



INSTITUTE OF TRANSPORTATION ENGINEERS

SOUTHERN CALIFORNIA SECTION

NEWSLETTER

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Second Quarter 2021

President's Message

Ed Alegre, PTP, LA Metro



Hello ITE SoCal Members,

We have maneuvered through this pandemic the past 15 months, and I am proud to see our Section still holding on and stronger than before. We introduced new programs and training that would not have come to fruition so quickly if it weren't for us being nimble using these resources. I would first like to thank my fellow Officers, **Dina, Marc, and Saly**, for sticking by this aggressive path and making things happen for our membership. I would also like to acknowledge and recognize our Chairs for working

behind the scenes and making sure our programs, training, and events kept moving. You are what kept this Section going, and your work has not gone unnoticed at the District and International level.

This last quarter, the Section had many activities and events that I wanted to highlight.

- **April Virtual Meeting:** We had a great panel from Los Angeles and Seattle that showcased projects under "Quickbuild – A New Trend for Future ATP Implementations". Thank you to **Counts Unlimited** for being the Meeting Sponsor.
- **OCTEC Golf Tournament:** ITE SoCal was also a Golf Cart Sponsor at the event. It was a great day to be out with colleagues in the industry, most we have not seen in person for over a year. Thank you to all those that participated in the golf event and helped raise money for OCTEC and Student Night.
- **Student Presentation Night:** I want to thank our Student Liaisons, **Kaylinn Pell and Emilio Murga**, along with our Treasurer, **Saly Heng**, for virtually hosting such a great event. A huge recognition goes out to all our Student Chapters on their presentations and the hard work they put in throughout the year. Also, thanks to our sponsor, **HNTB**, for supporting this event. In grand total, ITE SoCal and OCTEC donated \$20,000 to the Student Chapters for their achievements in Student Night and Traffic Bowl.
- **ITE SoCal Training #2, ITS Network Design:** I wanted to thank **Etherwan** for being our instructors for this event, and our Industry Chair, **Janna McKhann**, for coordinating this effort.
- **ITE SoCal/ITSCA Joint Meeting:** We had great presentations on ITS and technologies to improve intersection safety. This virtual event was, again, well attended with over 130 attendees. Thanks to our Meeting Sponsor, **Econolite**, for always supporting ITE SoCal.

I wanted to close by thanking our members for their participation though the past 15 months while we went to a virtual setting. I realized that the virtual meetings and events provided easier access to be involved with the Section, and I am glad that we continued to provide this benefit to you during the pandemic. The Board will be discussing the next approach to our events so stay tuned. Have a great Summer and continue to stay safe and healthy.

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Brief Look Ahead

- ❖ July 18-21, 2021: Joint ITE International and Mountain and Western District Annual Meeting and Exhibition Webinar: [Annual Meeting Information](#)
- ❖ August 9-11, 2021: ITS CA Annual Meeting at the Hilton San Diego Bayfront: [ITS CA Annual Meeting Information](#)

Please see the flyers at the end of this newsletter for additional upcoming activities within various professional associations.

Joint 2021 SoCal ITE/OCTEC Virtual Student Presentation Night

Jonathan Delgado, PE – (ADVANTEC)

The Joint SoCal ITE/OCTEC Virtual Student Presentation Night Meeting was held virtually on Thursday, May 20. The event was sponsored by HNTB. Ted Mekuria, a Senior Project Manager from HNTB, gave a five minute presentation on the company and the award-winning work that they do, including highways, bridges, airports, transit, rail, and Intelligent Transportation Systems (ITS). Currently, they are working on the Sixth Street Viaduct Project in the City of Los Angeles.

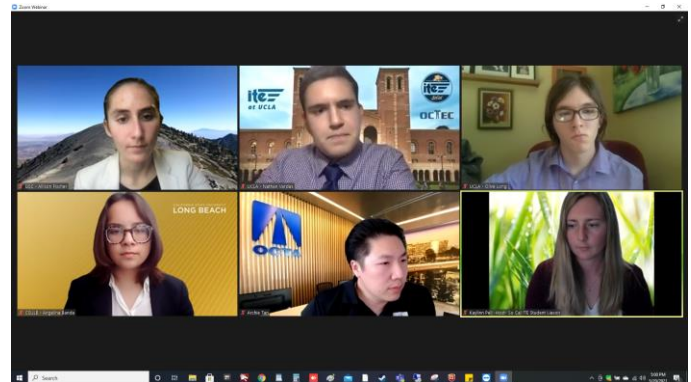
Six schools attended and participated in the meeting including UC Irvine, UCLA, USC, Cal State University, Long Beach, Cal Poly Pomona, and Cal State University, Fullerton. Per the host and SoCal ITE Student Liaison, Kaylinn Pell, each presentation should be eight minutes long, with an additional two minutes of questions. The school with the best presentation would win first place and a prize of \$5,000. Second place would receive \$4,000, third place would receive \$3,000, fourth place would receive \$2,000, and both fifth and sixth place would each receive \$1,000. Kaylinn stated that while this meeting was being held virtually due to the COVID-19 pandemic, hopefully next year's student night could be held in person at the Knott's Berry Farm Hotel.

The first school to give a presentation was USC. Titled "Analyzing Open Streets during COVID-19", it was presented by Allison Fischer and James Huang. They detailed how traffic analysis had been greatly impacted by the COVID-19 pandemic, due to the decrease of vehicles on streets. The second school to give a presentation was Cal State University, Fullerton. Presented by Carina Coles and Thu Vu, their presentation "The Impact of COVID-19 on Transportation for Essential Workers and Various Socioeconomic Classes" detailed how the pandemic greatly changed the transportation options that workers

have to get to and from work. The third school to give a presentation was Cal Poly Pomona. Their presentation was called "California State Route 79 Freeway Conversion Project", and was presented by the two team project managers, Matthew Jacobson and Nicole Aquino. They detailed the analysis and engineering that goes into roadway projects like a freeway conversion project.

