



INSTITUTE OF TRANSPORTATION ENGINEERS

SOUTHERN CALIFORNIA SECTION

NEWSLETTER

2024, Issue No. 1

Spring Quarter 2024

President's Message

Saly Heng, PE, Los Angeles World Airports



Just like that, the first quarter of 2024 flew by. It has been four years since the announcement of a global pandemic, and it is now safe to say we are fully back into action as an industry and its workforce. If anything, we may be busier than ever. Many of us find ourselves in new positions, both inside and outside of the workplace. Hybrid work seems to be the new norm for many organizations, and employers are now recognizing the benefits of both, the flexibility of remote work and the collaborative need of in-person discussions.

For 2024, the ITE Southern California Section will continue to embrace both, virtual and in-person meetings and events, to promote membership engagement for all of our professionals located throughout the region. One of our initiatives this year is to build our STEM coordination to promote

transportation planning, policy, and engineering to the future generations of problem solvers and policy makers in the industry. We also want to continue providing professional mentorship by promoting our involvement at the section and Western District level. Another area we will continue to promote is our Diversity, Equity, and Inclusion series by educating membership on the importance of Disadvantaged Business Enterprises (DBEs) inclusion in transportation related projects.

With that in mind, I encourage all our membership to stay involved and also reach out if there are topics or STEM opportunities you would like us to explore. So far, we had a successful February training on MUTCD updates with over 300 people in attendance. We expect for a great turn out for our March Joint meeting with San Diego, Central Coast, and Riverside-San Bernardino sections on signal timing performance and budgeting advice. After **2020's modifications to CEQA and Vehicle-miles Traveled (VMT)** being the forefront of transportation environmental analysis, agencies are investigating ways to improve signal timing performance that incorporate multi-modal operations. Also, agencies in smaller or more rural agencies may be looking for ways to still improve traffic signal operations with a limited operating budget! I look forward to how we as an industry will be modifying and incorporating new performance metrics going forward.

Some other upcoming events I hope to see folks at the Joint Spring Mixer with OCTEC on April 18th, and the annual ITE Student Chapter Presentation Night on May 9th!

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Brief Look Ahead

- ❖ April 18, ITE SoCal & OCTEC 2024 Social Spring Mixer at Rock & Brews (See Flyer)
- ❖ May 9, ITE SoCal & OCTEC Student Chapter Presentation Night at Anaheim Marriot Suites
- ❖ May 14-15, 2024: United States High-Speed Rail Association Conference, Sidley Austin Conference Center, Washington DC. [Information](#)
- ❖ June 12, 2024: Joint Luncheon Meeting with ITS-CA
- ❖ June 23-26, 2024: ITE Western District Annual Meeting, Sheraton Grand Hotel, Sacramento. [Information](#)
- ❖ July 22-25: Joint ITE International and Mid- Colonial Annual Meeting, [Information](#)

Call For Newsletter Articles
David M. Schwegel, PE

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 Shirjeel Muhammad at itesocal@gmail.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 by the Officers, and it makes the work of the Section Board and Chairs a lot easier.

Here is the Newsletter schedule for the remainder of the 2024 Calendar Year:

Quarter	Content Deadline	Approximate Publication Date
Spring	Friday, March 29 th , 11:59 pm	Friday, April 5 th
Summer	Friday, June 21 st , 11:59 pm	Thursday, June 27 th
Fall	Friday, September 20 th , 11:59 pm	Thursday, September 26 th
Winter	Friday, December 20 th 11:59 pm	Thursday, December 26 th

For suggestions on Section activities including webinar topics, please email SoCal Section President Saly Heng at itesocal@gmail.com.

Call For Social Media Participation
David M. Schwegel, PE

Editor's Note: To Make our Quarterly Newsletters more Interactive, these social media

discussion questions are provided for discussion and social media purposes.

1. What was your favorite ITE Event and why?
2. Which event in the Brief Look Ahead Section are you looking forward to most?

A Tale of Two Costco Stores
David Schwegel, PE

Locations of commercial developments and their associated traffic operational impacts can be a sensitive topic, especially when a big box retailer such as Costco lands at the border of two cities. For context, here is a story between two jurisdictions and how Costco is expanding in the greater Sacramento area.

History of these Costco Stores are as follows:

1. Roseville Costco: Opened in 1995. Among the largest volume generator in California (City Pop.160,000)
2. Loomis Costco: Opening April 2024 in a small town – Among the few small towns with a Costco.

The parties that are involved in the new Loomis Costco dispute are as follows:

1. Town of Loomis (City Pop. 6,200)
2. City of Rocklin (City Pop. 80,000)

Description of these Costco's and the impacted parties are as follows:

Roseville Costco



Parking Lot is often "filled to the brim", thereby requiring Costco shoppers to park at other retailers. (Photo Credit: David Schwegel)

While this Costco has the largest revenue volume in Northern California, when asking economic developers what they think of this Costco, they say, "It's doing a little bit too well". Ask a given Costco Roseville employee, they will say, "I can't wait for the Loomis Costco to open". With Costco efforts in Lincoln and Auburn failing to move forward, Costco Roseville is the only Costco in Placer County, posing long journeys to the Roseville Costco. This Costco currently attracts a

large number of shoppers from Nevada City, which is 44.2 miles away, and outside of Placer County.



