



INSTITUTE OF TRANSPORTATION ENGINEERS

SOUTHERN CALIFORNIA SECTION

NEWSLETTER

2023, Issue No. 2

Summer Quarter 2023

President's Message

Marc Violett, PE, Michael Baker International



Hello ITE So Cal!

It's been another exciting quarter with plenty of informational activities and fun events! We had a **social event in April, student night** at a new venue in Anaheim, and an in-person **joint event with ITS CA in June**. We're really keeping busy!

The **social event** in April was excellent. It was hosted at Rock N Brews in Brea and attended by many from both private companies and public agencies. I'd like to thank Amy Tran, our events coordinator, for putting on the event! She's really stepped up in her new role this year and I really appreciate it! If you've been enjoying the events, please let her know the next time you see her.

Student Night was also quite a success. After the process of finding a new venue the event was well received with over 100 professionals and students attending. Congratulations to UCLA for their winning presentation on Trip and Parking Generation Pre- and Post-Pandemic. And a big thank you goes out to Emilio Murga and Jackson Ziegler, our student liaisons, for coordinating and getting five universities (**UCLA, CPP, UCI, CSUF, and USC**) to participate!

We also had a **joint in-person meeting** with ITS CA in Alhambra. We had a four-person panel discuss transit technologies and opportunities to prioritize transit and make it more attractive to users.

Lastly, I can't wait for the second half of the year. We have **ITE Western District annual meeting** jointly with ITE International in Portland coming up in August as well as our **summer mixer at Ballast Point in Long Beach**. We'll continue our equity series in September and close the year with the Holiday Mixer! Thanks to the continued support of our board, members and sponsors. I look forward to finishing the year strong!

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Brief Look Ahead

- ❖ Sunday, August 13 to Wednesday, August 16, ITE Western District and International Annual Meeting & Exhibition at Oregon Convention Center in Portland, Oregon. [Annual Meeting Information](#)
- ❖ Wednesday, August 30, 5:30 to 8:30 pm, Section Mixer at Ballast Point in Long Beach, CA (see article and Flyer). [Section Mixer Information](#)
- ❖ Wednesday, Sep 20, 12:00 pm, Section Meeting Equity Series at a location to be determined.
- ❖ Saturday, Oct 14, Student Traffic Bowl at a location to be determined.

Newsletter Schedule

*Angelo Pastelin, 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 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.

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

Quarter	Content Deadline	Approximate Publication Date
Fall	Friday, Sept 29, 11:59 pm	Thurs Oct 5
Winter	Friday, Dec 7, 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.

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 discussion topics. Please email Angelo Pastelin at angelo.pastelin@kimley-horn.com, or David Schwegel at davidmschwegel1@gmail.com to weigh in on discussion topics.

1. What type of technical events would you like to attend?
2. Which ITE Event are you looking forward to most in Calendar Year 2023?

ITE SoCal/OCTEC

2023 Student Presentation Night

Marcel Kurniawan, ITE SoCal Scribe (LADOT)

The 2023 Joint SoCal ITE/OCTEC Student Presentation Night was held on Thursday, May 18th, at the Anaheim Marriott Suites. The event was sponsored by both Iteris and HNTB.

The five schools that attended and participated in the presentations are Cal State University, Fullerton, USC, UC Irvine, Cal Poly Pomona, and UCLA. Per the host and SoCal ITE’s Co-Student Liaison, Emilo Murga, each presentation should be no longer than eight minutes, with an additional two minutes for questions and comments. This year’s split contribution, between SoCal ITE and OCTEC, of \$14,000 was awarded to the student chapters, with the amount varying depending on their placement.

Cal State Fullerton was the first school to give a presentation, titled “Tuffy Trolleys”, which was presented by Alexis Gopaul and Phoebe Truong. With the objective of alleviating on-campus parking congestion, they introduced an electric trolley system which consists of four electric trolleys that operate from Monday to Friday and serves its passengers every 25 minutes, via the four main trolley stops placed on campus. While

the main goal is to improve congestion and parking on campus, the trolley aims to also help students with disabilities move more efficiently while also promoting school spirit.



This is Cal State Fullerton’s Trolley Presentation. (Photo Credit: Marcel Kurniawan)

The second school to give a presentation was USC. Presented by Hooyue Wang and Dhruv Chakraverti, their presentation “Active Curbside Management: Policy and Design Frameworks for Los Angeles” detailed the importance of curbside activation, in order to maximize use of valuable curb space and encourage active transportation use on roadways while being able to provide amenities within the corridor. With applying these curbside management policies to their design, they found that curbside activation works best in busy, dense areas and while existing systems and policies may be too inflexible to accommodate informal businesses, addressing the health and safety standards should also be a focus rather than restricting these businesses.



This is USC’s Curbside Management Presentation. (Photo Credit: Marcel Kurniawan)

UC Irvine was the following school to give their presentation titled “Dilemma Zone Project ” which was presented by Joseph Faria-Poynter, Claire Bye, Francis Wong, and Amber Ross. Their presentation highlighted the importance of the dilemma zone and the present state of intersection technologies, such as video detection and radar detection, that can provide real time adjustments to the timing parameters in order to help drivers get through the dilemma zone or avoid it in the first place. While fine tuning of these systems is of high importance with much more progress that can be made, these efforts allow existing solutions to be easily implemented paving the way for more advanced technologies like AI and connected vehicles in the near future.



This is UC Irvine’s Dilemma Zone Presentation. (Photo Credit: Marcel Kurniawan)

During the brief meeting break, Josh McNeill from Iteris gave a five-minute presentation on the various types of engineering services Iteris

provides. Josh also announced his candidacy for ITE Western District Secretary-Treasurer. LADOT also gave a brief presentation on the type of engineering work performed in the City of LA as well as employment opportunities that are available.

Cal Poly Pomona continued with their presentation titled "California State Route 243 Highway Study". Presented by Richard Woo, Michael Quach, Jared Amancio, and Long Ton, they detailed the analysis and engineering that went into their SR-243 freeway design, including environmental and traffic analysis, geometric alternatives, and a project study report. The main purpose of the design was emphasized to not only improve the facility overall, but also its multimodal capabilities and safety. The CPP team also provided an HSM analysis comparing the predicted total crashes, fatal and injury crashes, and property damage only crashes of the existing conditions with the design alternatives.



