



INSTITUTE OF TRANSPORTATION ENGINEERS

SOUTHERN CALIFORNIA SECTION

NEWSLETTER

2023, Issue No. 1

Spring Quarter 2023

President's Message

Marc Violett, PE, Michael Baker International



Greetings ITE SoCal:

Unfortunately, the first quarter of 2023 got off to a slow start and what would have been our typical January training session morphed into encouraging our members to attend the **RSBITE Vendor Show** which was back for the first time since the beginning of COVID. And although it is great to have the Vendor Show back and to support our fellow ITE group, it is our duty as a Board to provide the ITE SoCal Members with content and opportunities that give their membership value. Going forward the rest of the year, we as a Board expect to deliver this value to the members.

Although there was a hiccup in January, we got back on our feet in **February** to continue our annual training series. The presentation focused on **CV2X (Vehicle to everything)** technology and was given by **Donald Wang** of **Western Systems**. The presentation was insightful and thought-provoking. With the changes in technology and Federal directives, an update to the status of CV2X was valuable. We look forward to the watching this technology unfold. For more information, please see the Scribe Report in this Newsletter on Page 5.

Following up in March, we had a well-attended virtual **Joint Meeting with Central Coast ITE, ITE San Diego, and RSBITE**. The subject of the meeting was unique as it focused on the **National Electric Vehicle Infrastructure (NEVI)** Program; more specifically the statewide plan prepared and presented by **Josi Hartley** of the **Alaska Energy Authority**. It was great to understand some of the funding requirements, process, and program from a high-level while it was also interesting to hear the bespoke challenges that would only occur in a place like Alaska. For the record, Alaska is the largest state by area, yet the smallest by population. It is also among the most remote places in the United State.

Please be sure to join us for our **Spring Mixer at Rock & Brews in Buena Park**. For more information, please see the article on Page 4, and the flyer at the end of this Newsletter. Special thanks to **Amy Tran** for coordinating what will be an exciting event.

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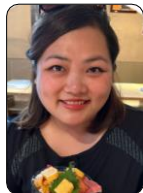


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President's Message

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Special thanks also go to our Newsletter and Mixer Sponsors. Newsletter Sponsors include **Iteris, National Data & Surveying Services (NDS), Traffic Engineering Software (Canada), Econolite, Ganddini Group,** and **Western System.** Mixer Sponsor is **National Data & Surveying Services (NDS).** For more information, see the Sponsorship Ads pages near the end of this Spring Newsletter. Special thanks also to our **Sponsorship Coordinator Meghavardhan Govindu** for acquiring and coordinating these Sponsors.

Finally, we have a lot to look forward to with the remainder of 2023. Our next two events will be in person events which is a welcome relief now that the Pandemic is substantially over! This is exciting. We will be having a spring mixer at Rock N' Brews in Buena Park on April 19th. An article is included in this Newsletter showing highlights of the Summer Quarter event that took place at the same location. Additionally, we Student Presentation Night coming up in May. The location and date are TBD currently. Unfortunately, the Knott's Berry Farm Hotel is undergoing renovations and is not available. So, the Board and Chairs are working hard to find a similar and acceptable alternative. Keep your ears "perked" up for that announcement coming soon. In addition to the immediate upcoming events, we also have the calendar full for the balance of the year. Please see the calendar at the end of this Newsletter for a complete listing of all the events for Calendar Year 2023. Additionally, we are looking to restart the ITE Mentorship Program that was piloted a couple of years back to encourage today's Students and tomorrow's professionals. We have so much to look forward. I am looking forward to a successful and exciting 2023!

Marc Violett
ITE SoCal President

Brief Look Ahead

- ❖ Tuesday, May 16 to Wednesday, May 17, United States High-Speed Rail Association Conference at the Sidley Austin Conference Center in Washington, DC (see Flyer). [High-Speed Rail Conference Information](#)
- ❖ Thursday, May 18, 5:30 pm, Student Night with OCTEC at the Anaheim Marriot Suites, Garden Grove, CA. [Student Night Information](#)
- ❖ 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](#)

Newsletter Schedule

*David M. Schwegel, PE, Co-Newsletter Editor
(North America for True High-Speed Rail)*

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 |
|---------|---------------------------|------------------------------|
| Summer | Friday, June 23, 11:59 pm | Thurs June 29 |
| Fall | Friday, Sept 22, 11:59 pm | Thurs Sept 28 |
| Winter | Friday, Dec 8, 11:59 pm | Thurs Dec 14 |

For suggestions on Section activities including webinar topics, please email SoCal Section President Marc Violet 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.

1. What was your favorite ITE Event and why?
2. Which ITE Event are you looking forward to most in Calendar Year 2023?

ITE SoCal Spring Mixer at Rock & Brews
Bryan Luong, PE, ITE SoCal Scribe (Caltrans District 12 – Orange County)

After the recent rains, ITE SoCal hosted a successful ITE Spring Mixer on Wednesday, April 19 at Rock & Brews in Buena Park. Professionals and some ITE retirees were able to connect and enjoy the southern California sunset with drinks and appetizers.