Near misses in the Roseville Parking Lot are common. (Photo Credit: David Schwegel)



The U-Turn movement into the Costco Gasoline Station is so high that motorists on the adjacent street are prevented from turning right during this movement, (Photo Credit; David Schwegel)



This is heavy traffic leaving the gasoline station where near misses are common. (Photo Credit: David Schwegel)



Carts take up parking spaces as the cart storage is too small to contain all the carts. (Photo Credit: David Schwegel)



In addition to Loomis, the community of West Roseville is also slated to get a Costco following the opening of the Loomis stores. This will bring the total number of **Costco's in Placer County to three.**

City of Rocklin

This City's concerns about the traffic impacts of Loomis Costco are well understood. This is given that the Cumulative Impacts of the Roseville store are quite significant with traffic spilling over onto Rocklin City Streets. Rocklin is "sandwiched" between Roseville Costco and Loomis Costco. "Legal Sparring" generated by the City of Rocklin was such that Costco Loomis failed to progress in two years, even though Loomis would be the second Costco in Placer County. It would provide considerable congestion relief at the Roseville Costco Store. Specifically, Loomis had to drop the gasoline station and the tire store to avoid another lawsuit with Rocklin. Additionally, Loomis had to agree to signalize the one access to the store and to widen Sierra College Boulevard from one lane to multiple lanes. In a nutshell, Rocklin fears that it is faced with police and traffic challenges while Loomis gets the sales tax revenue, or in a nutshell, a huge Costco at Rocklin's expense.



Rocklin City Hall was where much of the "legal sparring" took place between Rocklin and Loomis.

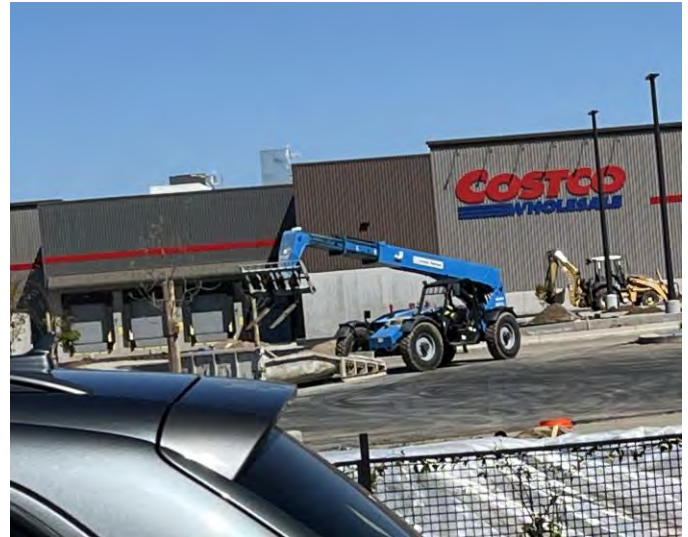
Town of Loomis

With a population of around 6,000, this town is an unlikely choice for **Placer County's second Costco. A Tagline for Loomis is, "A Small Town is like a Big Family". Costco Loomis is by far the City's largest public works project. At one point the City of Loomis had to bring a**

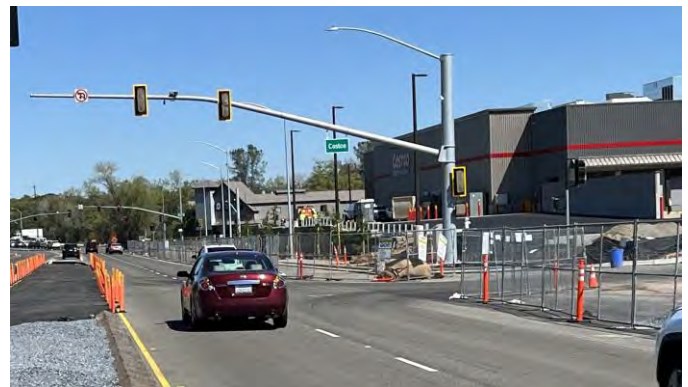
representative from Costco Headquarters in Issaquah, Washington to serve as a subject matter expert. Loomis will likely be among the smallest cities in California with a Costco. How the Town of Loomis plans to use the sales tax revenue is still being decided.



"A Small Town is Like a Big Family" is one of the popular taglines of the Town Loomis. (Photo Credit: David Schwegel)



This is the Loomis Costco on April 1, 2024. This Costco is slated to open on Monday, May 27th. With a population of only 6,260, Loomis will likely be one of the smallest towns in the nation with a Costco. The gasoline station and Tire store were dropped to avoid another lawsuit with Rocklin as these were deemed significant traffic generators. This action would maintain or increase these volumes at the Roseville counterparts, which is unwise given the already capacity constraints at the Roseville store. Congestion relief will not be realized until the West Roseville store opens. (Photo Credit: David Schwegel)



Mitigation Measures for Loomis include widening of Sierra College Boulevard and signaling the one entrance to Costco.