After a brief meeting break, Cal State University, Long Beach, gave their presentation. Titled "Modern Roundabout Safety & Design", the presentation was given by Angelina Banda. She explained how roundabouts function, as well as how they are much safer than the standard traffic signals that have more potential collision points. The fifth school to present was UCLA, and their presentation was called "Trip Generation Study on Sprouts Farmers Market." Nathan Vardas and Olive Long gave the presentation, and they detailed their trip generation methodology, results, and analysis on the Sprouts Farmers Market located near their campus. Finally, the sixth school to give a presentation was UC Irvine. Presented by Matthews Alexander Criboli and Joshua Geronimo, their presentation "Transportation Equity: Dreams and Nightmares" detailed the two types of Equity, Horizontal Equity and Vertical Equity. They also discussed CEQA (SB 743) and how it impacted the dimensions of transportation equity.

After the presentation, the judges deliberated to determine which school would win first place, as well as the other winners. At the end of the night, the judges determined that first place award went to Cal Poly Pomona, with UCLA taking home second place. The other schools did admirably, and they should all be proud of the presentations that they gave. The next SoCal ITE meeting would be a joint meeting with ITS-CA that was conducted virtually on Wednesday, June 16, 2021.



A captured screenshot of a few participants during the Virtual Student Presentation Night Meeting (Photo Credit: Jonathan Delgado).

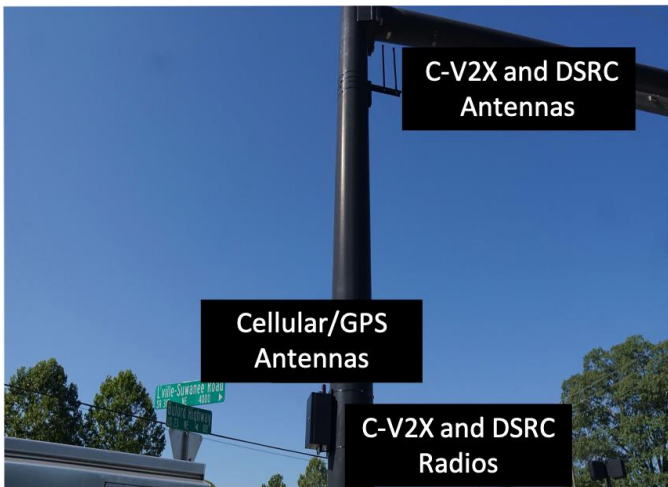
Further Update on the FCC and the 5.9GHz Band Activity

Alan Clelland, PE (DKS Associates)

In the last issue, I provided an update on the latest action by the FCC with respect to the use of the 5.9GHz band for ITS. This proposed to remove over half the allocated bandwidth for ITS safety applications and change the allowed technology to be used in the remaining bands and move away from the prior technology (DSRC) in favor of cellular-based C-V2X.

I pointed out that these were still proposed changes and would not even begin to go into effect until the FCC took the necessary actions to "start the clock ticking". On May 3, those actions were taken through the official publication of the First Report and Order (FR&O), and Further Notice of Proposed Rule Making (FNPRM) in the Federal Register.

On its current schedule, the FR&O allows indoor Wi-Fi to use the ITS band from July 2 onwards, should the FR&O become official, after consideration of protest. In addition, all DSRC use of the (lower) 45MHz to be removed from the ITS band must cease by July 2, 2022. It's worth noting that on June 2, the deadline to file protests, the Intelligent Transportation Society of America (ITS America) and the American Association of State Highway and Transportation Officials (AASHTO) filed a lawsuit against the FCC to appeal the use of unlicensed devices in the 5.9 GHz spectrum band.



Here is an example of a CV installation at an intersection. (Photo Credit: FCC)

The FNPRM addresses the details of the transition from DSRC to C-V2X. On the FNPRM's current schedule, replies to comments filed are due to be published by July 2. These should indicate the probable content of a second R&O which would likely become official in mid

next year. Transitioning out DSRC equipment's use of the upper 30MHz of the 5.9GHz band must be done within two years of that date.

Spotlight Questionnaire for ITE SoCal Members

Kenny Pham, Social Media Chair (Stantec)



Ed Alegre smiles at the camera after addressing his Spotlight questionnaire (Photo Credit: Ed Alegre)

As a follow up to last Quarter's Newsletter issue, Ed Alegre participated on answering a questionnaire where he shares some of his personal interests as well as some insights of his professional career. See his responses to the questions below:

1. How did you get into your particular career field?

- Below is my career path:
 - Intern, OCTA
 - Assistant Planner, Transportation Planner, Senior Transportation Planner -LSA Associates
 - Senior Transportation Planner, DKS Associates
 - Senior Transportation Analyst, OCTA
 - Transportation Planning Manager, LA Metro
 - Senior Manager, LA Metro
 - Senior Director, LA Metro

2. How did you get involved in ITE?

While I was doing my undergraduate studies, my older brother was getting into transportation planning at Caltrans. So, I got an internship at OCTA and found joy in transportation and the process of how projects get funded and built. I got involved in professional organizations early in my career to meet other professionals and network, which led me to becoming involved in OCTEC and ITE. However, I wanted to do more and be part of the transportation community, so I made it a goal to become active and be an officer for these organizations. I am happy for the opportunity to serve as an OCTEC Officer, and finish off serving ITE SoCal as your President.

3. What is your favorite ITE Western District Conference location and why?

I have not attended a ITE Western District conference due to the pandemic. I do hope to attend one in person soon.

