouse Gas Reduction Fund (GGRF). Currently, 25% of the annual proceeds from the GGRF are continuously appropriated to the California High-Speed Rail Authority (CHSRA) to support the development of the state's high-speed rail system. This bill seeks to terminate this continuous appropriation and instead mandate that the same 25% of GGRF proceeds be transferred annually to the state's General Fund. These funds, upon appropriation, would be utilized to augment funding provided to local governments for infrastructure improvements.

(Location: Assembly Transportation Committee)

AB 377, Tangipa – High-Speed Rail Authority: business plan: Merced to Bakersfield segment.

This bill would mandate that the California High-Speed Rail Authority (CHSRA) include a comprehensive funding plan for the Merced-to-Bakersfield segment in its business plan due by May 1, 2026. This plan must detail the estimated funding gap, strategies to address it—including timelines, risk assessments, and alternative funding sources—and a contingency plan outlining options if significant delays occur. Notably, the bill requires the exclusion of funding sources deemed unlikely, such as new federal funds anticipated before January 20, 2029. AB 377 aims to enhance transparency and accountability in the high-speed rail project's financial planning, addressing concerns over funding shortfalls and project delays.

(Location: Senate – concurrent amendments pending before enrollment)

AB 939, Schultz – The Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026.

This bill would authorize the issuance of \$20 billion in general obligation bonds to fund a range of transportation projects aimed at enhancing sustainability and reducing traffic congestion across the state. The proposed allocation includes \$6 billion for transit capital improvements, \$4 billion for intercity, regional, and commuter rail enhancements, \$3.5 billion for local street and road maintenance and active transportation projects, \$3 billion for zero-emission vehicle investments, \$2.5 billion for freight infrastructure improvements, and \$1 billion for grade separations and other critical safety upgrades.

(Location: Assembly Transportation Committee)

AB 1058, Gonzalez – Motor Vehicle Fuel Tax Law: suspension of tax.

This bill proposes a one-year suspension of the state's motor vehicle fuel tax to provide immediate relief to drivers from high gasoline prices. The bill mandates that any cost savings from the tax suspension be passed on to consumers, with violations constituting unfair business practices under California law. To maintain funding for transportation infrastructure, the bill requires the State Controller to transfer an amount equivalent to the suspended tax revenue from the General Fund to the Motor Vehicle Fuel Account in the Transportation Tax Fund. Additionally, fuel sellers must provide receipts indicating the amount of tax that would have applied absent the suspension.

(Location: Assembly Transportation Committee)

AB 1268, Macedo – Motor Vehicle Fuel Tax Law: adjustment suspension.

This bill would allow the Governor to suspend the annual inflation-based adjustment to the state's motor vehicle fuel tax. Currently, this tax is automatically increased each July 1 in line with the California Consumer Price Index. The bill aims to provide the Governor with the authority to halt these scheduled

increases, potentially offering relief to consumers facing high fuel prices. However, critics express concern that such suspensions would reduce funding for essential transportation infrastructure projects.

(Location: Assembly Transportation Committee)

AB 1275, Elhawary – Regional housing needs: regional transportation plan.

This bill seeks to enhance the alignment between regional housing needs and transportation planning. The bill stipulates that the final housing need allocation plan for each iteration of a Metropolitan Planning Organization's Regional Transportation Plan/Sustainable Communities Strategy should be informed by transportation and job projections, rather than being strictly consistent with the development pattern, thereby promoting housing development in climate-friendly locations near transit, jobs, and services.

(Location: Senate Appropriations Committee)

AB 1290, Wilson – High-Speed Rail Authority: Senate confirmation.

This bill seeks to require that the five voting members appointed by the Governor to the California High-Speed Rail Authority be confirmed by the Senate, thereby instituting a system of checks and balances in the appointment process. This change aims to enhance legislative oversight and ensure broader accountability in the development and implementation of California's high-speed rail system.