This is Cal Poly Pomona's SR-243 Highway Study Presentation. (Photo Credit: Marcel Kurniawan)

The last school to give a presentation was UCLA. Presented by Joshua Dungca, Quinlan Mcknight, and Rudie Paraiso, their presentation "Trip and Parking Generation: Pre- vs. Post-Pandemic" detailed a trip generation study of the Getty Center site as well as a parking generation study of a local Whole Foods Market. The trip generation study showed more trips being generated overall to the museum post pandemic; however, transit trips generated have decreased slightly due to potential variability such as transit recovery rate from the pandemic. On the other hand, the parking generation study displayed higher vehicle occupancy on weekdays than weekends which was

the opposite of what was observed in the 2014 data. Despite the similar occupancy level overall, the total number of parking spaces have changed since 2014.



This is UCLA's Trip and Parking Generation Presentation. (Photo Credit: Marcel Kurniawan)

Following the presentations, HNTB also gave a brief presentation on the different types of engineering services they provide as well as current, major projects they are working on. Ryan Calad, of Michael Baker International and President of OCTEC, then spoke about the upcoming joint luncheon with OCTEC and ITS CA, where the topic of discussion will be the "Status of ITS and Connected Vehicles".

At the end of the night, the judges determined that first place went to UCLA, with Cal Poly Pomona taking second place and UC Irvine taking third. Overall, all the student chapters did a great job in their presentations this year and should be very proud.

ITE SoCal/ITS CA Joint Luncheon

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

The SoCal ITE/ITS CA Joint meeting was held on Thursday, June 15th, at the Almansor Court in Alhambra, CA. The event was sponsored by both Econolite and HNTB. The event was moderated by Marc Violett (Michael Baker) and consisted of

lunch and four presentations by Darya Shtykalo (Kimley-Horn), Mike Clance (Applied Information), Andrew Corken (Miovision), and Dmitri Khijniak (Parsons). Econolite and HNTB also gave their sponsor presentations, where they described their respective companies and products/services.

Darya Shtykalo was the first of the four presentations and presented on Metro's cloud-based Transit Signal Priority (TSP) deployment through some of her projects. The presentation described the functionalities of cloud-based TSP and how it relates to transit traffic in the City of Los Angeles. Darya showed how buses can actuate the TSP by going through a virtual fence (geofence) which would then trigger a request to the controller in the cabinet at the intersection. The controller decides to grant the request for TSP based on traffic conditions. Darya described the benefits of a cloud-based system which included: no hardware, cost effective, scalable, and performance monitoring and fine-tuning capabilities. Lastly the presentation showed how the cloud-based TSP is a Kimley Horn product (Traction Priority) that works with a variety of other Kimley Horn products in the ecosystem. Transit priority, along with other signal priority types (emergency vehicle, freight vehicles), can use cellphone GPS to communicate with the cloud as well.



Darya Shtykalo (Kimley-Horn) presenting on Cloud Based Transit Signal Priority. (Photo Credit: Angelo Pastelin)

Mike Clance was the next speaker, presenting on transit signal priority using connected vehicles.

Mike began the presentation by describing traditional approaches to TSP that included optical/IR sensors, GPS/Radio, and central based priority. He then detailed TSP in a newer approach – through connected vehicle applications, showing how it is a much more accurate and efficient process. Benefits to Transit Signal Priority – Connected Vehicles (TSPCV) included better real time data from transit vehicle, more accurate ETA's, reduced waste of green time at intersections, and fewer adverse effects. The TSPCV can detect, monitor, and prioritize, all while providing redundant communication to the system to ensure back up communication. Mike also described Applied Information's product line, showcasing the multitude of functionalities and how they can use this technology to create connected school beacons, connected controllers, and use it for preemption and signal priority.

Andrew Corken provided the third presentation where he talked about smart transit intersections and the Miovision ecosystem. Andrew went on to describe ITS solutions for smart transit intersections related to Miovision's products, showing the open and secure architecture, open ecosystem, and app model for how the product works. The presentation also showcased some hardware devices for intersections such as access cores, antennas, and cameras, detailing how the devices assist in facilitating traffic by allowing for more detection and communication between traffic and the intersection. Lastly, Andrew spoke on the analytics and big data involved with the products and how he works with multiple teams to continue to develop solutions in transportation as innovative technologies are continuously introduced.

Lastly, Dmitri Khijniak spoke on the I-805 Transit Only Lanes (TOL) project in San Diego county. The project consisted of connected vehicle technology for buses in toll lanes using TSP through dedicated short range communication (DSRC) vehicle to everything (V2X) technology. He spoke on the roadside system that allows for improved bus performance through the transit only shoulder lane on the freeway and how that system communicates with the technology within the transit vehicle. The buses are equipped with advanced technology which include an on-board processor comprised of sensors, radar and camera

based Advanced Driver Assistance Systems (ADAS), and a driver TOL availability display that communicate with the roadside system to facilitate the bus movement. Other technologies used as part of the project included a Lane Departure Warning (LDW) system; Blind Spot Warning (BSW) system; Forward Collision Warning (FCW) system; and ramp metering Transit Signal Priority system holding vehicles at the ramps, as well as Changeable Messages Signs warning drivers of the buses.

Legislative Analysis

Tyler Lindberg, AICP (Kimley-Horn)

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.

Bills concerning the expansion of electric/zero-emissions vehicle fleets and charging station efficacy and availability are front-and-center as the State works toward newly set goals for phasing out gasoline-powered vehicles and reaching net-zero carbon emissions. Bills establishing new or expanding existing funding programs to focus heavily on disadvantaged communities are numerous. Several bills concern regulations surrounding e-bikes and scooters as they become more popular forms of transportation in our cities. A number of bills suggest suspending the motor vehicle fuel tax by varying degrees, 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.

At this point, out of 48 bills introduced in the Assembly, 23 have been engrossed and proceeded to the Senate for deliberations. Two, AB-9 and AB-1017, were rendered inactive at the request of their authors, while another, AB-1265, failed in a committee vote. Out of 23 bills introduced in the Senate, 12 have been engrossed and proceed to the Assembly for deliberations. Two, SB-1 and SB-84, were rendered inactive, while one, SB-2, sailed through the legislative process to be approved by

the governor and chaptered by the Secretary of State.

The matrix on the following pages 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, vetoed), 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
- **Chaptered** - Bill is Chaptered by Secretary of State

ASSEMBLY BILLS

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-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-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-241, Reyes – *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-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 – *School buses: zero-emission vehicles*

AB-579 would require, effective 2035, that all newly purchased or contracted school buses of a school district, county office of education, or charter school be zero-emission vehicles, where feasible.