4. What is the most challenging part about working virtually for you?

The hardest part of working virtually is that there was no in person interaction. I like to talk to people, network, go out for coffee, drinks. Relationship building is key in your career, and it was hard not being able to see friends and colleagues. The easiest part of working virtually was not having to change in to a suit to go to work, and being able to work wearing a T-shirt and sweats.

5. What do you enjoy most about working virtually?

The easiest part of working virtually was not having to change in to a suit to go to work, and being able to work wearing a T-shirt and sweats.

6. What is the most valuable career lesson that you have learned so far?

Best lesson I learned is to build good relationships with colleagues and people in the industry, and to be genuine. It can go a long way in your career.

7. Have you had any aspirations for possibly working within a different area of Transportation Planning and Engineering? If so, what is that area?

When I was in high school, I was into drafting and architecture. So if I wasn't in transportation, I would either be an architect, interior design, or landscape architect.

8. What is the most unusual job that you have ever had?

The summer after my freshman year, I needed a job

so bad to stay busy. So, I found a job doing telemarketing out of someone's garage selling pens.

9. What is the one thing you feel like you just cannot live without?

I cannot live without my phone. It serves many different purposes that we've relied upon.

10. What is your favorite hobby or activity outside of work?

At the moment, my favorite activity is gardening. It's a good stress release and fun to watch my plants grow

11. What is your favorite movie and why?

I have a lot of favorite movies, but one I will remember the most is "Zoolander". Who wouldn't be cracking up on a movie about a Male Model that saves the Prime Minister of Malaysia with Magnum? Also, Ben Stiller and Will Ferrell were hilarious in that movie.

There is no need to wait for the questionnaire to come your way. Feel free to email your answers directly to Kenny Pham at Kenny.pham@stantec.com. Perhaps it will be possible to publish some of these poll results in our Third Quarter 2021 Newsletter issue that comes out on Thursday, September 23.

ITE SoCal Newsletter Schedule for Calendar Year 2021

David M. Schwegel, PE, Co-Newsletter Editor (US High-Speed Rail Association)

The Quarterly Newsletter is an excellent opportunity to expand and showcase your technical knowledge before a large audience of top-notch Transportation Planning & Engineering professions. To submit articles or offer suggestions on article topics, please email Marc Violett at marc.violett@mbakerintl.com, Bryan Elenes at belenes@advantec-usa.com, and David Schwegel at davidmschwegel1@gmail.com. Please be sure to provide your content by the content deadline. Here is the projected schedule for the rest of Calendar Year 2021 as approved by Ed and Marc:

Quarter	Content Deadline	Publication Date
3	Fri Sept 17, 11:59 pm	Thurs Sept 23
4	Friday Dec 10, 11:59 pm	Thurs Dec 16

For suggestions on Section activities including webinar topics, please email SoCal Section President Ed Alegre at alegree@metro.net.

Update on Federal Action to Modernize Infrastructure

Malcolm Dougherty, PE
(Michael Baker International)

As we look forward in anticipation of a national investment in infrastructure, there are many variables to be worked out, and several paths that could get us to meeting that imperative. For years, we have discussed how infrastructure, and speaking more narrowly about transportation, has been a bi-partisan area of politics that could lead to an overdue catching-up on investment to put our nation in a more competitive position economically, a more stable place from modernization, and achieve a higher quality of life across the board. From transportation, safe drinking water, energy, movement of goods, ports, dams, waterways, broadband, the list goes on, there is little disagreement that we as a nation need to invest.

Now, of course, there are challenges and disagreements in the magnitude of investment, areas of investment, and even what constitutes infrastructure. I do believe there will be a robust investment when it is all said and done, and high priority areas such as transportation, water, energy grid, and broadband will be addressed, but the path we will take is yet to be determined. The American Jobs Plan proposed by the President seems to be on ice, given they were too far apart on the magnitude, categories of expenditure, and how to pay for it. However, there are several other paths being worked on feverishly. There is a bi-partisan group of ten Senators who have reached agreement on the framework of a \$1.25 trillion infrastructure package over 8 years, which still would have to garner the necessary votes, but represents an opportunity. Another potential path is for Congress to take up individual infrastructure packages such as the FAST Act re-authorization and a Water investment package, that collectively represent a robust investment in infrastructure. A prime example of this is the efforts to re-authorize the FAST Act. The House Transportation & Infrastructure Committee has completed markups for its INVEST in America Act, a 5-year \$547 billion surface transportation re-authorization bill. The companion proposal from the Senate Environment and Public Works Committee (Surface Transportation Reauthorization Act of 2021) is a \$303 billion 5-year proposal that will begin markups the week of June 14, 2021. Then the negotiations will continue to reconcile into one bill! Regardless of any stimulus package, re-authorization of the FAST Act, or another extension) needs to take place to keep the Federal program going. Again, several paths being pursued simultaneously, and if all else fails, "reconciliation" could be employed, enabling the Democrats to potentially proceed without bipartisan

support, but that's not an easy trick, and has limitations in the policy shifts that they want to make for the future.

Some things to watch for - besides the over-arching progression of a re-authorization or stimulus package - are focused investments on safety, in transit, inclusion of broadband infrastructure in transportation, fix-it-first, addressing backlog of bridge condition (rehabilitation and replacement), deployment of new technology and a higher federal investment, even direct federal funding to cities and transportation agencies. Also, an incorporation of climate and equity considerations and infrastructure to support electrification of the transportation system.

Hopefully, with the support of the entire transportation industry, we will see federal action to modernize our infrastructure, and specifically our transportation infrastructure in the upcoming months.