(Location: Assembly Transportation Committee)

AB 1421, Wilson – Vehicles: Road Usage Charge Technical Advisory Committee

This bill proposes extending the authorization of the Road Usage Charge Technical Advisory Committee and its associated pilot program from January 1, 2027, to January 1, 2035. The program, and its extension, aims to address the anticipated decline in fuel tax revenues due to the increasing adoption of electric and zero-emission vehicles, which do not contribute to traditional gas taxes, by testing a fee imposed on vehicle miles traveled (VMT). The bill underscores the need for continued exploration of mileage-based revenue models to ensure sustainable funding for the state's transportation infrastructure.

(Location: Assembly Transportation Committee)

SB 94, Strickland – Transportation funding: Greenhouse Gas Reduction Fund: Motor Vehicle Fuel Account.

This bill proposes a significant shift in the allocation of funds from the state's Greenhouse Gas Reduction Fund (GGRF). Currently, 25% of the GGRF's annual proceeds are continuously appropriated to the High-Speed Rail Authority. This bill aims to eliminate this allocation and instead redirect that 25% to the Motor Vehicle Fuel Account. This reallocation is intended to reduce the state fuel excise tax by a percentage equivalent to the transferred amount, potentially lowering fuel costs for consumers.

(Location: Senate Environmental Quality Committee)

SB 220, Allen – Los Angeles County Metropolitan Transportation Authority.

This bill seeks to expand Metro's board from 14 to 18 members by adding the Los Angeles County Executive and three public members appointed by the county executive. The existing board comprises the five county supervisors, the Mayor of Los Angeles, two public members and one city council member appointed by the mayor, four members from other cities in the county, and a nonvoting member appointed by the Governor.

(Location: Senate Transportation Committee)

TRAFFIC SAFETY AND SPEED MANAGEMENT

AB 289, Haney – State highway work zone speed safety program.

This bill proposes the establishment of a State Highway Work Zone Speed Safety Program, authorizing Caltrans to deploy automated speed enforcement systems—such as radar-equipped cameras—in designated construction and maintenance zones on state highways. The primary objective is to enhance safety for both workers and motorists by deterring speeding in these high-risk areas.

(Location: Senate Judiciary Committee)

AB 382, Berman – Pedestrian safety: school zones: speed limits.

This bill aims to enhance pedestrian safety by reducing speed limits in school zones by proposing the lowering of speed limits around schools to 20 miles per hour and allowing for the implementation of these limits beyond the traditional "when children are present" standard.

(Location: Senate Appropriations Committee)

AB 981, Gipson – Vehicles: active intelligent speed assist devices.

This bill proposes the mandatory installation of certified active intelligent speed assist (ISA) devices in vehicles operated by individuals convicted of certain speeding-related offenses. These offenses include reckless driving, exhibitions of speed, and violations involving excessive speed. For first-time offenders, courts have the discretion to require ISA installation for up to six months. However, for repeat offenders, installation becomes mandatory, with durations ranging from 12 to 48 months based on the number of prior convictions. Additionally, this bill introduces an income-based fee structure to ensure affordability, requiring ISA manufacturers to subsidize costs for low-income individuals. The legislation aims to enhance road safety by preventing repeat speeding violations through technological intervention.

(Location: Assembly Appropriations Committee)

AB 1014, Rogers – Traffic safety: speed limits.

This bill expands the recently adopted regulations allowing for the lowering of speed limits more than 5 mph below the 85th percentile speed for a roadway to Caltrans, granting additional authority to lower or maintain speed limits under specified conditions, enhancing the state's ability to implement context-sensitive speed management strategies.

(Location: Senate Appropriations Committee)

AB 1145, Gonzalez – State highways: safety: report

This bill would require the department, on or before December 31, 2027, to conduct a study on highway safety on the state highway system. The bill would require the study to collect specified data, disaggregated by state highway, over the preceding 10 years and to develop recommendations to improve highway safety on the state highway system, including recommendations on how to address enforcement facility bypassing.