President Marc Violet welcomed the crowd, provided announcements of upcoming events, and acknowledged our event sponsor NDS. We hope to hold another great event in August for our Summer Mixer!

Here are some photos from the spring mixer, courtesy of Zaki Mustafa:



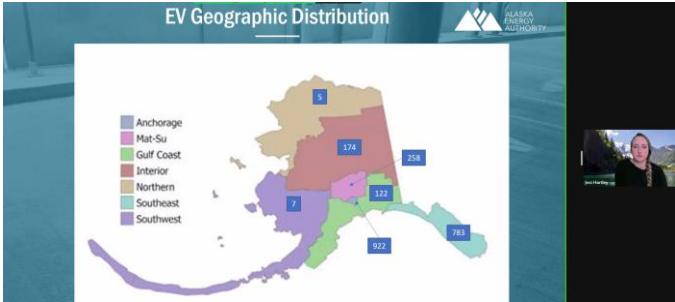
ITE SoCal March 2022 Scribe Report
 Bryan Luong, ITE SoCal Scribe (Caltrans District 12 – Orange County)

On Wednesday, March 29, SoCal ITE, San Diego ITE, Riverside/San Bernardino ITE, and Central Coast ITE hosted a joint virtual meeting titled “Electrifying Alaska! Alaska’s National Electric Vehicle Infrastructure (NEVI) Plan.” This month’s meeting sponsor was Western Systems. **Michael Hough** from **Western Systems** provided an overview of the company’s innovative transportation solutions in traffic cabinets and hardware, as California is one of the areas the company serves.

Innovative Transportation Solutions – Cont.

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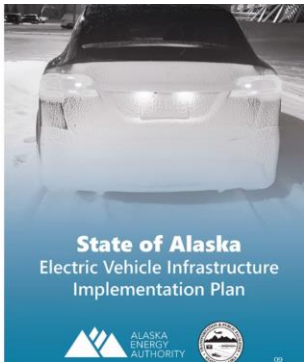
Josi Hartley, the EV Program Manager for the Alaska Energy Authority, was the presenter for this virtual meeting. Josi has been with the Alaska Energy Authority for over three years in the renewable energy group and has recently changed focus to electric vehicles (EVs), developing the National Electric Vehicle Infrastructure Implementation Plan for the state of Alaska. The Alaska Energy Authority’s EV mission statement is to lead the effort to minimize barriers to EV adoption in Alaska. These barriers include, but are not limited to, lack of charging infrastructure, range anxiety, battery performance in cold climates, and the market availability of electric All-Wheel Drive (AWD), Sports Utility Vehicles, (SUVs), and Trucks. However, EV ownership in Alaska has been steadily increasing every month. The registered number of EVs increased from 2,100 to 2,500 from July 2022 to March 2023 (a 19.3 percent increase, or a 25 percent annual increase) compared to around 500,000 total registered vehicles in Alaska (or 0.5 percent EV to total registered vehicles). EV adoption is expected to increase as charging stations become more accessible in the state.



Josi “delved” into the details of the National Electric Vehicle Infrastructure Formula Program and Alaska’s NEVI Plan. The NEVI Formula Program is a \$5 billion program established by the Bipartisan Infrastructure Law to build a national network of 500,000 EV charging stations by 2030, along federally designated Alternative Fuel Corridors (AFCs). Alaska currently has one AFC between Anchorage and Fairbanks (two of Alaska’s largest cities), and once this AFC is completed, funding may be used elsewhere. Other NEVI requirements include charging stations within 50 miles of each other, chargers within one miles of the AFC, and chargers capable of Direct Current (DC) “fast charging”.

Alaska NEVI Plan

- AEA and the Alaska Department of Transportation & Public Facilities (DOT&PF), submitted the **State of Alaska EV Infrastructure Implementation Plan (The Plan)** to the United States Joint Office of Energy and Transportation, as required by the Infrastructure Investment and Jobs Act’s (IIJA) NEVI Formula Program.
- On September 27, 2022, AEA and DOT&PF **secured approval of The Plan**.
 - The announcement unlocks **\$19 million** to expand EV charging infrastructure in Alaska.
 - Over the **next five years**, AEA anticipates receiving **\$52 million**. Funds will be received by DOT&PF and administered by AEA.



Alaska’s NEVI plan consists of four phases as follows:

- ❖ Phase 1 builds out Alaska’s Alternative Fuel Corridor.
- ❖ Phase 2 builds out Alaska’s Highway and Marine Highway Systems.
- ❖ Pending funding allowances, Phase 3 installs charging stations in rural hub communities.
- ❖ Phase 4 installs charging stations in urban and destination locations.

Josi concluded the presentation with a discussion on the challenges to the program deployment. In Alaska, there are large areas that lack development, such as the 100-mile empty stretch along the AFC. Some areas also have no electricity infrastructure in place. The cold climate of Alaska can reduce EV capacity by 40 percent, and slow down the time it takes to charge the car battery. Frequent slow clearing at charging stations can also affect downtime. The Alaska Energy Authority aims to tackle these barriers to EV access by vetting applicants and projects for the state, where \$15 million in federal funds are to be used to increase EV access.