FAST ACT

Advocating for 20 Transformative High-Speed Rail Projects throughout North America

David M. Schwegel, PE
(US High-Speed Rail Association)

The [US High-Speed Rail Association](#), [High-Speed Rail Alliance](#), [Fund High Speed Rail](#), and other nonprofits are advocating for 20+ transformative High-Speed Rail projects throughout North America. Momentum has picked up considerably over the past two months with a Congressional High-Speed Rail Hearing on May 6, a [High-Speed Rail Press Conference at Washington DC Union Station](#) on May 16, and a program called [House Members Push for High-Speed Rail as Part of Infrastructure on MSNBC's Morning Joe Show](#) on June 18th. Prominent champions include Andy Kunz of the US High-Speed Rail Association, Rick Harnish of the High-Speed Rail Alliance, Mike Reininger of Brightline, Brian Kelly of the [California High-Speed Rail Authority](#), Congresswoman Marilyn Strickland (D-WA), Chairman Donald Payne Jr of the Subcommittee on Railroads,

Pipelines, and Hazardous Materials, Chairman Peter DeFazio of the House Committee on Transportation and Infrastructure, Congressman Seth Moulton (D-MA), Congresswoman Alexandria Ocasio-Cortez (D-NY), and many others.

Andy Kunz emphasizes: (1) The US is "one of the last remaining industrialized nations in the world without High-Speed Rail passenger service"; (2) One High-Speed Rail System "carries 20,000 passengers per hour without congestion and delays"; and (3) Japan's High-Speed Rail System "has carried billions of people over multiple decades without a passenger fatality versus auto fatalities in the US at 40,000 per year".

Congressman Seth Moulton emphasizes: (1) Just adding "one freeway lane in each direction along the 316-mile-long Cascadia Corridor" (Portland, OR – Seattle, WA – Vancouver, BC) "costs over twice as much as a High-Speed Rail System that would generate \$355 billion in economic returns"; and (2) "One of the world's most popular High-Speed Rail corridors is between Beijing and Shanghai, which is a comparable distance to between Chicago and Atlanta."

Congresswoman Alexandria Ocasio-Cortez emphasizes: (1) "Albany to New York City in 36 minutes is a game changer" (153 miles, comparable to Sacramento to Madera); and (2) "For every buck for a car, we want a buck for rail."



A rendering of a High-Speed Rail Vehicle (Photo Credit: California High-Speed Rail Authority)

Taking a "deeper dive" into Ocasio-Cortez' "buck for car and buck for rail" argument sheds light on a major talking point that came out of the May 6th Congressional Hearing about what the US High-Speed Rail Association calls the need to buck "the fly and drive status quo". According to the Congressional Hearing, the spending allocation between 1949 and 2017 was as follows: \$2 Trillion (70%) went to Highways, \$777 Billion (27%) went to Aviation, and only \$96 Billion (3%) went to Amtrak. Given the momentum for High-Speed Rail in Congress "like never before", President Biden's Grand

Challenge of cutting our Greenhouse Gas Emissions in half between now and 2030, and Secretary Buttigieg's Grand Challenge of "wanting the US to lead the world in High-Speed Rail," advocates are calling for completely redefining the allocation of funding. Specifically, they are calling for major funding to advance the following High-Speed Rail Projects:

1. California High-Speed Rail: 520 miles between San Francisco and Los Angeles with the statewide system totaling 800 miles on completion of Phase 2 to Sacramento and San Diego: The Federal Government has recently returned the \$929 Million grant money that it "clawed back" in May 2019. With a huge injection of additional federal funds on this \$80 Billion project and aggressive advocacy among stakeholders, the system could potentially be completed in time for the 2028 Summer Olympics in Los Angeles, should the nation decide to rally behind Secretary Buttigieg's Grand Challenge of "making the US a world leader in High-Speed Rail." So far, nearly 6,000 construction workers have been deployed to active construction sites between Madera and Bakersfield.

2. Texas is eyeing Japanese High-Speed Rail Technology along the 240-mile corridor between Dallas and Houston for this \$20 Billion project which is projected to break ground any day now.

3. Advocates are calling for a \$75.5 billion investment along the 436-mile Northeast Corridor between Washington DC to Boston. While Acela currently services this corridor, it falls short of international definitions of True High-Speed (150 mph sustained and 186.4 mph top speeds minimum). The effective design of Overhead Contact Systems (OCS) including the interaction with the Pantograph is essential early on, as it was just announced that an additional year of testing would be needed for the Alstom Train Sets before being put into operation.

4. Cascadia High-Speed Rail (\$40 Billion, 316-mile-long corridor) was successful at attracting investment from technology companies such as Microsoft. Stakeholders convey messaging in terms of what bringing major population centers closer together means for improving the livelihoods of their citizens such as increased collaboration between University of Washington (Seattle) and University of British Columbia (Vancouver, BC) medical centers in order to "achieve the next medical breakthrough".

5. Advocates are calling for \$2.5 Billion to build True High-Speed Rail along the 84-mile-long Tampa to Orlando Corridor capitalizing on Brightline's successes in Florida so far.

6. Advocates are also calling for \$8 Billion to build True High-Speed Rail along the 93-mile-long Chicago to

Milwaukee Corridor to reduce short-haul aviation congestion between the two airports.

7. Additionally, advocates are calling for \$18 Billion to build True High-Speed Rail along the 245-mile-long Atlanta to Charlotte Corridor to connect with the Charlotte to Washington DC Corridor.

8. Providing True High-Speed Rail along the 176-mile Louisville to Nashville Corridor with \$15 Billion would bring service to two states with both Louisville and Nashville being on corridors serving other states.

9. The 449-mile-long Denver to Albuquerque Corridor (\$40 Billion) would entail traversing mountainous terrain while serving Pueblo, Colorado which features a testing site for passenger rail vehicles such as the double decker vehicles that will soon be deployed along the Caltrain Corridor (San Francisco to San Jose). Phil Washington, formerly of Los Angeles Metro emphasized the value of constructing a similar type of facility in rural Los Angeles County to expedite the testing of passenger rail vehicles given the ever-growing testing queue in Pueblo.