The combination of the Loomis and Roseville Costco's is projected to

draw even more shoppers from Nevada City which is 36.8 miles from the Loomis store and outside Placer County in Nevada County to the north.

Lesson Learned

1. Get subject matters experts on-board early and hear both parties out thoroughly. While **the “legal sparring took place”** over two years, this subjected Placer County residents shopping at Costco to two years of a crowded and awkward parking lot and a store **that’s “bursting at the seams”**.
2. Consider a circle of the interchange of Sierra College Boulevard (Exit 109)/Interstate 80 around Loomis Costco and the Rocklin Commons, Rocklin Crossings, and other. Stores and entertainment facilities such as Studio Movie Grill (a movie theater offering restaurant services to customers while they watch movies. Specifically note how traffic from Loomis Costco generates increased sales tax revenue for the City of Rocklin. This is consistent with the press articles that came out about the Loomis Costco and the relationship between Loomis and Rocklin. For the record the Loomis Costco shares a border with Rocklin. This should have been the first subject that came

up that would have minimized **the “legal sparring.”**

3. Understand the value of ITE Programs such as *LeadershipITE* and specific examples of how to frame discussions that achieve a consensus quickly, avoid years **of “legal sparring”, and avoid** subjecting harried shoppers to gridlock in the store, and untold hours of traffic congestion in by far one of the most unsafe parking lots in California.
4. **Don’t underestimate the power** of a small town. As of May 27, 2024 **Loomis will “rise to the occasion” and open the second Costco in all of Placer County (one of California’s largest).** Loomis seemed like a very unlikely candidate for a Costco due to its small size. It's one of the smallest cities in Placer County. The labor intensity of such a small town taking on a Costco correlates to an unbelievable amount of sales tax revenue. Some of this revenue is expected to fulfill **Rocklin’s numerous mitigation** measures. Costco Loomis has **“risen to the occasion”** by proactivity widening Sierra College Boulevard.

On February 21, 2024, ITE SoCal hosted its February Virtual Training Session titled "Stepping Forward: What the new MUTCD means for crosswalks, traffic calming, and school zones within the MUTCD."

On February 21, 2024, ITE SoCal hosted its February Virtual Training Session titled "Stepping Forward: What the new MUTCD means for crosswalks, traffic calming, and school zones in California". This was presented by Mr. Jeremy Hancyk with Synapse ITS/Carmanah and Mr. Chris McLaughlin with Synapse ITS/Polara. The Federal Highway Administration (FHWA) released the 11th edition of the National Manual on Uniform Traffic Control Devices (NMUTCD) on December 2023 and all states have two years to bring their MUTCDs into substantial compliance. Since the State of California issues the CA MUTCD, Caltrans is currently leading an effort with external agencies to review changes in the MUTCD and adopt new standards by January 2026. The key tagline of the latest MUTCD is "What we know is changing".

The meeting was opened by ITE SoCal President Saly Heng, who presented the chapter's Board members and event calendar for the year. For more information on our STEM initiatives and 2024

Sponsorship Opportunities for the newsletter, monthly meetings, holiday mixer, student traffic bowl, and student presentation night, please feel free to contact ITE SoCal at the email addresses on Page 3 of this Newsletter.

February's meeting sponsor was Synapse ITS and Mr. Hancyk provided an overview of the company, which comprises best-in-class transportation technology brands for innovation. These include Carmanah Technologies, Polara Enterprises, Eberle Design (EDI), and Diablo Controls. With these brands, Synapse ITS has a large presence in multiple fields from powered warning and traffic calming systems to accessible pedestrian systems to traffic monitoring systems.

In the training session, Mr. Hancyk and Mr. McLaughlin provided an overview of the MUTCD and the CA MUTCD update effort. Since the last MUTCD update was in 2009, there are copious amounts of new standards, guidance, options, and support. The MUTCD considers more seriously the needs and safety of vulnerable road users, authorizes the use traffic control devices such as Rectangular Rapid Flashing Beacons (RRFBs), promotes safety and accessibility improvements for pedestrians with disabilities, and revised procedures for speed limit setting and crosswalk markings. In addition, the NMUTCD must now be updated every four years. In

accordance with Section 21400 of the California Vehicle Code, California/Caltrans must bring the CA MUTCD into "substantial conformance" with the new NMUTCD edition and be published no later than January 18, 2026. Failure to do so may lead to loss of federal funding and exposure to liability. It is important to note that until the new CA MUTCD is published and NMUTCD changes are reviewed and accepted, practitioners are to follow the latest revision of the CA MUTCD 2014

Mr. Hancyk and Mr. McLaughlin then went into detail on the new components of the MUTCD 11th edition regarding signage, crosswalk markings & enhancements, speed limit setting & traffic calming, and impacts to school zones. For an example of new requirements, LED enhanced signs now have new language indicating use of white or yellow LEDs with warning signs (CA MUTCD 2014 only allows yellow with warning signs) and sequential or variable flash rates are not allowed. For an example of new recommendations, the MUTCD states that crosswalk markings should be installed at locations controlled by traffic control signals. Transverse line crosswalks should be limited to locations with traffic signals, stop or yield controls and high visibility crosswalks should be installed for all crosswalks at non-intersection locations. New language regarding RRFBs was also

highlighted: RRFBs shall not be used for crosswalks with approaches controlled by yield or stop signs, traffic signals, or pedestrian hybrid beacons unless for those at the approach to or egress from a roundabout or crossing free flow turn lanes separated by a channelizing island.