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

AB-591 would require that any electric vehicle service equipment that is capable of charging light-duty electric vehicles, be installed or substantially retrofitted. The exception would be those for private use at single-family or multi-family residences. Specifically, this would require that universal connectors be publicly accessible.

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

AB-610 would create the Youth Transit Pass Pilot Program. Such a program would be administered by the California Department of Transportation (Caltrans), to award grants to transit agencies for the costs of creating, designing, developing, advertising, distributing, and implementing free youth transit passes. Such passes would be issued to youth attending certain educational institutions as part of a pilot program. Caltrans would need to submit a report on the outcomes, funding associations, and success of the program in reducing greenhouse gases (GHGs) and vehicle miles traveled (VMT).

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

AB-627 addresses the timeline, beginning in 2035. Specifically, AB-627 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 (CVC). The bill would also require the South Coast Air Quality Management District (AQMD) to establish a statewide program to provide grants to operators to replace or retrofit their diesel-fueled trucks or engines.

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

AB-645 would authorize several cities, including Los Angeles, Glendale, and Long Beach in Southern California, to establish a Speed Safety System Pilot Program. Such a program would use technology to detect vehicle speed violations on the respective City's roadways, and to issue warnings and civil penalties based upon violations detected by the system.

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

AB-692 would, upon recommendation from the State Board of Forestry and Fire Protection, exempt from the California Environmental Quality Act (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-744, Carrillo – *California Transportation Commissions: data, modeling, and analytic software tools procurement.*

AB-744 would require the California Transportation Commission (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. Specifically, AB-744 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. Additionally, AB-744 would authorize the CTC 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-761, Friedman – *Transit Transformation Task Force.*

AB-761 would require the California Secretary of Transportation (within the California State Transportation Agency or CalSTA) 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. This Task Force would include representatives from the Department of Transportation (Caltrans), Controller's office, various local agencies, academic institutions, non-governmental organizations, and other stakeholders.

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

AB-772 would require, beginning in 2025, that each single-family residence constructed include a rapid compact electric vehicle charger, and that each multi-family residence include sufficient rapid compact electric vehicle chargers to serve at least 10 percent of its residential capacity at any given time. AB-772 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*

AB-823 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*

AB-824 would enact the Highway Greening Act, which would require the Department of Transportation to complete a statewide strategic plan to achieve a 10 percent 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*

AB-825 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 (Trail), II (Lane), or IV (Cycle Track) 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-832, Cervantes – *California Transportation Commission: membership.*

AB-832 would require that at least one of the Governor-appointed members of the California Transportation Commission (CTC) have expertise in transportation issues and professional experience that includes working in, or representing, disadvantaged communities.

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

AB-894 would require public agencies to allow entities with underutilized parking to share said parking with the public, public agencies, or other entities. Additionally, AB-894 would allow shared parking arrangements to be counted toward meeting automobile parking requirements for new or existing developments.

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

AB-930 would authorize legislative bodies or two 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. AB-930 would also establish the RISE Revolving Loan Fund

Program to provide RISE districts with initial startup funding for projects contained within the development plan for the district.

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

AB-980 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 California Transportation Commission (CTC) describing how the project met active transportation goals.

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

AB-981 would create a pilot program for highway maintenance and rehabilitation by requiring the Department of Transportation (Caltrans) 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 such projects.

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

AB-1188 would require the California State Transportation Agency (CalSTA) to develop and distribute a Bicycle Safety Handbook that includes information on, among other items, 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.*

AB-1195 would establish the Climate Change Preparedness, Resiliency, and Jobs for Communities Program. Such a program would 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. AB-1195

would require the council to award competitive grants through an application process.

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

AB-1212 would enact the California Scenic Bikeways and Trails Act. This would require the relevant 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.*

AB-1250 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-1265, Gallagher – *Transportation fuels: gasoline specifications.*

AB-1265, to control gasoline prices, would specify that transportation fuels are not subject to regulations implementing a market-based compliance mechanism for greenhouse gases (GHGs). Additionally, AB-1265 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, provided that a state board determines that the gasoline market is experiencing a sudden and unusual increase in gasoline prices.

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

AB-1267 would require the California Air Resources Board (CARB) to award a “superuser incentive” under a zero-emission vehicle incentive program, identifying drivers who are gasoline super-users and low or moderate income and expedite the replacement of their vehicles with zero-emission vehicles.

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

AB-1293 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*

AB-1295 would require the Strategic Growth Council to create a map of projects awarded funds from the council for display on a public platform and contain prescribed information, including the affordable housing component of the projects.

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

AB-1308 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.

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

AB-1320 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 located within 5 miles of the highway.

AB-1335, Zbur – *Local government: transportation planning and land use: Sustainable Communities Strategy.*

AB-1335 would require each transportation planning agency to follow certain population projection procedures when updating the regional

transportation plan. Additionally, AB-1335 and require the Sustainable Communities Strategy, for the respective Metropolitan Planning Organizations (MPOs) to be based on population projections produced by the California Department of Finance and regional population forecasts used in determining applicable city and county regional housing needs. Additionally, AB-1335 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 (Regional Transportation Plan Sustainable Communities Strategy (RTP/SCS).

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

AB-1349 would require the California Energy Commission to develop, and make publicly accessible, an open data portal with live data on zero-emissions vehicle charging stations. AB-1349 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.*

AB-1447 would classify motorized scooters into 2 classes. 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. 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 taillights. AB-1447 would prohibit Class 1 scooters from exceeding 15 mph and Class 2 scooters from exceeding 20 mph.

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

AB-1475 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

(Caltrans), provides metrics, fiscal information, and operational information.

AB-1525, Bonta – *Transportation Agency: allocations for project in priority populations.*

AB-1525 would require the Transportation Agency to ensure that at least 60 of funding allocated for its constituent agencies are allocated for projects located in priority populations and provide at least 5 direct, meaningful, and assured benefits or benefits to priority populations.

AB-1529, Gabriel – *Electric Vehicle Charging Stations.*

AB-1529 would require the California Transportation Commission (CTC) to identify potential financial and regulatory incentives for gasoline stations to convert to electric vehicle charging stations.

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

AB-1580 would require the California Transportation Commission (CTC) and the California Department of Transportation (Caltrans) to jointly develop a State Electric Vehicle Infrastructure Deployment Plan Such a plan would need to be consistent with federal requirements and guidance provided by the federal National Electric Vehicle Infrastructure (NEVI) Formula Program.

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

AB-1591 would require the State Energy Resources Conservation and Development Commission to post and regularly update a dashboard on its internet website. Such a website would include the following:

- ❖ 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.