(Location: Senate Appropriations Committee)

SB 78, Seyarto – Department of Transportation: report: state highway system: safety enhancements

This bill mandates Caltrans to conduct a comprehensive study identifying locations within the state highway system that require safety enhancements. The bill aims to assess and recommend improvements to enhance road safety across California.

(Location: Assembly Appropriations Committee)

AUTONOMOUS VEHICLES**AB 33, as amended, Aguiar-Curry. Autonomous vehicles.**

This bill seeks to regulate the use of autonomous vehicles (AVs) in commercial goods delivery. The bill prohibits the delivery of commercial goods directly to residences or businesses for their use or retail sale via autonomous vehicles operating without a human operator on any California highway. However, it exempts the delivery of prepared meals and food intended for immediate consumption from restaurants or food establishments directly to consumers. Violations of this prohibition would not be criminal offenses but would incur civil fines up to \$25,000 per incident. The legislation underscores concerns about road safety and the potential displacement of delivery workers due to the rise of AV technology.

(Location: Senate Appropriations Committee)

SB 480, Archuleta – Autonomous vehicles.

This bill proposes that starting January 1, 2026, autonomous vehicles may be equipped with Automated Driving System (ADS) marker lamps, defined as devices emitting light to indicate when the ADS is engaged. The bill aims to enhance transparency and safety by providing a clear visual signal to other road users when a vehicle is operating autonomously.

(Assembly Communications and Conveyance Committee)

SB 511, Pérez – Autonomous vehicles.

This bill proposes significant updates to the State's autonomous vehicle (AV) regulation with measures that aim to ensure the safe integration of AVs into public roads while promoting environmental sustainability. The bill mandates that, starting January 1, 2028, all newly manufactured AVs under 8,501 pounds must be zero-emission vehicles, accelerating the transition to electric AVs. It also broadens the definition of AVs to include Level 2 automation systems, encompassing advanced driver-assistance features capable of sustained automated steering. To enhance safety, SB 511 requires the DMV to establish regulations for operator training, testing, and licensing, including a special driver's license designation for AV operators. The bill criminalizes unauthorized modifications that convert standard vehicles into AVs and prohibits the sale or lease of such altered vehicles. Additionally, it mandates that AVs manufactured after January 1, 2028, be equipped with electronic sensing devices to detect unattended children or pets and notify owners or first responders accordingly.

(Location: Senate Transportation Committee)

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE RESILIENCE**AB 819, Macedo – Electric vehicle charging stations: exempt entities: building standards.**

This bill seeks to promote the development of electric vehicle (EV) charging infrastructure by amending existing laws to exempt certain entities from specific building standards and permitting requirements,

thereby facilitating quicker deployment of charging infrastructure. Additionally, the bill introduces tax incentives to encourage investment in EV charging stations.

(Location: Assembly Local Government Committee)

AB 902, Schultz – Transportation planning and programming: barriers to wildlife movement.

This bill proposes a mandate that regional transportation agencies integrate considerations for wildlife movement into their planning and programming processes. Specifically, it authorizes these agencies to utilize compensatory mitigation credits to offset impacts on wildlife corridors. The bill seeks to enhance wildlife connectivity by standardizing the addressing of barriers within the state's transportation infrastructure.

(Location: Senate Appropriations Committee)

AB 978, Hoover – Department of Transportation and local agencies: streets and highways: recycled materials.

This bill encourages Caltrans and local agencies to incorporate recycled materials—such as reclaimed asphalt pavement, recycled concrete aggregate, and tire-derived products—into their construction and maintenance activities, aiming to reduce environmental impact and promote sustainability.

(Location: Senate Appropriations Committee)

AB 1132, Schiavo – Department of Transportation: climate change vulnerability assessment: community resilience assessment.

This bill seeks to enhance the state's transportation infrastructure resilience to climate change by mandating Caltrans to identify key community resilience indicators that assess the impacts of climate-induced transportation disruptions. Furthermore, Caltrans would be required to incorporate evaluations of the broader social and economic impacts on communities, particularly those most vulnerable to climate change, into its Climate Change Vulnerability Assessment reports. This initiative aims to shift the focus from solely protecting physical transportation assets to also considering the well-being of the communities that rely on them, aligning with the state's broader goals of promoting equity and environmental justice in transportation planning.