Legislative Analysis

Tyler Lindberg, AICP (Kimley-Horn)



This is the State Capitol in Sacramento Looking South from L Street. (Photo Credit: David Schwegel on April 13, 2023)

The Legislature has been busy kicking off the 2023-2024 California State Legislative Session 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 of California.

Bills concerning the expansion of electric/zero-emissions vehicle fleets and charging station

efficacy and availability are “front-and-center”. This is part of an “overarching program” as California works toward newly set goals for phasing out gasoline-powered vehicles and reaching net-zero carbon emissions. Specifically, the California Mandate is to ban the sale of new gas-powered vehicles by 2035. Washington State, to the north, has an even more aggressively schedule, setting such a ban by 2030.

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.

Several 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, this Legislative Session is shaping up to be another exciting year for California, as California and Washington state lead the nation in transportation innovation and policy.

At this point, early in the Legislative Session, all the following Bills have been introduced. Currently, such Bills are either awaiting Committee assignment, or are enrolled and still being deliberated within their respective Committees within their Chamber of Introduction. None yet have been engrossed and moved onto the second chamber for debate.

For a listing of the bills and their status, please refer to the Assembly Bills (AB) and Senate Bills (SB) in the Matrices at the end of this Newsletter.

For more information on Bills including the Legislative Digest, please go to [Assembly and Senate Bill Information](#).

ASSEMBLY BILLS

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

AB-6 would require the State to establish additional greenhouse gas reduction targets for 2035 and 2045. The bill updates requirements for metropolitan planning organizations (MPOs). Specifically, AB-6 requires such MPOs to submit detailed descriptions of their technical methodology. Such a methodology would be used to estimate greenhouse gas emissions (GHGs) to ensure accuracy in calculations. AB-6 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.

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. AB-16 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-7, Friedman – *Transportation: project selection processes*

AB-7 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. The bill would 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.

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

AB-9 would require the California Air Resources Board (CARB) to approve statewide greenhouse gas emissions limit equivalent to a level 55% below 1990 levels by 2030, increasing the amount from 40% below 1990 levels. Under the act, a violation of a rule, regulation, order, emission limitation, emission reduction measure, or other measure adopted by the state board under the act is a crime, and the bill imposes a state-mandated local program.

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

AB-16, upon determining that increasing the rate of the motor vehicle fuel tax would impose an

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

AB-31 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.*

AB-53 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 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*

AB-69 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. AB-69 would take effect 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.*

AB-241 would expand the purposes of the Clean Transportation Program to include developing and deploying innovative technologies that transform California's fuel and vehicle types to help reduce criteria air pollutants and toxins in support of goals advancing the State's clean transportation, equity, and climate emissions policies. At least 50 percent of the funds appropriated to the Clean

Transportation Program must directly benefit or serve residents of disadvantaged and low-income communities.

AB-241 would also expand the purpose of the Air Quality Improvement Program to fund air quality improvement projects relating to zero-emission fuel. AB-241 would also explore and implement vehicle technologies to reduce criteria air pollutants in logistics, trucking, and port sectors, improve air quality in non-attainment basins, and improve the air quality impacts of zero-emission fuels and vehicles, vessels, and equipment technologies.

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

AB-251 would require the California Transportation Commission (CTC) to convene a task force to study the relationship between vehicle weight and injuries to vulnerable road users. Such vulnerable users include pedestrians and cyclists. Additionally, AB-251 would address the degradation of roads, and study the costs and benefits of either 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.*

AB-361 would authorize local agencies to install automated forward-facing parking control devices on city or district-owned parking enforcement vehicles. This would be 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 whether or not a 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 and enable the person desiring to use it to pay with either a credit card or Apple Pay.

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

AB-1017 would authorize local authorities to consider equestrian safety when conducting an engineering and traffic survey.

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

SB-84 would expand the purposes of the Clean Transportation Program to include developing and deploying innovative technologies that transform California's fuel and vehicle types to help reduce criteria air pollutants and toxins in support of goals advancing the State's clean transportation, equity, and climate emissions policies. Under SB-84, at least 50 percent of the funds appropriated to the program must directly benefit or serve residents of disadvantaged and low-income communities.

SB-84 also expands the purpose of the Air Quality Improvement Program to fund air quality improvement projects relating to zero-emission fuel and vehicle technologies to reduce criteria air pollutants in logistics, trucking, and port sectors,

improve air quality in nonattainment basins, and improve the air quality impacts of zero-emission fuels and vehicles, vessels, and equipment technologies.

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

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.

ITE International Update

1. The April Issue of ITE Journal is online. To read it, go to [April 2023 ITE Journal](#).
2. Registration is open 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. The Traffic Signal Maintenance Manual is now available for purchase. For more information, go to [Traffic Signal Maintenance Handbook](#).

ITE International Upcoming Educational Opportunities

Pam Goodell, ITE International Technical

1. ITE "Quick Bite" Have You Seen My Staff? – A Discussion on Recruiting and Retention
2. Latest ITE Talks Transportation Podcast Now Available
3. New Quick Bite Discusses Transit Deserts – Myths, Realities, and Solutions

For more information, please visit [ITE Educational Opportunities](#).