- ❖ Any substantiated evidence of price gouging or other anticompetitive behavior within the petroleum industry and its contribution to the price differential.

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

AB-1614 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 to transition those stations into electric vehicle charging stations.

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

AB-1640 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.

ACR-38, Alvarez – *Freeway lids.*

ACR-38 measure would recognize the need to reunite communities split by the creation of the interstate highway system and the importance of freeway lids (such as those in Phoenix, Arizona and Seattle, Washington) as a partial solution to that problem. ACR-38 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.

SENATE BILLS

SBX1-1, Jones – *Motor vehicle fuel tax: greenhouse gas reduction programs: suspension.*

SBX1-1 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. SBX1-1 would also mandate that all savings realized by anyone beyond the end consumer be passed on to the end consumer to prevent prices staying the same while corporations reap the windfalls. SBX1-1 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.*

SBX1-2 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. This would include 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.*

SB-5 would limit the annual adjustment to the motor vehicle fuel tax to a maximum of two percent, taking effect immediately.

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

SB-12 requires the State Air Resources Board to approve statewide greenhouse gas emissions limit equivalent to a level 55 percent below 1990 levels by 2030, increasing the amount from 40 percent below 1990 levels. Under SB-12, 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. SB-12 imposes a state-mandated local program.

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

SB-30 would state the intent of the Legislature to enact subsequent legislation that would require California to develop and design light-duty zero-emission vehicle charging station signage to be placed along state highways. Additionally, SB-30 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.*

SB-32 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. SB-32 would also mandate that all savings realized by anyone beyond the end consumer be passed on to the end consumer to prevent prices staying the same while corporations reap the windfalls. Additionally, SB-32 would direct the State 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.*

SB-233 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. SB-233 would additionally require the California Energy Commission and Public Utilities Commission to solicit a third party to organize and hold a quarterly inter-operability testing event. Such an event would allow companies to share products and information to test the interoperability and emerging technologies. SB-233 would also require that, beginning in 2027, all new electric vehicles sold in California be bi-directional capable to support said interoperability.

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

SB-258 would require the California Transportation Commission (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, SB-258 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.*

SB-295 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.*

SB-301 would require the State Air Resources Board to establish the Zero-Emission Aftermarket Conversion Project (ZACP). Specifically, SB-301 would allocate up to two million dollars annually from the Clean Vehicle Rebate Project or other sources. This would provide an applicant, who is a California resident, with a rebate for an eligible vehicle that has been converted into a zero-emission vehicle. SB-301 would require the rebate to be limited to one per vehicle and have a value of up to two thousand dollars and require the state board to establish guidelines and minimum eligibility criteria for the program.

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

SB-381 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. Such a study would examine, identify, and analyze information on injuries, collisions, emergency room visits, and deaths related to bicycles and electric bicycles. Additionally, SB-381 would develop best practices for policy to promote safe use of electric bicycles.

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

SB-397 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. The goal SB-397 would be 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. SB-397 would require that the electric vehicle service equipment be installed pursuant to the program and made 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.*

SB-425 would expand the Clean Vehicle Rebate Project by providing rebates for fuel cell electric pickup trucks that are one thousand dollars more than rebates provided for other fuel cell electric vehicles.

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

SB-493 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. Additionally, SB-493 would incorporate the findings into a strategic plan.

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

SB-529 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, two electric vehicles and two Level 2 charging stations, and up to two Direct Current (DC) fast charging stations.

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

SB-538 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-670, Allen – *State Air Resources Board: vehicle miles traveled: maps.*

SB-670 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-677, Blakespear – *Intercity rail: LOSSAN Rail Corridor.*

SB-677 would require the Los Angeles to San Diego (LOSSAN) Rail Corridor Agency to prioritize and promote climate resiliency in its planning and projects within the LOSSAN Rail Corridor. 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.*

SB-695 would require the State DOT (Caltrans) 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-768, Caballero – *California Environmental Quality Act: vehicles miles traveled: statement of overriding consideration.*

SB-768 would relax California Environmental Quality Act (CEQA) requirements by allowing public agencies, in approving or carrying out a housing development, commercial, or industrial project, to not be required to issue a statement of

overriding consideration for significant effects on the environment identified by the project's Vehicle Miles Traveled (VMT) or similar metrics. This would be if the lead agency has imposed all feasible mitigation measures on the project and finds no alternatives to the project.

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

SB-800 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.

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

SB-823 would require each electrical corporation to establish a Discounted Electric Vehicle Charging Payment Card Program. Such a program would enable an eligible resident to use a publicly available electric vehicle charging station of a participating operator through a payment card to pay an equivalent rate that they would pay using an at-home electric vehicle charging station at their residence.

Again, please see the Matrix at the end of this Newsletter.

Petitioning NCEES to Produce and Administer a Traffic Engineering Licensing Exam

David Schwegel, PE (North America for True High-Speed Rail)

THE ORIGIN OF THE NCEES TRAFFIC 8-HOUR EFFORT

Back around March 2022, a call was placed to the National Council of Examiners for Engineering and Surveying (NCEES) inquiring as to why they do not produce and administer a Traffic 8-hour Examination.

NCEES replied that they have not heard enough arguments from State Boards and Industry

stakeholder organizations. Once they hear enough arguments, then they will move forward full speed ahead with such an exam.

This was a surprise because once a professional digs beneath the surface, the need for Traffic Engineering licensure becomes evident. The challenge is there are few undergraduate courses in Traffic Engineering. Most Traffic Engineering degrees are Masters or higher. NCEES prepares exams for the undergraduate Engineering degrees by default. Consequently, the lack of a Traffic 8-hour Licensing Exam may not be as readily noticeable. "Shining the spotlight" on safety significantly enhances the perspective of Traffic Engineering licensure.

As stated in the *Urban Transportation Monitor in 2003*, according to Former ITE International President Jim Hanks of JRH Engineers in Eugene, Oregon, "Traffic Engineers make decisions impacting more lives than any other engineering field".

DISCUSSIONS WITH THE WASHINGTON STATE BOARD

A couple months later a discussion took place with the Washington State Board as Seattle, Washington was deemed by many among the best places in North America to be a Traffic Engineer. This is given the extensive ferry network, steep hills, large waterbodies, and narrow transportation right of ways. Per discussion with the Washington State Board, ten states need to write letters of support to NCEES to get NCEES to act on preparing and administering a Traffic 8-hour licensing examination. Washington also requires outreach to industry within its own state. So far, ITE Washington has been approached. Additional stakeholders to be approached include the Society of Women Engineers (SWE), the Women's Transportation Seminar (WTS), the American Society of Civil Engineers (ASCE), the Intelligent Transportation Society of America (ITS), and the Puget Sound Engineering Council (PSEC) among others.