10. The 297-mile-long Chicago to St Louis Corridor (\$18 Billion) would further reinforce Chicago as a High-Speed Rail hub.

11. The 106-mile-long Tulsa to Oklahoma City Corridor (\$8 Billion) would service much of the state of Oklahoma.

12. The 283-mile Chicago to Detroit Corridor (\$30 Billion) would service major population centers, bring economic stimulation to Detroit, and potentially connect to a trans-border system running as far east as Montreal, Quebec.

13. The 212-mile-long Nashville to Memphis Corridor (\$15 Billion) would service much of the state of Tennessee while connecting to other major corridors throughout the US East.

14. The 248-mile-long Kansas City to St Louis Corridor (\$19 Billion) would further reinforce St. Louis as a High-Speed Rail hub.

15. The 183-mile-long Chicago to Indianapolis Corridor (\$17 Billion) would further reinforce both Chicago and Indianapolis as High-Speed Rail hubs.

16. The 270-mile-long Las Vegas to Los Angeles Corridor (\$18 Billion) was the first in the nation to obtain environmental clearance and acquire right-of-way. This system that would be built by Brightline and called Brightline West is projected to break ground in 2021.

17. The 560-mile-long North Atlantic Corridor (\$75 Billion) would run between Detroit and Montreal via Ottawa and Toronto.

18. The 115-mile-long Indianapolis to Louisville Corridor (\$6 Billion) would reinforce both cities as High-Speed Rail hubs.

19. The 545-mile-long Memphis to Dallas Corridor (\$50 Billion) would service multiple states and bring economic prosperity not only to the end cities, but multiple cities in between.

20. The 399-mile-long Charlotte to Washington DC Corridor (\$45 Billion) would significantly enhance the connectivity among North Carolina, Virginia, and the District of Columbia.



A rendering of a High-Speed Rail System over Pacheco Pass between Gilroy and Los Banos (Photo Credit: California High-Speed Rail Authority)

There are plenty of other cities in North America that could potentially serve as major High-Speed Rail hubs. One of these is Phoenix that could serve as a hub to corridors extending west to San Diego, northwest to Las Vegas, northeast to Albuquerque, and southeast to Tucson.

Second Quarter 2021 Legislative Analysis

Tyler Lindberg (Iteris, Inc.) (ITE SoCal Legislative Analyst)



Inside the Assembly Chambers in the State Capitol in Sacramento

(Photo Credit: David Schwegel)

In wonderful contrast to last year's legislative session, which was stymied by the COVID-19 pandemic, this year the California legislature has been busy debating over 120 transportation-related bills on topics as diverse as licensing fees, clean fuels and fueling infrastructure, active transportation, high-speed rail funding, and more. To date, 55 of those bills have been engrossed, meaning enough attention has been paid to them by legislators that they have worked their way through committee and come to a floor vote in the chamber in which they were introduced. One bill, AB-464, which defines allowable facilities, projects, and costs in Enhanced Infrastructure Financing Districts (EIFDs), was passed in both chambers and enrolled. The remaining 70+ bills remain in the beginning stages of the legislative process, with some receiving no further action since March.

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(s), subject of focus, and its status (introduced, engrossed, enrolled, passed, vetoed), as well as the last action taken on the bill and its current location:

- 1st - First Reading on Chamber Floor
- Cmt - Delegated to Relevant Committee
- 2nd - Second Reading on Chamber Floor after passage by First Committee (this can occur more than once if re-referred with amendments from the Appropriations Committee)
- Cmt - Delegated to Appropriations 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 Appropriations 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

In addition to this matrix, this Legislative Analysis provides an elaboration on a number of particularly noteworthy bills introduced in this Legislative Session that will have important implications for our industry moving forward.

AB-5 (Fong) – this bill would suspend the appropriation of Greenhouse Gas Reduction Fund dollars to the High-Speed Rail Authority for the 2023-24 and 2024-25 fiscal years and require the transfer of those amounts to the General Fund for the specific purposes of augmenting funding for K-12 education and in support of full-time in-person instruction for all students.

AB-33 (Ting) – this bill expands the purposes for which money in the State Energy Conservation Assistance Account may be expended, enabling the provision of grants and loans to local governments and public institutions to maximize energy use savings, expand installation of energy storage systems and expand the availability of transportation infrastructure. This would include technical assistance, demonstrations, and identification and implementation of cost-effective energy efficiency, energy storage, and transportation electrification infrastructure measures and programs in existing and planned buildings or facilities. Previously, the Fund was limited to cost-effective energy efficiency measures.

AB-43 (Friedman) – this bill changes the way traffic safety is considered in the designation of speed limits within the California Vehicle Code. Most profoundly, the bill would require local authorities, rather than merely suggest, to consider factors such as pedestrian and bicycle safety in the designation of roadway speed limits. The bill also changes the requirements for the declaration of lowered speed limits, allowing such declarations for approaches to business activity districts. It also authorizes Caltrans and local authorities to declare speed limits of 20 or 15 miles per hour, where

the previous minimum speed limit was 25 miles per hour.

AB-111 (Boerner Horvath) – this bill would require the implementation of a Safe and Clean Truck Infrastructure Program to support the construction and operation of zero-emission medium- and heavy-duty vehicle parking, electric vehicle charging, and hydrogen refueling infrastructure on public and private properties and encourage the use of zero-emission vehicles. It would require the program to conduct an assessment outlining regional zero-emission medium and heavy-duty vehicle parking and refueling deficiencies and strategies to address them. It would also allow such projects to be eligible for funds from the Trade Corridors Enhancement Account, require a biannual statewide assessment of electric vehicle charging infrastructure to consider hydrogen refueling network infrastructure, and create a rate structure to promote the adoption of zero-emission vehicles under the Public Utility Commission.