ITE Western District Update

1. The TES Vision Zero Dashboard is online. For more information, go to [TES Vision Zero Dashboard](#)
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 Topics at Caltrans District 7 (Los Angeles)

1. The I-5 Improvement Projects in North Los Angeles County are underway. For more information, go to [I-5 Improvement Projects North](#).
2. The I-5 Improvement Projects in South Los Angeles County are underway. For more information, go to [I-5 Improvement Projects South](#).
3. The Comprehensive Multimodal Corridor Plan Project is underway. For more information, go to [Comprehensive Multimodal Corridor Plan](#)

Hot Topics at Caltrans District 12 (Orange County)



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

1. The I-5 (SR-57 to SR-55) Project is currently underway as a collaborative effort between Caltrans and the Orange County Transportation Authority (OCTA).
2. The I-5 (SR-73 to El Toro Rd) Project is also underway as a collaborative effort between Caltrans and the Orange County Transportation Authority (OCTA).
3. The San Diego Freeway (I-405) Improvement Project is underway as a collaborative effort between Caltrans and the Orange County Transportation Authority (OCTA).

Hot Topics at the California Transportation Commission

1. The State Route 37 Toll Meeting takes place on Monday, April 24th in Vallejo. For more information, go to [SR-37 Toll Meeting](#).
2. The next California Transportation Committee Meeting takes place Wednesday, May 17th to Thursday, May 18th at the Bay Area Metro Center, 375 Beale Street, in San Francisco. For more information, go to [CTC Wed May 17 to Thu May 18](#).
3. The Sacramento Regional Meeting takes place Wednesday, June 28th and Thursday, June 29th. For more information, go to [CTC Wed June 28 to Thu June 29](#)

Hot Transportation Topics from the Associated General Contractors of America (AGC) Smart Briefs

1. North American Construction Crane Total Rises in the First Quarter of 2023. For the article, go to [Where the Construction Cranes Are](#).
2. API: Energy Investment Stuck in the NEPA Pipeline. For the article, go to [AP Energy Investment](#).
3. Virginia DOT updates the public on the Hampton Express Lanes. For the article, go to [Hampton Express Lanes](#).

Hot Transportation Topics from Route 50 Today

1. Do Zoning Reforms Benefit Renters? For the article, go to [Zoning Reforms and Renters](#).
2. A Tax Break on Clean Energy Projects Is Coming to Coal and Oil Towns. For the article, go to [Tax Breaks and Clean Energy Projects](#)
3. As States Plan for Next Year's Budget, the Economy Flashes Mixed Signals. For the article, go to [Economy Flashing Mixed Signals](#).

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](#).

2023 MEETING CALENDAR

INSTITUTE OF TRANSPORTATION ENGINEERS
SOUTHERN CALIFORNIA SECTION



| | | |
|--|---|---|
| <p style="text-align: center;">JANUARY</p> <p style="text-align: center;">RSBITE Vendor Show Jan 25, 2023 9:00 AM-3:00PM</p> <p style="text-align: center;">Ontario, CA</p> | <p style="text-align: center;">FEBRUARY</p> <p style="text-align: center;">Connected Vehicle Training Feb 22, 2023 12:00 PM</p> <p style="text-align: center;">ITE SLS - USC Feb 24-26, 2023</p> | <p style="text-align: center;">MARCH</p> <p style="text-align: center;">TBD Joint Meeting with RSBITE, ITE San Diego, & ITE Central Coast March 29, 2023 12:00 PM</p> <p style="text-align: center;">Virtual</p> |
| <p style="text-align: center;">APRIL</p> <p style="text-align: center;">Social Event April 19, 2023 5:30 PM</p> <p style="text-align: center;"><i>Rock 'N Brews</i> <i>Buena Park, CA</i></p> | <p style="text-align: center;">MAY</p> <p style="text-align: center;">Student Night with OCTEC May 18, 2023 5:30 PM</p> <p style="text-align: center;"><i>Anahiem Marriot Suites</i> <i>Garden Grove, CA</i></p> | <p style="text-align: center;">JUNE</p> <p style="text-align: center;">Joint Meeting with ITS-CA June 15, 2023 12:00 PM</p> <p style="text-align: center;"><i>Almanson Court</i> <i>Alhambra, CA</i></p> |
| <p style="text-align: center;">JULY</p> <p style="text-align: center;">Consider Meeting Mid-Year Board Meeting</p> | <p style="text-align: center;">AUGUST</p> <p style="text-align: center;">No Meeting</p> <p style="text-align: center;">Professional Development Social Event</p> <p style="text-align: center;">In-Person</p> | <p style="text-align: center;">SEPTEMBER</p> <p style="text-align: center;">Section Meeting Equity Series September 20, 2023 12:00 PM</p> <p style="text-align: center;"><i>To Be Determined</i></p> |
| <p style="text-align: center;">OCTOBER</p> <p style="text-align: center;">Student Traffic Bowl October 14, 2023 TBD</p> <p style="text-align: center;">Joint Meeting with OCTEC October 26, 2023 12:00 PM OC Mining Company</p> | <p style="text-align: center;">NOVEMBER</p> <p style="text-align: center;">Section Business Meeting November 15, 2023 12:00 PM</p> <p style="text-align: center;"><i>To Be Determined</i></p> | <p style="text-align: center;">DECEMBER</p> <p style="text-align: center;">Holiday Mixer with OCTEC and ITS-CA December 7, 2023 5:00 PM</p> <p style="text-align: center;">In-Person</p> |

NOTE: Locations and information is subject to change. Last Updated – 3/29/2023.