THE PROBLEM THAT IS BEING ADDRESSED

The problem that is being addressed is that numerous top-notch Traffic Engineering

professionals are prevented from coming to the Professional Engineer's table because the current system "shuts them out". Specifically, in California, only Civil, Electrical, and Mechanical Engineers are able to come to the Professional Engineer's Table.

CALIFORNIA'S UNIQUE SITUATION AND OPPOSITION FROM ACEC, ASCE, AND PEEG

Specifically, Civil Engineers, Electrical Engineers, and Mechanical Engineers in California are the only ones allowed at the Professional Engineer's table because these are practice act licenses and only practice acts mean something. The nine title acts in California are preventing from coming to the table. Yet ironically, the American Society of Civil Engineers California Region (ASCE Region 9), the American Council of Engineering Companies California (ACEC CA), and the Professional Engineers in California Government (PEEG) are all opposed to Traffic Engineering being upgraded from Title to Practice in California.

OPPOSITION FROM THE CALIFORNIA REGION OF ASCE

The situation with ASCE Region 9 got especially "heated" as Region 9 Governors expressed some infuriation with the work that the Traffic Engineering proponents were doing. The "email excellence" between the Traffic Engineering proponents and ASCE Region 9 opponents grew so intense that selected emails were printed out and hand delivered to the California Board for Professional Engineers, Land Surveyors and Geologists (CA BPELSG) and to the Executive Office of Caltrans District 6.

THE IRONY OF ASCE REGION 9 OPPOSITION

ASCE Region 9's opposition is ironic because polls conducted on LinkedIn for ASCE Members Internationally show support by two-to-one for upgrading Traffic from Title to Practice in California. To date, at least two polls have been conducted.

THE PROFESSIONAL ENGINEERS IN CALIFORNIA GOVERNMENT AND CALTRANS

Additionally, PEEG, the Caltrans Labor Union's intense opposition to elevating Traffic from Title to Practice may have something to do with the numerous "turf wars" that take place within Caltrans daily.

SOUND TRAFFIC ENGINEERING JUDGMENT, INDUCED TRAVEL DEMAND, AND SAVING TAXPAYER DOLLARS

In a nutshell, "sound Traffic Engineering judgment potentially being superseded by egos of non-Traffic Engineers" may have led to "colossal blunders" like the East Span of the San Francisco-Oakland Bay Bridge costing six times the original Engineers Estimate.

Another example is the inefficient use of funds for the I-405 over Sepulveda Pass widening project that ended up costing billions of California Taxpayer Dollars for a project that saved the average motorist a mere seven seconds!

Had Traffic Engineers overseen the project instead of supervising Civil Engineers, the Traffic Engineers may have been aware of the "Induced Travel Demand" (lane additions simply fill up with traffic once open due to the impression that there is a considerable increase in capacity) and never would have approved the lane additions. The Traffic Engineers would instead have drawn up another option - Light Rail along that same corridor with a single Light Rail line carrying the passenger equivalent of a six-lane freeway. Alternatively, the Traffic Engineers may have called for a Trade Study with a side-by-side comparison of adding lanes to I-405 versus adding a light rail line along that same corridor.

THE METRICS THAT MATTER WHEN ASSESSING THE PERFORMANCE OF STATE DEPARTMENTS OF TRANSPORTATION

When examining the performance of State Departments of Transportation, two of the metrics that matter are Pavement Condition Index (PCI, higher is better) and Amount of Money spent on Transportation (lower is better).

THE STARK CONTRAST BETWEEN CALTRANS AND NEVADA DOT

The stark contrast between California DOT (Caltrans) and Nevada DOT (NDOT) is worth noting. Caltrans PCI is among the worst in the nation, ahead of the District of Columbia only. Nevada DOT's PCI is the second best in the nation behind Florida. California is among the most heavily taxed states in the nation with both a sales tax and a state income tax. Nevada taxes are a fraction of those of California. Additionally, Nevada does not have a State Income Tax. Nevada ranks 47th among the 50 states in per capita Transportation spending due to an aggressive, proactive, and effective roadway maintenance program,

PERFORMANCE OF CALTRANS

California has the worst PCI of all fifty states in the nation according to the Greater Sacramento Economic Council (GSEC). Specifically, GSEC notes that when companies fly into Sacramento and consider establishing corporate headquarters and note the poor quality of roads, that communicates to them that California cannot take care of even its most basic of infrastructure. These firms then pick up and move to Reno and Las Vegas. California is one of the most heavily taxed states in the nation, thereby underscoring the irony of the lowest PCI in the nation.

PERFORMANCE OF NEVADA DOT

Nevada, on the other hand, has the second-best roads in the nation behind number one ranked Florida, again based on the PCI. Nevada also ranks 47th among the 50 states in per capita Transportation Spending. The trick that Nevada uses is to properly maintain its roadways so that the PCI rarely drops below 80, whereas many parts of California have PCI's in the neighborhood of 40. The degrading PCI from 68 to 66 is the critical point of escalating degradation. Once the PCI falls below 66 then it is a rebuild rather than a resurface.

A MEETING WITH THE NEVADA BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERES AND LAND SURVEYORS

A Meeting took place with the Nevada Board of Registration for Professional Engineers and Land Surveyors around May 2022 where the topic of licensing Traffic Engineers came up. The Nevada Board directed sending a PowerPoint and participating in public comment.

A CALL TO THE ARIZONA TECH BOARD

A call was placed to the Arizona Tech Board around June expressing interest in providing a public comment at their next Board Meeting. Unfortunately, due to unforeseen circumstances, the Traffic Engineering representatives were unable to make the Zoom Call and make the public comment about Traffic Engineering licensure in the State of Arizona.

TRAFFIC ENGINEERING MAKES THE ARIZONA BOARD AGENDA

The Arizona Board was sufficiently disappointed that they offered to put Traffic Engineering on their August Board Meeting agenda (a 30-minute agenda slot consisting of 10 minutes in opening statements followed by 20 minutes of question and answer). The catch is that it would require a 1,200-mile round trip from Clovis, California and the preparation of a PowerPoint for review by Board Members prior to the presentation.