Mr. Hancyk and Mr. McLaughlin ended the meeting by describing the changes to how speed limits are set. A new "should" statement was emphasized: "On urban and suburban arterials, and on rural arterials that serve as main streets through developed areas of communities, the 85th-percentile speed should not be used." The new MUTCD puts less emphasis on the 85th percentile speed but does not eliminate it as a measure that has historically been used to set speed limits. Factors that should be considered include pedestrian activity, sight distance, collision history, median type, grade, multi-modal trip generation, and shoulder conditions.

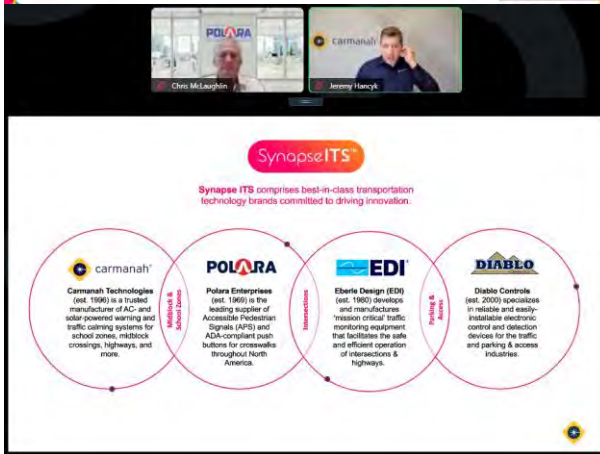


Introduction

The Legislature has gotten off to a brisk start in the second year of the 2022-2024 Legislative Session, introducing several dozen bills that are currently working their way through hearings in the State’s Assembly and Senate Transportation Committees. Some of these are a holdover from last year, but most are newly introduced. The topics vary between rules streamlining or regulating the implementation of transit and active transportation facilities, programs and mandates on emissions reductions, autonomous vehicles, electric bicycles, driver behavior, and more. Below is a summary of impactful bills we’re watching in the Legislature so far this year.

What does it mean for California?

- Federal rule for MUTCD 11 takes effect Jan. 18, 2024
- California (Caltrans) will create their own in accordance with Section 21400 of CVC with guidance from CA Traffic Control Devices Committee.
- All states are required to bring their guidance into "substantial conformance" with the new edition **within two years**
 - CA MUTCD to be published no later than Jan. 18, 2026
- Non-compliance can mean loss of federal funding and exposure to liability



Emissions Reductions

AB 2401, Ting – Clean Cars 4 All Program

This bill would amend the Clean Cars 4 All Program, a program administered by the State Air Resources Board focused on achieving reductions in greenhouse gas emissions, improvements in air quality, and benefits to low-income residents by replacing high-polluter motor vehicles with cleaner and more efficient motor vehicles. This

bill would make certain changes in the implementing regulations and annual performance tracking analysis associated with the program to ensure equitable distribution of program benefits to all areas of the State and targeted outreach to low-income or disadvantaged communities.

AB 2535, Bonta – Trade Corridor Enhancement Program.

This bill would prohibit the allocation of funds under the Trade Corridor Enhancement Program from being used for projects that add a general-purpose lane to a highway or expands highway capacity in communities meeting certain criteria relating to pollution impacts. Funds would also be prohibited from being allocated for projects that expand a highway's footprint unless meeting certain criteria relating to environmental review. The bill would also require that at least 50% of funds allocated under the program are allocated to investments in zero-emission freight infrastructure, prioritizing such projects in communities meeting similar pollution impact criteria. This bill would likely impact freeway projects in Los Angeles County that aim to increase capacity for truck traffic traveling to and from the ports, such as expansions to the I-710 freeway.

AB 2796, Alvarez – Equitable Access to Zero-Emissions Vehicles Fund.

This bill would establish the Equitable Access to Zero-Emission Vehicles Fund, to be appropriated for a new vehicle rebate program for the purchase of zero-emission vehicles.

AB 2815, Petrie-Norris – Clean Transportation Program: electric vehicle charging infrastructure.

This bill would establish a program under the Clean Transportation Program to provide grants for repair work to electric vehicle charging infrastructure that has been in operation for at least 5 years and located in publicly available parking spaces. Eligible funding uses include the costs to repair, upgrade, or replace electric vehicles (EV) charging ports or support infrastructure, and the costs of maintenance, operations, and warranties for electric vehicles

AB 2900, Soria – Small agricultural truck fleet assistance program.