ITE Southern California Section &
OC Traffic Engineering Council presents:

IN PERSON!

2023 STUDENT PRESENTATION NIGHT

Thursday, May 18th
5:30 PM – 8:00 PM

Register Here by May 16th:

<https://www.eventbrite.com/e/2023-ite-socal-octec-student-presentation-night-tickets-623720754567>

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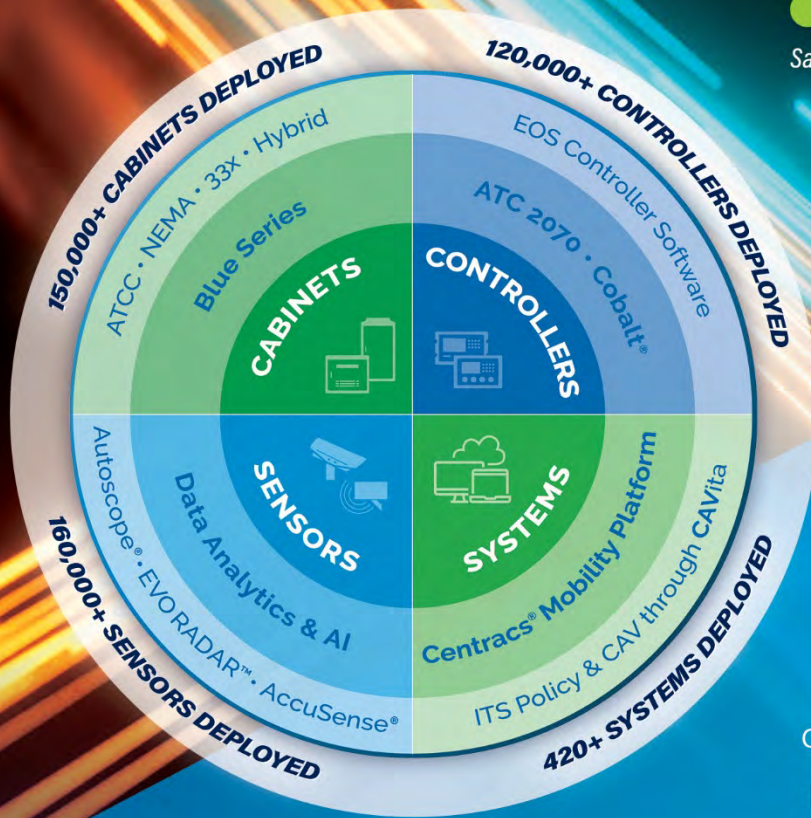
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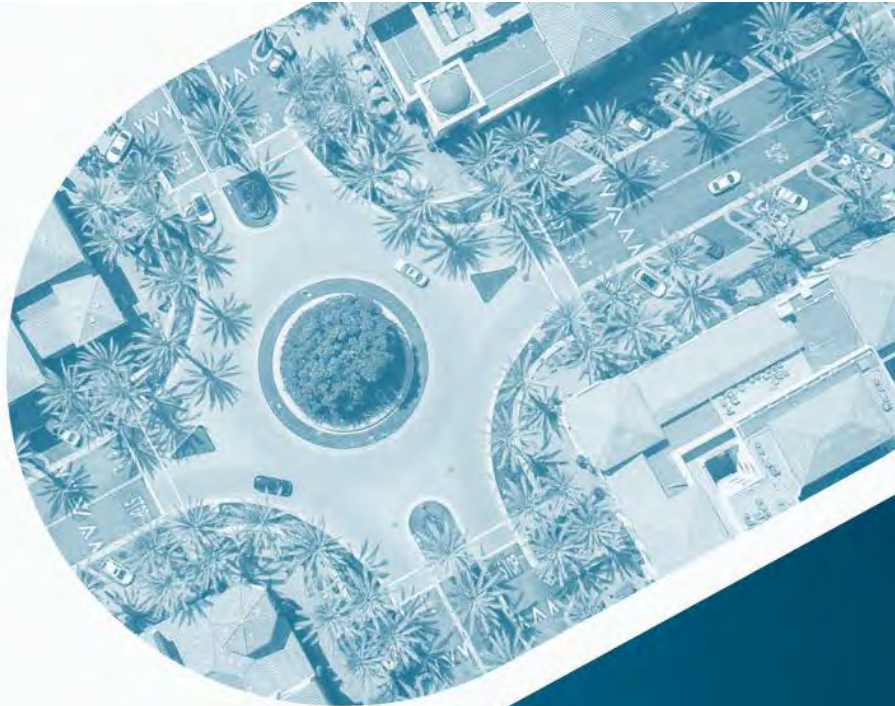
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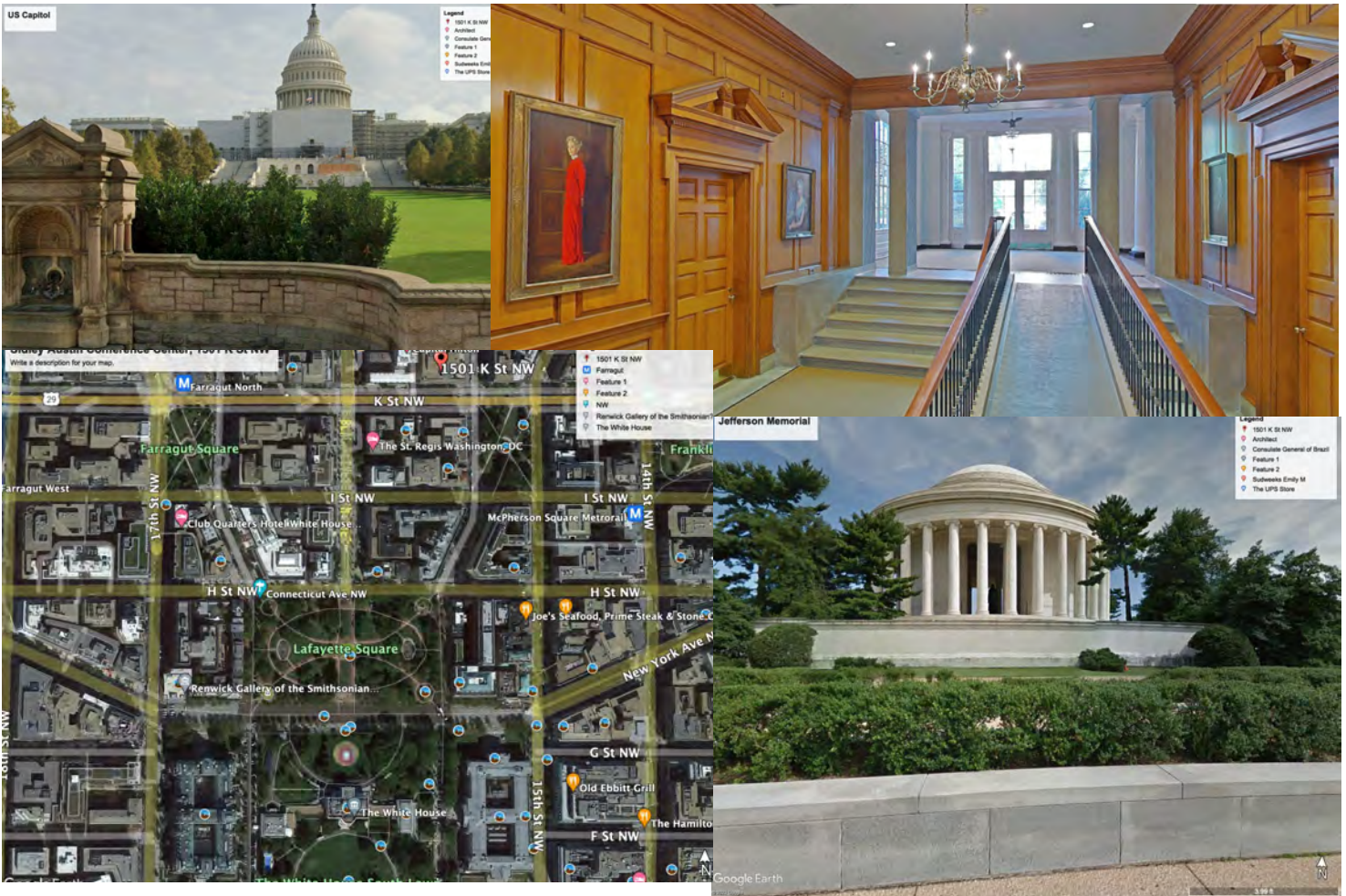