AB-117 (Boerner Horvath) – this bill would specify projects providing incentives for the purchase of electric bicycles as eligible for funding under the Air Quality Improvement Program and require the state board to establish and implement an Electric Bicycle Rebate Pilot Project to provide rebates for the purchase of electric bicycles, using money from the Greenhouse Gas Reduction Fund.

AB-464 (Mullin) – this bill would remove the prohibition on the use of proceeds of bonds issued via Enhanced Infrastructure Financing Districts (EIFD) for use in maintenance of any kind to existing infrastructure or future maintenance of planned infrastructure.

AB-476 (Mullin) – this bill, building on a program used by the Monterey-Salinas Transit District and Santa Cruz Metropolitan Transit District, would authorize the Department of Transportation to establish a pilot program allowing transit operators to operate transit buses on the shoulders of state highways using up to eight (8) projects selected under the program.

AB-512 / SB-381 / AB-950 (Holden/Portantino/Ward) – these bills collectively involve the sale of property owned by Caltrans that was intended for demolition and the completion of the I-710/SR-710 corridor in Los Angeles County. AB-512 would require the Department of Transportation to sell specified unimproved properties to the cities of Los Angeles, Pasadena, and South Pasadena at the original acquisition price paid for by the department to a housing-related entity for affordable housing purposes. SB-381 would require surplus single-family residential properties currently owned and rented by Caltrans to be offered to the City of South Pasadena after first being offered to present occupants. All other occupied,

unoccupied, and unimproved surplus residential properties would be offered to the City of South Pasadena and then to housing-related entities. The bill also would require the Department of Transportation to adopt emergency regulations within 60 days of the effective date of the bill's provisions to implement the ascribed requirements for disposing of surplus property. Related, AB-950 would authorize the department to sell excess real property to any city, county, or city and county where the real property is located for the sole purpose of implementing affordable housing and exempt these transfers and sales from CEQA.

AB-550 (Chiu) – this bill would authorize the Department of Transportation and local departments of transportation to establish and implement pilot programs using speed safety systems to promote the safe operation of vehicles and reduction of speed-related fatalities and injuries. It would also require the Secretary of Transportation to develop and adopt guidelines for the implementation of such programs to ensure collaboration with privacy stakeholders.

AB-604 (Daly) – this bill would continuously appropriate interest earnings derived from revenues in the Road Maintenance and Rehabilitation Account to the Department of Transportation for maintenance of the state highway system or purposes of the State Highway Operation and Protection Program.

AB-713 (Garcia) – this bill would require the Transportation Agency to develop an action plan to better integrate health analysis broadly into the design and implementation of the state's transportation policies, programs, and funding allocations to maximize health and health equity benefits. It would also require the State Air Resources Board to conduct a comprehensive health analysis in conjunction with the development of each update of the Greenhouse Gas Reduction Fund scoping plan.

AB-745 (Gipson) – AB-745 would require the state, as part of the Clean Cars 4 All Program, to provide vouchers for the purchase of zero-emission vehicles to persons of low or moderate income, as defined, living in disadvantaged communities to replace those persons' vehicles that have failed a smog inspection check.

AB-823 (Gray) – this bill would prohibit the California High-Speed Rail Authority from directly or indirectly using any local, state, federal, or other public or private funding to purchase, lease, operate, or maintain passenger or freight trains powered by diesel engines or other types of fossil fuel combustion engines and from enabling such trains to operate on authority-owned rail infrastructure.

AB-840 (Holden) – this bill would require the county transportation commissions for Los Angeles and San Bernardino Counties to jointly develop a funding and implementation program for regional transit services to include service to international airports within the multi-county region.

AB-859 (Irwin; Wicks) – this bill would authorize a public agency that issues a permit to an operator for mobility services or that otherwise regulates an operator, to require an operator to periodically submit anonymized trip data and the operator's mobility devices operating in the geographic area under the public agency's jurisdiction and provide specified notice of that requirement to the operator. It would also authorize a public agency to share anonymized trip data with a contractor, agent, or other public agency only if specified conditions are met, for the purposes of assisting in transportation planning, integration of mobility options, and safety.

AB-1047 (Daly) – this bill would require the Transportation Agency to oversee the development and implementation of a comprehensive one-stop reporting interface available to the public through an internet website maintained by the agency. The bill would require the interface to provide timely fiscal information regarding the development and implementation status of each transportation program or project funded, at least in part, by revenues from the Road Repair and Accountability Act of 2017.

AB-1049 (Davies) – this bill would require \$54 million dollars in loans to the Public Transportation Account to be repaid and made available, upon appropriation by the Legislature, to help offset the loss of revenues incurred by transit operators during the COVID-19 pandemic.

AB-1069 (Lackey) – this bill would establish a goal for the state for 60% of new zero-emission passenger vehicles sold in the state for noncommercial private use to be purchased by or on behalf of persons from underrepresented communities and prohibit the state board from pursuing strategies to implement zero-emission passenger vehicle sales goals unless they were also designed to achieve the goals established by this bill. It would also require a state board to annually post a zero-emission vehicle equity report.

AB-1110 (Rivas) – this bill would establish the California Clean Fleet Accelerator Program, administered under the Department of General Services (DGS), and require DGS to develop a master service agreement to solicit bids for standardized, bulk purchase options for the acquisition of zero-emission fleet vehicles by public agencies.