This bill would establish the Small Agricultural Truck Fleet Assistance Program that would provide technical and funding assistance to owner-operators or owners of small fleets to support the transition to cleaner emission-compliant trucks.

This bill aims to minimize the impact of energy transition on the supply chains in the agricultural sector and ensure disadvantaged communities equitably share in the benefits and investments in emissions reductions.

Autonomous Vehicles

AB 1777, Ting – Autonomous vehicles.

This bill would require autonomous vehicle manufacturers to certify that autonomous vehicles can respond to and complying with geofencing protocols, and that the manufacturer has clearly displayed a working telephone number on the vehicle that is always monitored for communication with law enforcement and emergency responders. Additionally, an autonomous vehicle without a human operator that has committed a violation of the California Vehicle Code would result in a citation of the manufacturer, with accompanying reporting requirements for the manufacturer and progressive penalties. These requirements would be in addition to existing law requiring autonomous vehicle technologies to satisfy certain requirements and that the manufacturer has tested the autonomous vehicle on public roads and complied with testing standards established by the Department of Motor Vehicles.

AB 3061, Haney – Vehicles: autonomous vehicle incident reporting.

This bill would require manufacturers of autonomous vehicles to report to the Department of Motor Vehicles (DMV) any vehicle collision, traffic violation, or assault/harassment of any passenger or safety driver that involves one of their vehicles in California. It would also require the DMV to publish all reports submitted under this bill and impose fines for violations and suspension of the testing and deployment permit of any manufacturer while an investigation of any violations is pending. Member of the public or public entities with direct evidence of any said incidents would be allowed to submit an autonomous vehicle incident report.

AB 2286, Aguiar-Curry- Vehicle: autonomous vehicles.

Like AB 3061, this bill would establish reporting requirements for autonomous vehicle manufacturers to report incidents involving their vehicles, but for vehicles being tested that are over 10,000 pounds in gross weight. Perhaps more important, autonomous vehicles of 10,000 pounds or more would not be allowed on public roads for testing purposes, transporting goods, or transporting passengers without a human safety

operator physically present in the autonomous vehicle at the time of operation.

Multimodal Project & Vulnerable Road Users

**SB 960, Wiener –
Transportation: planning:
transit priority projects:
multimodal.**

This bill would require all transportation projects overseen by Caltrans to provide comfortable, convenient, and connected complete streets facilities unless an exemption is documented and approved. It would require asset management plans under the State Highway Operation and Protection Program (SHOPP) to prioritize the implementation of facilities for vulnerable road users on all projects in the program, where applicable. It would also define a “transit priority project” as a roadway design, operations, and enforcement action, treatment, or project that helps buses and other transit vehicles move more predictably and reliably. Finally, the bill would establish a process to streamline the approval of pedestrian facilities, traffic calming improvements, bicycle facilities, and transit priority projects at locations where a local highway is above, below, or otherwise intersects with a state highway.

**SB 1216, Blakespear –
Transportation Projects: Class
III (route) bikeways:
prohibition.**

This bill would prohibit an agency responsible for the development or operation of bikeways or highways where bicycle travel is permitted from installing a Class III bikeway or restriping a Class III bikeway on a highway that has a posted speed limit of greater than 30 miles per hour. It would also prohibit Active Transportation Program funds from being allocated for a project that creates a Class III (route) bikeway.

**AB 2290, Friedman –
Transportation: Class III
(Route) Bikeways: bicycle
facilities: Bikeway Quick-Build
Project Pilot Program**

The bill would prohibit the allocation of Active Transportation Program funds for a project that creates a Class III (route) bikeway unless the project is on a street with a design speed limit of 20 miles per hour or less or the project will reduce the design speed to meet this requirement. The bill adds some additional requirements to bicycle facilities receiving funds under the Active Transportation Program (ATP) and would also remove factors related to the quality of nearby alternative bicycle facilities from cost-benefit analyses of

project funded by the program. Finally, this bill would establish the Bikeway Quick-Build Project Pilot Program within the Road Maintenance and Rehabilitation Program to expedite the development and implementation of bikeways on the state highway system.

AB 2583, Berman – School zones and walk zones.

This bill would require cities and counties, upon substantive revision of their circulation element, to identify and establish school walk zones, defined as all roadways and sidewalks within one half-mile of applicable school grounds. The bill would reduce prima facie speed limits in school zones to 15 miles per hour during hours and days school is in operation and authorize prima facie speed limits of 25 miles per hour when approaching a distance of 500 to 1,000 feet of the school grounds. The bill would also exempt such school zones from “speed trap” definitions in existing law.

AB 2744, McCarty – Vehicles: pedestrian, bicycle, and vehicle safety.

This bill aims to improve safety for vulnerable road users by prohibiting the addition of a right-turn or travel lane within 20 feet of a crosswalk and prevent vehicles from using this 20-foot area for right turns unless the area is already marked as a

dedicated right-turn lane before January 1, 2025. The bill would also authorize local authorities to install bicycle lanes within 20 feet of the crosswalk and includes provisions to regulate vehicle behavior at such locations.