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HIGH SPEED RAIL 2023

WASHINGTON, DC

MAY 16-17

HIGHLIGHTED SPEAKERS

| | | | | | | | | |
|---|---|--|---|---|--|--|--|---|
|  Secretary Ray LaHood USDOT |  Secretary Pete Buttigieg USDOT (Invited) |  Congressman Seth Moulton U.S. House |  Terry Hynes Sidley LLP |  Karen Hedlund STB |  Taks Omishakin CalSTA |  Brian Kelly CAHSRA |  Rod Diridon Mineta |  Peter Gertler HNTB |
|  Raymond Atkins, Ph.D. Sidley LLP |  Mercedes Sierra SENER Eng. |  Armin Kick Siemens |  Dr. Andrea Giuricin IRA Consulting |  Dean Devita NCFO, SEIU |  Chris Leinberger GWU |  Karen Philbrick MII |  Phillippe Lorand UIC - France |  Robert Creamer Democracy Ptns. |



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| Measure | Author | Subject | Status | | | | | Assembly | | | | | Location | Last Action |
|---------|-----------------|---|------------|-----------|----------|--------|--------|----------|-----|-----|-----|-----|--------------------------------------|-------------|
| | | | Introduced | Engrossed | Enrolled | Passed | Vetoed | 1st | Cmt | 2nd | Cmt | 3rd | | |
| AB-6 | Friedman | Transportation planning: regional transportation plans: Solutions for Congested Corridors Program: reduction of greenhouse gas emissions. | X | | | | | X | X | | | | Natural Resources Committee | 3.28.2023 |
| AB-7 | Friedman | Transportation: project selection processes | X | | | | | X | X | | | | Appropriations Committee | 3.28.2023 |
| AB-9 | Muratsuchi | California Global Warming Solutions Act of 2006: emissions limit. | X | | | | | X | X | | | | Natural Resources Committee | 1.26.2023 |
| 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 | Clean Transportation Program: Air Quality Improvement Program: funding. | X | | | | | X | X | | | | Transportation Committee | 3.27.2023 |
| AB-251 | Ward | California Transportation Commission: vehicle weight safety study. | X | | | | | X | X | | | | Appropriations Committee | 3.21.2023 |
| AB-361 | Ward | Vehicles: video imaging of bicycle lane parking violations. | X | | | | | X | X | | | | Transportation Committee | 3.13.2023 |
| AB-579 | Ting | Schoolbuses: zero-emission vehicles | X | | | | | X | X | | | | Appropriations Committee | 3.30.2023 |
| AB-591 | Gabriel | Electric vehicle service equipment: universal connectors and public accessibility | X | | | | | X | X | X | - | X | In Floor Process | 3.27.2023 |
| AB-610 | Holden | Youth Transit Pass Pilot Program: free youth transit passes. | X | | | | | X | X | | | | Appropriations Committee | 3.14.2023 |
| 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 | | | | Transportation Committee | 4.3.2023 |
| AB-692 | Patterson | California Environmental Quality Act: exemption: egress route projects: fire safety. | X | | | | | X | X | | | | Appropriations Committee | 3.28.2023 |
| AB-744 | Carrillo | California Transportation Commissions: data, modeling and analytic software tools procurement. | X | | | | | X | X | | | | Appropriations Committee | 3.21.2023 |
| AB-761 | Friedman | Transit Transformation Task Force. | X | | | | | X | X | | | | Appropriations Committee | 3.21.2023 |
| AB-772 | Jackson | Electric vehicle chargers. | X | | | | | X | X | | | | Utilities and Energy Committee | 3.27.2023 |
| AB-823 | Schiavo | Clean Transportation Program: eligible projects | X | | | | | X | X | | | | Appropriations Committee | 3.21.2023 |
| AB-824 | Calderon | Highway greening: statewide strategic plan | X | | | | | X | X | | | | Appropriations Committee | 3.21.2023 |
| AB-825 | Bryan | Vehicles: bicycles on sidewalks | X | | | | | X | X | | | | Appropriations Committee | 3.21.2023 |
| AB-832 | Cervantes | California Transportation Commission: membership. | X | | | | | X | X | | | | Appropriations Committee | 3.28.2023 |
| AB-894 | Friedman | Parking requirements: shared parking. | X | | | | | X | X | | | | Local Government Committee | 4.11.2023 |
| AB-930 | Friedman | Local government: Reinvestment in Infrastructure for a Sustainable and Equitable California (RISE) districts. | X | | | | | X | X | | | | Local Government Committee | 4.11.2023 |
| AB-980 | Friedman | Active Transportation Program: report. | X | | | | | X | X | | | | Appropriations Committee | 3.28.2023 |
| AB-981 | Friedman | State highways: pilot highway maintenance and rehabilitation demonstration projects. | X | | | | | X | X | | | | Appropriations Committee | 3.28.2023 |
| AB-1017 | Friedman | Engineering and traffic surveys: equestrian safety. | X | | | | | X | X | | | | Appropriations Committee | 3.21.2023 |
| AB-1188 | Boerner Horvath | Transportation: bicycle safety handbook. | X | | | | | X | X | | | | Transportation Committee | 3.13.2023 |
| AB-1195 | Calderon | Climate Change Preparedness, Resiliency, and Jobs for Communities Program: climate-beneficial projects: grant funding. | X | | | | | X | X | X | X | | Appropriations Committee | 3.30.2023 |
| AB-1212 | Hart | Scenic bikeways and trails. | X | | | | | X | X | | | | Water, Parks, and Wildlife Committee | 4.4.2023 |
| AB-1250 | Friedman | Department of Transportation: low-carbon materials. | X | | | | | X | X | | | | Transportation Committee | 3.20.2023 |
| AB-1265 | Gallagher | Transportation fuels: gasoline specifications. | X | | | | | X | X | | | | Transportation Committee | 3.13.2023 |