THE OPENING STATEMENTS

The experience of getting to go before the Arizona Tech Board in Phoenix was exhilarating. Ten minutes of opening statements focused primarily on the definition of Traffic Engineering and how it differs from Civil/Transportation. Specifically, according to the *California BPELSG Plain Language Pamphlet* Civil/Transportation refers to those items that are permanently attached to the roadway, namely curb, gutter, sidewalk, grading, drainage, erosion control, etc. Traffic refers to those items that are not permanently attached to the roadway, namely signing, striping, streetlighting, signals, interconnection, ITS equipment, etc.

THE QUESTION AND ANSWER PORTION

The question-and-answer period focused on: (1) the impact of Professional Traffic Operations

Engineers (PTOEs) applicants with a Traffic Engineering License in place in Arizona, (2) specific situations in Arizona that a Traffic Engineering License would help to address, and (3) California's experience of licensing Traffic Engineers as a Title Act.

THE NCEES TRAFFIC 8-HOUR EXAM RELATIVE TO THE PTOE

The NCEES Traffic 8-hour exam would be elementary relative to the PTOE exam. Specifically, it would bring the numerous professionals with Traffic Engineering expertise to the table, and thereby significantly increase the number of registrants for the PTOE examination and licensure.

WHAT LICENSING TRAFFIC ENGINEERS IN ARIZONA WOULD MEAN FOR IMPROVING THE QUALITY OF LIFE OF ITS CITIZENS AND VISITORS

The key Arizona situation that would be positively addressed with Traffic Engineering licenses is the I-10 eastbound commute into downtown Phoenix from the western suburbs such as Buckeye. Specifically, variable speed limits would likely be considered among the options with deployment entailing overhead electronic speed limit signs for each lane to "smoothen out the traffic flow". While Phoenix has one of the most modern freeway systems in the nation, the city struggles greatly with traffic congestion as the second fastest growing state in the nation cannot "seem to build freeways fast enough" to accommodate the demand. Even their Light Rail system is "bursting at the seams" prompting Arizona DOT (AzDOT) to prepare a Connected Corridors Study between Phoenix to the northwest and Tucson to the southeast much like Northern and Southern California did for proposing integrating High-Speed Rail service with other transit and passenger rail systems.

WHY LICENSING TRAFFIC ENGINEERS AS A TITLE ACT IN CALIFORNIA IS MUCH WORSE THAN NOT LICENSING TRAFFIC ENGINEERS AT ALL

It was also noted that California's experience of licensing Traffic Engineers as a Title Act is much

worse than if California did not license Traffic Engineers at all. The "turf wars" within public agencies in California are evident. A side-by-side comparison to counterpart agencies in Nevada suggests that while California feuds, Nevada designs, constructs, and maintains state-of-the-art transportation/traffic infrastructure. Specifically, while San Francisco, the Silicon Valley, Los Angeles, San Diego, and the Inland Empire all rank within the 10 most congested regions in the nation; traffic congestion in Las Vegas and Reno is not particularly noticeable. The phenomenal performance of Nevada DOT is partly due to all engineering fields being put on a level playing field, and the recognition that quality transportation systems are integral to the "lifeflood" of the casino gaming industry.

A FOLLOW-UP EMAIL FROM THE EXECUTIVE SECRETARY

The day after the presentation and question-and-answer period, an email was received from the Tech Board Executive Secretary exclaiming, "I can't thank you enough for visiting our Board yesterday. I have a brutal commute between Buckeye and Phoenix, and the ITS and the 110-mph High-Speed Commuter Rail ideas gave me hope that there is going to be a better way to get to and from work once Arizona starts licensing Traffic Engineers."

THE THREE FASTEST GROWING STATES IN THE NATION

As of August 2022, Idaho was the fastest growing state in the nation relative to 2021 population statistics. Arizona was the second fastest growing state in the nation. Nevada was the third fastest growing state. During that same time, California was losing population.

POWERPOINTS SENT TO NEVADA AND IDAHO IN ADDITION TO ARIZONA

PowerPoints were prepared and sent to Idaho and Nevada. However, time was not available to perform the rigorous stakeholder outreach as needed to "carry the torch" for Traffic Engineering licensure.

THE 128-SLIDE POWERPOINT THAT WAS SUBMITTED TO THE WASHINGTON STATE BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS

The primary focus in 2023 was preparation of a 128-slide PowerPoint for the Washington Board of Registration for Professional Engineers and Land Surveyors. The completed PowerPoint was sent in early June. Since then, the direction by the Board was to formulate a list of stakeholders, reach out to them, and get feedback. ITE Washington has been approached. However, the time has not been available to reach out to other stakeholders.

PHOTO HIGHLIGHTS FROM THE STATE OF WASHINGTON

on Dayton Avenue in Shoreline (approximately eight miles north of downtown Seattle). (Photo Credit: Google Earth)



This is the Westlake Center Station below the Westlake Village Shopping Center in downtown Seattle. The Stations in the Seattle Transit Tunnel are very attractive as they focus on providing sheltered walking environments, so that residents and visitors can avoid walking in the rain. (Photo Credit: David Schwegel)



The removal of the Alaska Way Viaduct and the addition of the SR 99 Tunnel leaves the Seattle Waterfront ripe for innovative and attractive development projects. (Photo Credit: Google Earth)



This is Spokane Falls within the Riverfront Park. Gondolas are available for getting a closer view of Spokane Falls. (Photo Credit: Google Earth)



This is the Washington State Department of Transportation (WSDOT) Headquarters Building



This is King Street Station in downtown Seattle which is essentially Seattle's Union Station. Many more Traffic Engineers are needed to validate claims such as a Single High-Speed Rail Line has the passenger equivalent of a 12-lane freeway with airports at either end. Specifically, Traffic Engineers are needed to weigh in on how changing the length and frequency of trains would impact these passenger equivalents. (Photo Credit: David Schwegel)

FIFTY-TWO KEY ELEMENTS OF THE 128-SLIDE POWERPOINT THAT WENT TO THE WASHINGTON STATE ENGINEERING BOARD

Here are the elements of the Washington State PowerPoint:

1. Focus on how concepts like Induced Travel Demand would be front and center in the minds of Traffic Engineers, but may allude other engineering fields (example: Sepulveda Pass widening project);
2. Growth statistics and what licensing Traffic Engineers in the State of Washington would mean for providing congestion relief on the Seattle "angel hair pasta bowl" of numerous narrow roadways (including freeways);
3. Unique Transportation Challenges in Seattle/Tacoma characterized by steep hills, large waterbodies, and narrow transportation rights-of-way;