Road User Behavior and Safety

SB 961, Wiener – Vehicles: safety equipment.

This bill would require certain vehicles, commencing with the 2027 model year, to be equipped with an intelligent speed limiter that would limit the speed of the vehicle to 10 miles per hour over the speed limit. The bill would exempt emergency vehicles and certain others from this requirement. The bill would also require certain trucks and trailers to be equipped with side guards.

AB 2234, Boerner – Vehicle: electric bicycles.

This bill would require skills waivers to be issued to persons completing electric bicycle safety and training programs and state the intent of the Legislature to create a diversion program for persons cited for E-bike traffic violations. The bill would also prohibit individuals under the age of 12 from operating an electric bicycle of any class and for those without a valid driver’s license to obtain a skills waiver from the California Highway Patrol.

AB 2807, Villapudua – Vehicles: sideshows and street takeovers.

This bill would authorize the court to increase fines for persons engaging in motor vehicle speed races and street takeovers/sideshows by up to \$1,000 if the person committed other specified violations such as false imprisonment or child endangerment.

Miscellaneous Bills of Interest

AB 2086, Schiavo – Department of Transportation funding: report and public dashboard.

This bill would require the California Transportation Commission (CTC) to adopt guidelines for the department to use to determine whether funding made available to the department is advancing the Core Four priorities of safety, equity, climate action, and economic prosperity. The bill would require a public engagement process and all interagency review. The bill establishes reporting requirements and the development of a public online dashboard to display annual project investments.

AB 2261, Garcia – Transportation: federal funding: tribes.

This bill would, to the extent permitted by federal law, require federally recognized Native American tribes to be eligible for federal funding for transportation

projects and authorize the tribe to be the lead agency for such transportation projects receiving federal funds.

AB 2817, Dixon – State highways: Route 1: relinquishment.

This bill would authorize the California Transportation Commission to relinquish to the City of Laguna Beach a specified portion of California Route 1, if Caltrans and the City enter into an agreement providing for that relinquishment. The City of Laguna Beach would finally have their own traffic signal to manage!

AB 2869, Friedman – Department of Transportation: trail access: infrastructure projects.

This bill would require Caltrans to mitigate the impact of infrastructure projects that interfere with or eliminate trail access to parks and recreational areas by maintaining safe access for users of existing trails or providing alternative safe access to those parks and recreational areas.

AB 3005, Wallis – Motor Vehicle Fuel Tax law: adjustment suspension.

This bill, the latest in a series introduced over the past several years to reduce, suspend, or eliminate gas tax increases, would authorize the Governor to suspend

adjustments to the motor vehicle fuel tax scheduled on or after July 1, 2025, upon determining that the rate increase would impose an undue burden on low-income and middle-class families.

2024 MEETING CALENDAR

INSTITUTE OF TRANSPORTATION ENGINEERS
SOUTHERN CALIFORNIA SECTION



<p style="text-align: center;">JANUARY</p> <p style="text-align: center;">ITE SoCal Board Meeting</p>	<p style="text-align: center;">FEBRUARY</p> <p style="text-align: center;">Virtual Training – MUTCD Updates Feb 21, 2024 11:30 AM</p> <p style="text-align: center;">ITE Student Leadership Summit – Cal Poly SLO Feb 2-4, 2024</p>	<p style="text-align: center;">MARCH</p> <p style="text-align: center;">Topic TBD Joint Meeting with RSBITE, ITE San Diego, & ITE Central Coast March 27, 2024 12:00 PM</p> <p style="text-align: center;"><i>Virtual</i></p>
<p style="text-align: center;">APRIL</p> <p style="text-align: center;">Spring Social Event with OCTEC April 18, 2024 5:30 PM</p> <p style="text-align: center;">Rock & Brews 7777 Beach Blvd Buena Park, CA</p>	<p style="text-align: center;">MAY</p> <p style="text-align: center;">ITE & OCTEC Student Presentation Night May 9, 2024 5:30 PM</p> <p style="text-align: center;">Anaheim Marriot Suites 12015 Harbor Blvd Garden Grove, CA</p>	<p style="text-align: center;">JUNE</p> <p style="text-align: center;">Joint Meeting with ITS-CA June 12, 2024 12:00 PM <i>TBD</i></p> <p style="text-align: center;">ITE Western District Meeting June 23-26, 2024 Sacramento, CA</p>
<p style="text-align: center;">JULY</p> <p style="text-align: center;">Mid-Year ITE SoCal Board Meeting</p>	<p style="text-align: center;">AUGUST</p> <p style="text-align: center;">Summer Social Event August 15, 2024</p> <p style="text-align: center;"><i>To Be Determined</i></p>	<p style="text-align: center;">SEPTEMBER</p> <p style="text-align: center;">Section Meeting Equity Series September 18, 2024 12:00 PM</p> <p style="text-align: center;"><i>Virtual</i></p>
<p style="text-align: center;">OCTOBER</p> <p style="text-align: center;">Joint Meeting with OCTEC October 24, 2024 12:00 PM OC Mining Company</p> <p style="text-align: center;">Student Traffic Bowl October 19, 2024 <i>To Be Determined</i></p>	<p style="text-align: center;">NOVEMBER</p> <p style="text-align: center;">Section Business Meeting November 13, 2024 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, RSBITE, & ITS-CA December 12, 2024 5:00 PM</p> <p style="text-align: center;">In-Person</p>

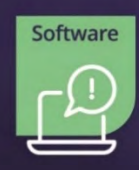
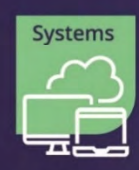
NOTE: Locations and information is subject to change. Last Updated – 4/3/2024.