| Measure | Author | Subject | Status | | | | | Senate | | | | | Assembly | | | | | Senate | Gov./Sec. of State | | Location | Last Action | | | |
|---------|------------------|---|------------|-----------|----------|--------|--------|--------|-----|-----|-----|-----|----------|---|-----|-----|-----|--------|--------------------|------|----------|-------------|------|---|-----------|
| | | | Introduced | Engrossed | Enrolled | Passed | Vetoed | 1st | Cmt | 2nd | Cmt | 3rd | Pas | s | 1st | Cmt | 2nd | Cmt | 3rd | Pass | | | Pass | Approved | Chaptered |
| SB-1 | Jones | Motor vehicle fuel tax: greenhouse gas reduction programs: suspension. | X | | | | | | X | X | | | | | | | | | | | | | | Inactive Bill - Died | 3.28.2023 |
| SB-2 | Skinner | Energy: transportation fuels: supply and pricing: maximum gross gasoline refining margin. | X | X | X | X | | | X | X | X | - | X | X | X | X | X | - | X | X | X | X | X | Chaptered | 3.28.2023 |
| SB-5 | Nguyen | Motor Vehicle Fuel Tax Law: limitation on adjustment. | X | | | | | | X | X | | | | | | | | | | | | | | Governance and Finance Committee | 1.18.2023 |
| SB-12 | Stern | California Global Warming Solutions Act of 2006: emissions limit. | X | | | | | | X | X | | | | | | | | | | | | | | Appropriations Committee | 3.30.2023 |
| SB-30 | Umberg | Transportation: Zero-emission vehicle signage | X | | | | | | X | X | | | | | | | | | | | | | | Transportation Committee | 4.5.2023 |
| SB-32 | Jones | Motor vehicle fuel tax: greenhouse gas reduction programs: suspension. | X | | | | | | X | X | | | | | | | | | | | | | | Environmental Quality Committee | 3.27.2023 |
| SB-84 | Gonzalez | Clean Transportation Program: Air Quality Improvement Program: funding | X | | | | | | X | X | | | | | | | | | | | | | | Transportation Committee; Environmental Quality Con | 3.30.2023 |
| SB-233 | Skinner | Electric vehicles and electric vehicle supply equipment: bidirectional capability. | X | | | | | | X | X | | | | | | | | | | | | | | Energy, Utilities, and Communications Committee | 4.10.2023 |
| SB-258 | Roth | General aviation airports: funding needs assessment. | X | | | | | | X | X | | | | | | | | | | | | | | Appropriations Committee | 3.30.2023 |
| SB-295 | Dodd | Vehicles: regulations on public property. | X | | | | | | X | X | | | | | | | | | | | | | | Appropriations Committee | 4.10.2023 |
| SB-301 | Portantino | Vehicular air pollution: Zero-Emission Aftermarket Conversion Project | X | | | | | | X | X | X | X | | | | | | | | | | | | Transportation Committee | 3.30.2023 |
| SB-381 | Min | Electric bicycles: study. | X | | | | | | X | X | | | | | | | | | | | | | | Appropriations Committee | 4.10.2023 |
| SB-397 | Wahab | Safety roadside rests: electric vehicle service equipment. | X | | | | | | X | X | | | | | | | | | | | | | | Transportation Committee | 4.3.2023 |
| SB-425 | Newman | Clean Vehicle Rebate Project: fuel cell pickup trucks. | X | | | | | | X | X | | | | | | | | | | | | | | Transportation Committee | 4.3.2023 |
| SB-493 | Min | Air pollution: alternative vehicles and electric and hydrogen infrastructure. | X | | | | | | X | X | | | | | | | | | | | | | | Environmental Quality Committee | 3.27.2023 |
| SB-529 | Gonzalez | Electric vehicle sharing services: affordable housing facilities. | X | | | | | | X | X | | | | | | | | | | | | | | Energy, Utilities, and Communications Committee | 4.3.2023 |
| SB-538 | Portantino | Department of Transportation: Bicycle Czar. | X | | | | | | X | X | | | | | | | | | | | | | | Transportation Committee | 4.3.2023 |
| SB-670 | Allen | State Air Resources Board: vehicle miles traveled: maps | X | | | | | | X | X | | | | | | | | | | | | | | Environmental Quality Committee | 3.29.2023 |
| SB-677 | Blakespear | Intercity rail: LOSSAN Rail Corridor. | X | | | | | | X | X | | | | | | | | | | | | | | Transportation Committee | 4.3.2023 |
| SB-695 | Gonzalez | Department of Transportation: state highway system: public data portal. | X | | | | | | X | X | | | | | | | | | | | | | | Appropriations Committee | 4.10.2023 |
| SB-768 | Caballero | California Environmental Quality Act: vehicles miles traveled: statement of overriding consideration. | X | | | | | | X | X | | | | | | | | | | | | | | Environmental Quality Committee | 4.11.2023 |
| SB-800 | Caballero | Advance Air Mobility and Aviation Electrification Committee. | X | | | | | | X | X | | | | | | | | | | | | | | Transportation Committee | 4.3.2023 |
| SB-823 | Smallwood-Cuevas | Electrical Corporations: Discounted Electric Vehicle Charging Payment Card Program. | X | | | | | | X | X | | | | | | | | | | | | | | Energy, Utilities, and Communications Committee | 3.1.2023 |