(Location: Assembly Appropriations Committee)

SB 695, Cortese – Transportation: climate resiliency: projects of statewide and regional significance.

This bill mandates Caltrans to annually develop and submit to the Legislature a prioritized list of transportation infrastructure projects of statewide and regional significance that focus on climate adaptation, flood prevention, and seismic safety, particularly targeting aging infrastructure to better prepare communities for extreme weather events and to prevent costly system failures.

(Location: Assembly Appropriations Committee)

SB 714, Archuleta – Zero-emission vehicles: workforce development: Clean Energy Workforce Training Council.

This bill aims to establish a Clean Energy Workforce Training Council to support the state's transition to zero-emission vehicles (ZEVs). As of now, this bill serves as a placeholder, outlining the goal of forming a council to coordinate training programs and resources for jobs related to ZEVs and clean energy technologies.

(Location: Senate Rules Committee)

ELECTRIC BICYCLES

AB 544, Davies – Electric bicycles: required equipment.

This bill mandates that electric bicycles must be equipped at all times—not just during darkness—with a rear red reflector or a solid or flashing red light featuring a built-in reflector. This device must be visible from a distance of 500 feet when directly in front of lawful upper beams of motor vehicle headlamps. The intent is to enhance the visibility and safety of electric bicycles on public roads.

(Location: Presented to Governor)

AB 545, Davies – Vehicles: electric bicycles.

This bill prohibits the sale of applications or devices designed to modify the speed capabilities of electric bicycles beyond legal limits. This measure aims to curb the unauthorized enhancement of e-bike speeds, thereby reducing potential hazards on public roadways.

(Location: Presented to Governor)

AB 965, Dixon – Vehicles: electric bicycles.

This bill would prohibit a person from selling a class 3 electric bicycle to a person under 16 years of age and would make a violation of that prohibition an infraction punishable by a fine not to exceed \$250.

(Location: Presented to Governor)

SB 586, as introduced, Jones. Off-highway motor vehicles: eMotos.

This bill seeks to formally define and regulate "eMotos"—electric two-wheeled vehicles built on bicycle frames without pedals or engine numbers. The bill proposes amendments to the Vehicle Code to establish clear classifications and operational guidelines for these vehicles.

(Location: Assembly Water, Parks, and Wildlife Committee)

ACTIVE TRANSPORTATION

AB 891, Zbur – Transportation: Quick-Build Project Pilot Program.

This bill proposes the establishment of the Quick-Build Project Pilot Program, which aims to expedite the development and implementation of low-cost, interim infrastructure projects, such as bike lanes and pedestrian facilities, on state highways to enhance safety for non-motorized road users. The bill mandates Caltrans to publish guidance for district-level quick-build projects by December 31, 2027, and to identify and fund at least six such projects statewide by December 31, 2028.

(Location: Senate Appropriations Committee)

AB 954, Bennett – State transportation improvement program: bicycle highway pilot program.

This bill proposes the development of a pilot program for branded bicycle highway networks in two major metropolitan areas. The initiative aims to enhance cyclist mobility by creating routes that are numbered and signed, feature intermittent entry and exit points, support trips of at least five miles, and accommodate bicycle speeds up to 25 miles per hour. The bill mandates Caltrans to prepare a proposal for the development and site selection of this pilot program.

(Location: Senate Appropriations Committee)

SB 671, Cervantes – Pedestrian crossing signals.

This bill mandates that all new or replaced state-owned traffic-actuated signals include touch-free Accessible Pedestrian Signals (APS) and Leading Pedestrian Intervals (LPIs), which provide pedestrians with a head start before vehicles receive a green light. These requirements apply to capital projects, encroachment permit projects, and highway maintenance-funded projects on the state highway system. Additionally, the bill directs Caltrans to inventory existing signals and implement LPIs during scheduled operational reviews. Local agencies operating state-owned signals would be required to report LPI implementations to assist in statewide coordination.