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The WaySync® (formerly TranSync) suite is a cutting-edge software tool for cost-effective signal timing optimization and evaluation, now being used by over 30 agencies across more than 10 states in the US, Canada, and China.



One-of-a-kind tool to record synchronized GPS trajectories, videos, and map on a dynamic time-space diagram



WaySync-D



WaySync-M



How WaySync Improves Signal Timing Practices

WaySync stands out as the premier choice in its class, boasting unparalleled **MODE** features and groundbreaking innovations:

Managing multiple agencies, multiple corridors, and multiple timing plans in a single project file

Optimizing signal timing with/without traffic volume and geometry inputs to reduce data collection costs

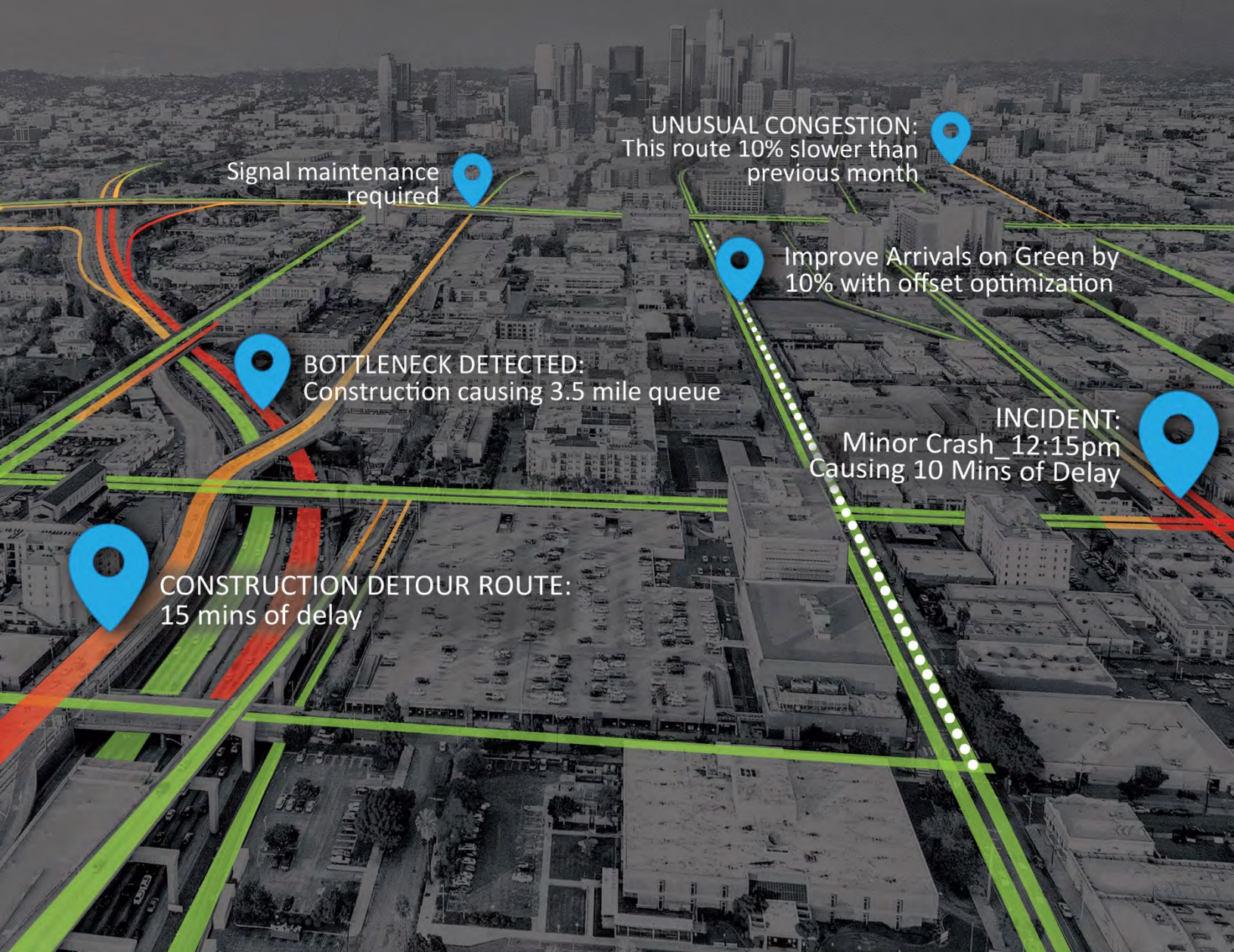
Diagnosing common timing issues using the world's only mobile tool, such as early return, transition, and timing errors