AB-1116 (Friedman) – this bill would require the Legislative Analyst's Office to review any materials submitted to the California High-Speed Rail Authority

from contractors, consultants, or external parties for the purpose of reviewing the planning, financing, expenditures, and other elements of the statewide high-speed rail system, and provide recommendations to the policy and budget committees of the Legislature regarding the system. The bill would require the authority to provide to the Legislative Analyst's Office any information that it requests and permit representatives to attend internal meetings.

AB-1147 (Friedman) – this bill would create the Sustainable Communities Strategy Block Grant Program, which would be administered by the Strategic Growth Council, to provide grants to each MPO to support their efforts in meeting 2035 regional greenhouse gas reduction targets. It would also require each MPO to submit data to the state delineating how transportation funds have been spent in relation to sustainable communities strategies and require the state to make specified determinations relative to each MPO and their greenhouse gas reduction targets. It would also require that Regional Transportation Plan action elements incorporate and be consistent with this 2035 target action plan.

AB-1154 (Patterson) – this bill would exempt from CEQA egress route projects undertaken by a public agency that are specifically recommended by the State Board of Forestry and Fire Protection to improve the fire safety of an existing subdivision.

AB-1218 (McCarty; Berman; Medina) – this bill would declare that it is the goal of the state that 100% of new passenger and light-duty vehicle sales are zero-emission vehicles by 2035. The bill would require the total passenger vehicles and light-duty vehicles sold by manufacturers in the state to meet specified greenhouse gas standards pursuant to a tiered plan that would gradually reduce greenhouse gas emission levels from the 2020 levels for those classes of vehicles, respectively. It would also require the state to deposit any revenues from the administrative civil penalty on manufacturers who violate those requirements toward the Equitable Access to Zero-Emission Vehicles Fund, established by the bill.

AB-1235 (Patterson) – this bill would create the Joint Legislative High-Speed Rail Oversight Committee, consisting of 3 Senate and 3 Assembly members, to provide ongoing and independent oversight of the high-speed rail project. The bill would require the authority to provide the committee with requested documentation and require the authority to permit the chairperson of the committee or their designee to attend internal governance meeting related to the project.

AB-1401 (Friedman) – this bill would prohibit a local government from imposing a minimum parking requirement or enforcing a minimum parking

requirement on residential, commercial, or other development within a one-half mil walk of public transit or located within a low-VMT area, as defined.

AB-1447 (Cooley; Bigelow) – this bill would establish the Rural California Infrastructure Act to award grants to specific local agencies to fund rural infrastructure projects, as defined, and create a committee to establish an application process for grants and award them. The bill would transfer a sum of 1 billion to the Rural California Infrastructure Fund in the State Treasury for the purposes of the act from the General Fund.

SB-18 (Skinner) – this bill would require the State Air Resources Board to prepare a strategic plan accelerating the production and use of hydrogen, including a specific plan to accelerate production and use of green hydrogen, and require the Energy Commission to study and model potential growth for hydrogen and its role in decarbonizing the electrical and transportation sectors of the economy to achieve specified environmental, energy, and climate change goals.

SB-44 (Allen) – this bill would establish specified procedures for administrative and judicial review of the environmental review and approvals granted for an environmental leadership transit project, as defined, proposed by a public or private entity or affiliates.

SB-66 (Allen) – this bill would require the establishment of an advisory committee, the California Council on the Future of Transportation, to provide the Governor and Legislature with recommendations for changes to state policy to ensure that as autonomous vehicles are deployed, they enhance the state's efforts to increase road safety, promote equity, and meet public health and environmental objectives.

SB-261 (Allen) – this bill would require MPOs to extend greenhouse gas emission reduction and vehicle miles traveled reduction targets through 2050 via sustainable communities strategies and would require the MPO to work with the state for the purpose of greenhouse gas emissions reductions.

SB-372 (Leyva) – this bill would require the California Pollution Control Financing Authority to establish a program to make financing tools and nonfinancial supports available to the operators of medium and heavy-duty vehicle fleets to enable those operators to transition their fleets to zero-emission vehicles.

SB-437 (Wieckowski) – this bill would require that each updated integrated resource plan from the governing board of publicly-owned electric utilities include details of the utility's electrical service rate design that supports transportation electrification. This

bill would require that the rate design apply across all transportation sectors to incentivize the purchase of zero-emission vehicles and provide utility customers the ability to readily and accurately predict the cost of paying for the electricity required by the vehicles and engines.

SB-475 (Cortese) – this bill would require the State Air Resources Board, in coordination with the California Transportation Commission and the Department of Housing and Community Development, to issue new guidelines on sustainable communities strategies and require them to be updated every 4 years. The bill would require the state to develop a quantitative tool for MPOs to use to evaluate a transportation plan's consistency with long-range greenhouse gas emission reduction targets and guidelines to use when crafting long-range strategies that integrate state goals on climate resilience and social equity. The bill would also require the state to identify best practice implementation actions and generate point-based climate impact scores for each implementation action. The bill would cover a host of other greenhouse gas reduction target strategies and specifics as they relate to sustainable communities strategies and how they relate to MPOs eligibility for state and federal funding.

SB-500 (Min) – this bill would require, beginning in January 2025, that an autonomous vehicle operating on a public road be a zero-emission vehicle.

SB-527 (Melendez) – this bill would establish the Salton Sea Restoration Fund and eliminate the continuous appropriation of 25% of annual proceeds of the Greenhouse Gas Reduction Fund to the High-Speed Rail Authority and transfer them to the Salton Sea Restoration Fund.

SB-551 (Stern) – this bill would establish the California Electric Vehicle Authority within the governor's office, and require the authority to coordinate activities among state agencies to advance electric and zero-emission vehicles and charging infrastructure deployment and ensure related equity, workforce development, economic development, and other needs are addressed.