4. Link Light Rail by Sound Transit as the only solution that was left to work in addressing Seattle's severe roadway congestion woes (Seattle, 6th worst traffic congestion in North America behind number four ranked Vancouver, British Columbia, Canada; and ahead of number 10 ranked Portland, Oregon);
5. An explanation of growth rates by state between 2010 and 2023, with Washington having the nation's 7th highest growth rate;
6. Bar graphs on growth rates, populations, median incomes, median listing home prices, affordability (median income divided by median listing home price) and comparison to San Francisco and San Jose, California (bars on affordability should be relatively similar in size if the transportation system is working properly.);
7. Unique attributes in the State of Washington including the Legislative Building in Olympia, Washington State Department of Transportation (WSDOT) Headquarters in Seattle, the Space Needle in Seattle, Skywalks and Spokane Falls in Spokane, and the Museum of Glass in Tacoma;
8. The tradeoff between upgrading vehicle technology and distracted driving when that technology does not work properly, or the owner does not know how to properly work the technology;
9. The Ask for the Washington State Board of Registration for Professional Engineers and Land Surveyors: On sufficient feedback by stakeholder associations, submit a letter to NCEES in support of a Traffic Engineering 8-hour Licensing Exam;
10. The option for specialty licensing exams (up to two 2.5-hour exams administered on a Saturday); Such exams for Washington may cover the following: (a) Seattle Level of Service Calculations in terms of passenger throughput as a function of area, (b) Ferry system logistics, (c) Major

- event center logistics with multiple events running in downtown Seattle simultaneously, and (d) Impact of the Express Boarder Crossing (such as FasTrak) on border throughout relative to train systems such as Cascadia High-Speed Rail across the same border;
11. The need for Traffic Engineers to become much more actively engaged in High-Speed Rail (HSR) projects to validate claims such as a single HSR line carries the passenger equivalent of a 12-lane freeway with airports at either end;
 12. Highlights on the presentation to the Arizona Tech Board;
 13. The 11 Target States and why Massachusetts said, "No";
 14. The Benefits of Licensing Traffic Engineers;
 15. Definition of Traffic Engineering;
 16. Why so few state Boards license Traffic Engineers;
 17. Key Stakeholder organizations for outreach;
 18. The Six Non-Negotiable Soft Skills that every Traffic Engineer must have;
 19. The Museum of Pop-Culture (Seattle) Style of Management;
 20. Twenty hot topics in Transportation Planning and Traffic Engineering;
 21. Preparation of Transportation Impact Studies by Multidisciplinary Firms versus Firms that specialize in Traffic Engineering;
 22. Making Transportation Impact Studies profitable in a market that bears Kia Sorentos and not Cadillac Escalades;
 23. Why look to Seattle/Bellevue for Traffic Engineering ideas;
 24. Why look to Vancouver, British Columbia, Canada for Traffic Engineering ideas;
 25. Techniques for bringing prosperity to outlying municipalities such as giving such municipalities train stations;
 26. Traits of successful Transportation Impact Studies;
 27. The Benefits and Drawbacks of using Microsoft Excel in the preparation of Transportation Impact Studies;
 28. Contents of a Transportation Impact Study;
 29. Typical Exhibits within a Transportation Impact Study;
 30. Typical Charts within a Transportation Impact Study;
 31. Typical Tables within a Transportation Impact Study;
 32. Typical Appendices within a Transportation Impact Study;
 33. Typical Photo Brochures within one or more Appendices within a Transportation Impact Study;
 34. Typical Project Vision Brochures;
 35. Typical Pedestrian System Design Brochures;
 36. Typical Tasks of the Prime Consultant in a Transportation Impact Study;
 37. Techniques for Tracking the Financial Performance of Transportation Impact Studies;
 38. Benefits of starting a Transportation Impact Study with a Profile;
 39. Typical Elements of a Profile;
 40. The Transportation Planning Process;

41. Ordering Traffic Counts and Analyzing the Data;
42. The Benefits and Drawbacks of Travel Demand Modeling;
43. Computer Programs for Calculating Capacity and Queuing at Un-Signalized and Signalized Intersections;
44. Assessment of Capacity at Unsignalized Intersections;
45. Assessment of Capacity at Signalized Intersections;
46. Calculation of Yellow Timing as a Function of Approach Speed;
47. Calculation of Flashing Don't Walk Timing as a Function of the Crossing Length;
48. Spillover and Starvation in Intersection Queuing
49. Technical Writing Tips;
50. Needs Analysis;
51. Calculation of Vehicle Miles Traveled (The new LOS in California effective July 1, 2020); and
52. Limitations of the Traditional LOS metric of the past half century.

ACCESSING THE WASHINGTON STATE POWERPOINT

The Washington PowerPoint may be downloaded from the ITE SoCal website www.socalite.org.

HOW TO PARTICIPATE IN THE GREAT NCEES TRAFFIC 8-HOUR EXAM EFFORT

If you would like to participate in the NCEES Traffic 8-hour Committee, email me at davidsmchwegel1@gmail.com.

THE NEXT MAJOR MILESTONE

The next major milestone is a presentation on the California Project to the ASCE Sacramento Section Capital Branch in August in Sacramento.

ITE International Update

1. The July Issue of ITE Journal is online. To read it, go to [July 2023 ITE Journal](#).
2. There's still time to register for the International and Western District & Exhibit at the Oregon Convention Center in Portland, Oregon. For more information, go to [ITE International and Western District Annual Meeting & Exhibition](#)
3. New [resources and publications](#) are available and added monthly.

ITE Western District Update

1. Register for the ITE Joint Western District Sections [Fall Webinar Series](#)
2. The Western District is giving Professionals within the ITE Community the opportunity to contribute to the Western District Student Endowment Fund. To learn more, go to [Student Endowment Fund Information](#). To contribute, go to [Student Endowment Fund Contribution](#)
3. 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 and Southern California. For hyperlinks to each of the twelve Sections, Student Chapter, Helpful Section Links, and Section Awards, go to [Section Links](#).