(Location: Assembly Transportation Committee)

LOGISTICS AND TRUCKING

AB 735, Carrillo – Planning and zoning: logistics use: truck routes.

This bill proposes updates to existing land use regulations for logistics developments, particularly warehouses, and requires local governments to update their circulation elements to incorporate designated truck routes and related infrastructure by specified deadlines, with the Attorney General authorized to impose fines for noncompliance.

(Location: Senate Judiciary Committee)

SB 415, Reyes – Planning and zoning: logistics use: truck routes.

This bill aims to expand on existing legislation by mandating that new or expanded logistics developments—particularly warehouses over 250,000 square feet—adhere to stricter design and operational standards, including energy-efficient construction, zero-emission equipment, and truck routing plans that minimize residential impact. It also requires cities and counties to update their circulation elements to include designated truck routes by January 1, 2028, or earlier for high-concentration logistics regions like Riverside and San Bernardino counties. The bill also directs the South Coast Air Quality Management District to deploy mobile air monitoring systems near logistics hubs and includes provisions for tenant displacement compensation when housing is demolished for warehouse projects.

(Location: Assembly Local Government Committee)

PERMITTING (CEQA) REFORMS

AB 66, Tangipa – California Environmental Quality Act: exemption: egress route projects: fire safety.

This bill proposes a temporary CEQA exemption for certain egress route projects aimed at improving emergency access and evacuation from residential subdivisions lacking a secondary exit route. To qualify for this exemption, the subdivision must be located in a high or very high fire hazard severity zone and identified by the State Board of Forestry and Fire Protection as needing additional access. The exemption applies only if specific conditions are met, such as the absence of wetlands or riparian areas in the project location, and requires the lead agency to hold a public meeting to address community comments before determining the project's CEQA exemption status.

(Location: Senate Natural Resources and Water Committee)

AB 1244, Wicks – California Environmental Quality Act: transportation impact mitigation: Transit-Oriented Development Implementation Program

This bill allows developers of projects that increase vehicle miles traveled (VMT) to fulfill their CEQA mitigation obligations by contributing funds to the Transit-Oriented Development Implementation Fund. These contributions would then be allocated to support affordable housing developments near transit within the same region, prioritizing projects in the same city or county as the original development. This mechanism aims to streamline CEQA compliance while promoting infill housing and reducing greenhouse gas emissions by encouraging development near public transit.

(Location: Senate Environmental Quality and Senate Housing Committees)

SB 71, Wiener – California Environmental Quality Act: exemptions: transit projects.

This bill aims to make permanent the current temporary CEQA exemptions for projects such as active transportation plans, pedestrian and bicycle infrastructure, transit prioritization efforts, and the development or enhancement of public transit services. The bill also seeks to exempt projects related to zero-emission transit vehicles and associated infrastructure, provided they meet defined environmental and operational criteria. While proponents argue that the bill would streamline the implementation of environmentally beneficial transit projects, some local governments have expressed concerns about reduced oversight and potential community impacts due to the removal of CEQA review processes.

(Location: Assembly Natural Resources Committee)

SB 445, Wiener – Transportation: planning: complete streets facilities: sustainable transportation projects.

This bill aims to expedite the permitting process for sustainable transportation projects, including complete streets initiatives that integrate pedestrian, bicycle, and transit facilities. The bill mandates Caltrans to develop a streamlined project intake, evaluation, and encroachment permit review process for projects sponsored by local jurisdictions or transit agencies and seeks to accelerate third-party approvals by imposing deadlines on entities such as local governments, utilities, and telecommunications companies to issue necessary permits within specified timeframes. If these entities fail to comply, qualified lead agencies with approved design standards may proceed with construction activities. This legislation is particularly significant for large-scale projects like California's High-Speed Rail, where permitting delays have been identified as a major risk to project timelines and budgets.

(Location: Assembly Transportation Committee)