SB-580 (Hueso) – this bill would authorize the Department of Transportation to conduct a study assessing the feasibility, cost-effectiveness, and life-cycle environmental benefits of including recycled plastics in asphalt used as a paving material in the construction, maintenance, and rehabilitation of a highway or road. It would then authorize the department to establish specifications for use.

SB-635 (Gonzalez) – this bill would require the Department of Transportation to review, audit, and efficiently coordinate cleanup activities related to state

highways, rights-of-way, off-ramps, and homeless encampments. The bill would require the department to consult with local districts and solicit information from other agencies as specified. The bill would also require the department to establish an advisory board in coordination with state and local agencies for the ongoing planning and coordination of cleanup activities related to state highways, rights-of-way, off-ramps and homeless encampments and require local department districts to develop cleanup schedules once every two weeks.

SB-640 (Becker) – this bill would authorize cities and counties to jointly submit to the California Transportation Commission a list of proposed projects to be funded jointly by the cities and counties' apportionment of those funds from the Road Maintenance and Rehabilitation Program.

SB-643 (Archuleta) – this bill would require the state to create a working group to prepare a statewide assessment of the fuel cell electric vehicle fueling infrastructure and fuel production needed to support the adoption of zero-emission trucks, buses, and off-road vehicles at levels necessary for the state to meet

specified goals and requirements related to vehicular air pollution.

SB-671 (Gonzalez) – this bill would establish the Clean Freight Corridor Efficiency Program, to be jointly administered by the California Transportation Commission and State Air Resources Board, in coordination with other state entities, and would require the program to establish criteria for identifying qualifying freight corridors and define minimum requirements for clean truck corridors and associated facilities. The bill would require the program to identify California's 5 most-used freight corridors and objectives for improving the corridors.

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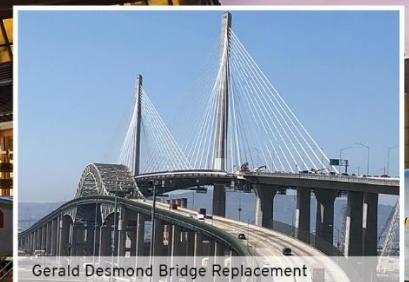
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Traffic & Beacon Monitoring System

AB-1235	Patterson	High-speed rail; legislative oversight.	X			X	X												Assembly - Transportation	3/11/2021
AB-1260	Chen	California Environmental Quality Act; exemptions; transportation-related projects.	X	X		X	X	X	-	X	X	X	X						Senate - Environmental Quality	6/3/2021
AB-1309	Fong	Vehicles: driver's licenses.				X	X												Assembly - Transportation	3/4/2021
AB-1312	Rodriguez	Vehicular fuels: renewable and clean hydrogen; income tax credit.	X			X	X												Assembly - Natural Resources; Revenue & Taxation	3/4/2021
AB-1337	Lee	Transportation: transit district policing responsibilities.	X	X		X	X	X	-	X	X	X	X						Senate - Transportation	6/15/2021
AB-1364	Flora	Motor vehicle inspection program; license fees; smog checks.	X			X													Assembly - Pending Referral	2/22/2021
AB-1382	Patterson	Department of Motor Vehicles: electronic transactions.	X			X	X												Assembly - Transportation	3/11/2021
AB-1389	Reyes	Alternative and Renewable Fuel and Vehicle Technology Program	X	X		X	X	X	-	X	X	X	X						Senate - Transportation; Energy, Utilities & Communications	6/9/2021
AB-1401	Friedman	Residential and commercial development; parking requirements.	X	X		X	X	XX	X	X	X	X	X						Senate - Government & Finance	6/21/2021
AB-1447	Cooley; Bigelow	The Rural California Infrastructure Act	X			X	X	X	X										Assembly - Appropriations; Held under submission	5/20/2021
AB-1499	Daly	Transportation: design-build: highways.	X	X		X	X	X	-	X	X	X	X						Senate - Transportation	6/16/2021
AB-1503	Santiago	Digital driver's licenses and identification cards.	X			X	X	X	X										Assembly - Appropriations; Held under submission	5/20/2021
AB-1539	Levine	Transportation electrification; electric vehicles infrastructure financing.	X			X	X	X											Assembly - Transportation	3/25/2021
ACA-5	Voepel	Motor Vehicles: toll taxes, sales and use taxes, and fees; expenditure limits.	X			X	X												Assembly - Transportation	4/22/2021

2021 MEETING CALENDAR

INSTITUTE OF TRANSPORTATION ENGINEERS
SOUTHERN CALIFORNIA SECTION



JANUARY Section Meeting January 27, 2021 12:00 PM Virtual	FEBRUARY No Meeting Virtual Traffic Bowl Virtual Training (<i>tentative</i>)	MARCH Joint Meeting with ITE San Diego and ITE Central Coast* March 17, 2021 12:00 PM Virtual <i>*confirming</i>
APRIL Section Meeting April 21, 2021 12:00 PM Virtual	MAY Student Night with OCTEC May 20, 2021 5:00 PM Virtual	JUNE Joint Meeting with ITS-CA June 16, 2021 12:00 PM Virtual
JULY No Meeting Professional Development Event (<i>tentative</i>)	AUGUST No Meeting Virtual Training (<i>tentative</i>) Mixer (<i>tentative</i>)	SEPTEMBER Section Meeting September 15, 2021 12:00 PM <i>To Be Determined</i>
OCTOBER Joint Meeting with OCTEC and RSBITE* Thu. October 28, 2021 12:00 PM <i>To Be Determined</i> <i>*confirming</i>	NOVEMBER Section Business Meeting November 17, 2021 12:00 PM <i>To Be Determined</i>	DECEMBER Holiday Mixer with OCTEC and RSBITE December 8, 2021 5:00 PM <i>To Be Determined</i>

NOTE: Locations and information is subject to change. Last Updated – 12/13/2020.