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

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



SUMMMER MIXER

BALLAST POINT LONG BEACH

Sponsored by:



WED, AUG 30, 2023

5:30 pm – 8:30 pm

110 N. Marina Drive
Long Beach, 90803

COST: \$20

(Food & drinks included)



SPACE IS LIMITED SO GET YOUR TICKETS TODAY @
<https://www.eventbrite.com/e/ite-socal-summer-mixer-2023-tickets-667202228827>

2023 MEETING CALENDAR

INSTITUTE OF TRANSPORTATION ENGINEERS
SOUTHERN CALIFORNIA SECTION

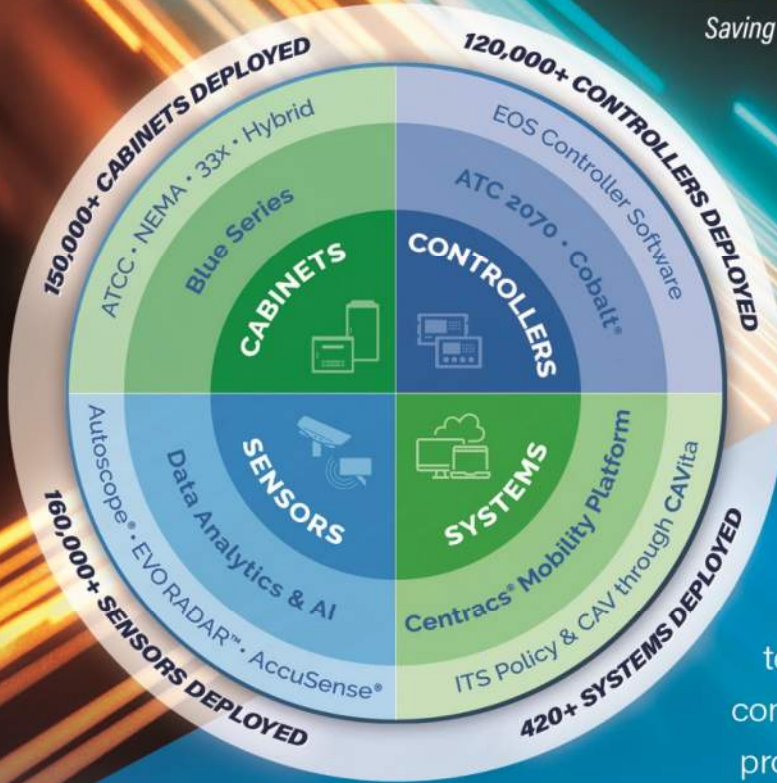


<p>JANUARY</p> <p>RSBITE Vendor Show Jan 25, 2023 9:00 AM-3:00PM</p> <p>Ontario, CA</p>	<p>FEBRUARY</p> <p>Connected Vehicle Training Feb 22, 2023 12:00 PM</p> <p>ITE SLS - USC Feb 24-26, 2023</p>	<p>MARCH</p> <p>TBD Joint Meeting with RSBITE, ITE San Diego, & ITE Central Coast March 29, 2023 12:00 PM</p> <p>Virtual</p>
<p>APRIL</p> <p>Social Event April 19, 2023 5:30 PM</p> <p><i>Rock 'N Brews</i> <i>Buena Park, CA</i></p>	<p>MAY</p> <p>Student Night with OCTEC May 18, 2023 5:30 PM</p> <p>TBD</p>	<p>JUNE</p> <p>Joint Meeting with ITS-CA June 15, 2023 12:00 PM</p> <p><i>Almanson Court</i> <i>Alhambra, CA</i></p>
<p>JULY</p> <p>Mid-Year Board Meeting</p>	<p>AUGUST</p> <p>Social Event August 30, 2023 5:30 PM</p> <p>Ballast Point - Long Beach</p>	<p>SEPTEMBER</p> <p>Section Meeting Equity Series September 20, 2023 12:00 PM</p> <p><i>To Be Determined</i></p>
<p>OCTOBER</p> <p>Student Traffic Bowl October 14, 2023 TBD</p> <p>Joint Meeting with OCTEC October 26, 2023 12:00 PM OC Mining Company</p>	<p>NOVEMBER</p> <p>Section Business Meeting November 15, 2023 12:00 PM</p> <p><i>To Be Determined</i></p>	<p>DECEMBER</p> <p>Holiday Mixer with OCTEC and ITS-CA December 7, 2023 5:00 PM</p> <p>In-Person</p>

NOTE: Locations and information is subject to change. Last Updated – 6/12/2023.



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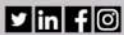
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US 23 Flex Route | Michigan

Measure	Author	Subject	Status					Assembly						Senate					Assembly	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		
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	X	X	X	X	X								Transportation Committee	6.28.2023
AB-9	Muratsuchi	Greenhouse gases: market-based compliance mechanism.	X					X	X	X	X	X										Ordered inactive per author.	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	Vehicular air pollution: Clean Transportation Program; vehicle registration and identification plate service fees: smog abatement fee: extension.	X					X	X	X	X	X										Assembly Floor	6.30.2023
AB-251	Ward	California Transportation Commission: vehicle weight safety study.	X	X				X	X	X	X	X	X	X								Appropriations Committee	6.26.2023
AB-361	Ward	Vehicles: video imaging of bicycle lane parking violations.	X	X				X	X	X	X	X	X	X	X	X	X					Senate Floor	6.29.2023
AB-579	Ting	Schoolbuses: zero-emission vehicles	X	X				X	X	X	X	X	X	X	X	X						Appropriations Committee	6.29.2023
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	X	X	X	X	X								Transportation Committee	7.3.2023
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	X	X						Judiciary Committee	7.3.2023
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								Transportation Committee	6.21.2023
AB-761	Friedman	Transit Transformation Task Force.	X	X				X	X	X	X	X	X	X								Transportation Committee	6.7.2023
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	X								Appropriations Committee	7.6.2023
AB-825	Bryan	Vehicles: bicycles on sidewalks	X	X				X	X	X	X	X	X	X								Transportation Committee	6.7.2023
AB-832	Cervantes	California Transportation Commission: membership.	X	X				X	X	X	X	X	X	X	X	X	X					Senate Floor	7.11.2023
AB-894	Friedman	Parking requirements: shared parking.	X	X				X	X	X	X	X	X	X	X	X						Appropriations Committee	7.11.2023
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	X	X	X	X	X	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	X								Transportation Committee	7.3.2023
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									Energy, Utilities, and Communications Committee	6.19.2023
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									Appropriations Committee	7.11.2023
AB-1320	Hoover	California Manual on Uniform Traffic Control Devices: supplemental destination signs: museums.	X	X				X	X	X	X	-	X	X	X	X						Senate Floor	7.11.2023
AB-1335	Zbur	Local government: transportation planning and land use: sustainable communities strategy.	X	X				X	X	X	X	X	X	X	X	X						Transportation Committee	6.22.2023
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							Transportation Committee	7.5.2023
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	X									Transportation Committee	7.5.2023
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										Assembly Floor	5.22.2023