Evaluating signal timing using Corridor Synchronization Performance Index based on vehicle trajectories



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Signal maintenance
required

UNUSUAL CONGESTION:
This route 10% slower than
previous month

Improve Arrivals on Green by
10% with offset optimization

BOTTLENECK DETECTED:
Construction causing 3.5 mile queue

INCIDENT:
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Causing 10 Mins of Delay

CONSTRUCTION DETOUR ROUTE:
15 mins of delay



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ITE SoCal & OCTEC 2024 Social Spring Mixer

Thursday, April 18, 2024 (5:30p-8:30p)

Rock & Brews

7777 Beach Boulevard

Buena Park, CA 90620

\$10 (Member Early Bird), \$15 (Non-Member Early Bird),

\$20 (Regular)

Admission includes 2 drink tickets and appetizers.



[Eventbrite Link](#)





KIMBERLY E. LEUNG, P.E., T.E

Candidate for ITE Western District International Director

in/kimberlyeleung

kimberly.leung@sfmta.com

KEY GOALS

Throughout my time on the District Board, I have focused on expanding our student and young professional initiatives and enhancing the member experience through improved communications.

I hope to continue giving back to this organization by 1) advocating for programs to support the next generation of engineers and planners and 2) helping ITE continue to grow and provide value for our members. I am personally passionate about the development and mentorship of students and young professionals and will continue championing these initiatives as an International Director.

LEADERSHIP EXPERIENCE

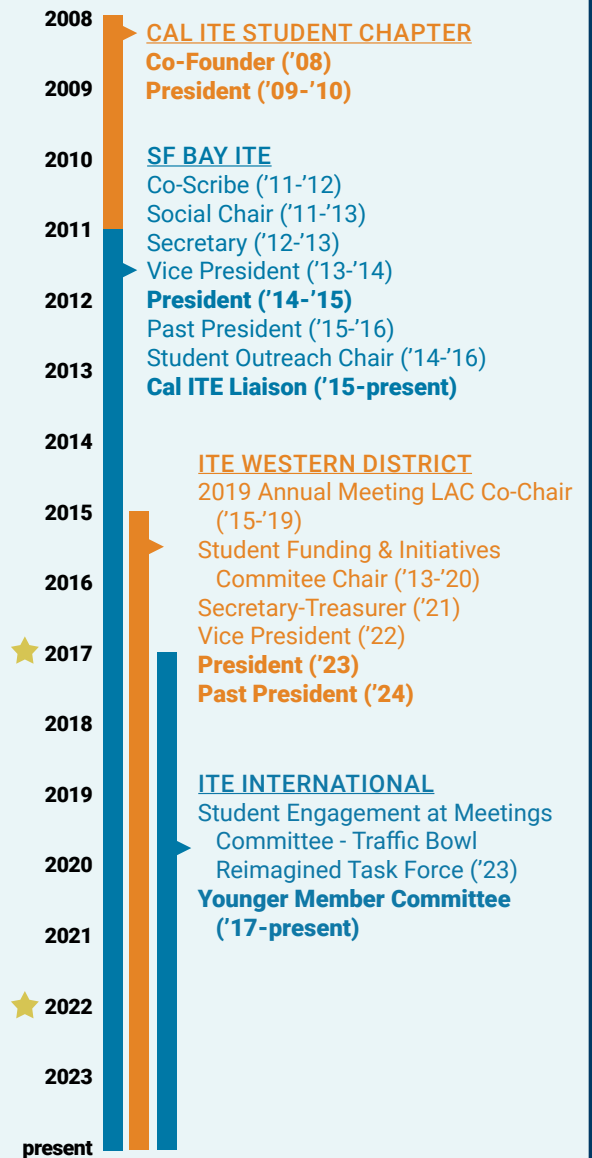
I have been involved with ITE since co-founding UC Berkeley's Cal ITE student chapter in 2008 and have served as Cal ITE President, SF Bay ITE President, the 2019 District Annual Meeting LAC Co-Chair, the District's Student Funding and Initiatives Committee Chair, and Western District President. I currently serve as the Professional Liaison to the Cal ITE student chapter. I have served on ITE International committees focused on students and young professionals, including the Younger Member Committee since 2017 and the Student Engagement at Meetings Committee's Traffic Bowl Reimagined Task Force last year.

PROFESSIONAL EXPERIENCE

I am the Acting Livable Streets Director at the San Francisco Municipal Transportation Agency, where I manage our city's programs for bicycle and pedestrian capital improvements, traffic calming, bikeshare, and school crossing guards.

I am grateful that the SFMTA fully supports my longstanding commitment to ITE. I hope to have your continued support and the opportunity to serve the Western District as an International Director for the next three years.

ITE INVOLVEMENT



★ Honors & Awards

- ITE International Young Leaders to Follow – 2022
- ITE International Rising Star Program Award – 2017
- ITE Western District Young Professional Achievement Award – 2017
- SF Bay ITE Professional of the Year – 2017