



INSTITUTE OF TRANSPORTATION ENGINEERS

SOUTHERN CALIFORNIA SECTION

NEWSLETTER

2020 – 2021, Issue No. 2

December 2020

President's Message

Ed Alegre, PTP, LA Metro



It has been an interesting year, and I wanted to thank you for continuing to support our Section through the pandemic. The past couple of months, we had the privilege to have two great webinars for our members. In October, we joined forces with the Orange County Traffic Engineering Council (OCTEC) and Riverside-San Bernardino ITE (RSBITE) and had an interesting panel of cities from Los Angeles, Orange, and San Diego Counties to discuss **Public Dining and Local Circulation** due to the COVID-19 pandemic. This webinar was heavily attended by members and non-members throughout the state. I wanted to thank and recognize our speakers for that event: **Larry Tay, City of Orange; Rosemarie McCarron, LADOT; Gene Kim, City of Redondo Beach; and David Graham, City of Carlsbad.**

Next Section Virtual Meeting

Save the Date

Wednesday, January 20, 2021

In November, ITE SoCal wanted to touch on a topic that has been brought to the spotlight the last couple of years, **Equity, Gender, and Race in Transportation**. We had the honor of having three distinguished women that are addressing this subject at their respective agencies: **Meghna Khanna, LA Metro; Lilly O'Brien-Kovari, LADOT; and Madeline Brozen, UCLA Luskin School**. In the Los Angeles area, both Metro and LADOT are not only looking how women travel in our system, but how are other races impacted in transportation today. This webinar brought out a topic that has not been discussed in ITE SoCal, and we are looking to have more webinars on Equity in the upcoming years.

Lastly, I want to recognize **Joshua McNeill** for serving as our Section Representative for 2020. Joshua has contributed much to the ITE SoCal Section the past 6 years and the Board truly appreciate your time and effort in making the Section one of the best. I want to welcome aboard **Sowmya Chandrasekhar** as our new Section Representative starting the new year.

Starting January 1, 2021, the ITE SoCal Section will begin operating on a calendar year with new Bylaws and Procedures in place. The Board has been working the past 6 months to find new and exciting ways to transform the Section. In January, we will be launching **All Aboard the MentorSHIP**, a year-long program aimed at professional development and mentoring. We are excited to have 14 participants for this pilot program and look forward to building it for years to come. Also, we still have sponsorships available for 2021, and the packages are included in this newsletter. Please contact Megh Godinvu at mgovindu@gundacorp.com if you are interested.

On behalf of the Board, I wanted to wish everyone Happy Holidays and Happy New Year. Please stay safe and healthy with your family, friends, and loved ones. Cheers to a better year in 2021.

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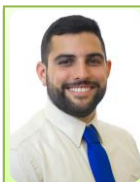
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Brief Look Ahead

- ❖ July 18-21, 2021: Joint ITE International and Mountain and Western District Annual Meeting and Exhibition, Hyatt Regency Portland and the Oregon Convention Center, Portland, OR: [Annual Meeting Information](#)

10 Takeaways from the NorCal ITE Training on SB 743

*David M. Schwegel, PE
(RK Engineering Group)*

Over the past couple of months, NorCal ITE in cooperation with ITE International held four webinars on SB 743 covering the decision maker, Caltrans, public agency, and consultant perspectives on SB 743 (replacement of LOS with VMT) since it took effect July 1, 2020.

Takeaways are as follows:

1. The underlying intention behind SB 743 from seven years ago was the combination of several objectives into a single Bill including: (a) CEQA reform, (b) environmental preservation, (c) a metric that is more objective rather than subjective, and (d) the expedited CEQA approval of the Golden One Center in Sacramento to prevent the Kings (Sacramento's NBA Team) from moving to Seattle.
2. Although the metric has changed to VMT, developers are still encouraged to mitigate significant adverse traffic impacts to the surrounding roadway network as part of a larger effort to be "responsible citizens".
3. The uncertainty behind the metric coupled with the COVID-19 Pandemic could potentially drive up housing prices in California where a housing affordability crisis is already evident.
4. The latest Caltrans resources to address SB 743 are on the [Caltrans SB 743 Implementation Website](#).
5. Key Caltrans resources include the Traffic Analysis under CEQA (TAC) and the Traffic Analysis Framework (TAF) with guidance on when to use a Travel Demand Model (TDM), the National Center for Sustainable Transportation (NCSD) Calculator, and other calculation tools.
6. The analysis of the Sacramento International Airport (SMF) Master Plan Update entailed a "wholistic" approach to VMT that examined the balance of international and domestic trips synergistically with other airports within a 100-

mile radius including Oakland (OAK) and San Francisco (SFO).

7. The City of San Diego identified the education of stakeholders and the public on VMT among the challenges to implementation.
8. The California Office of Planning and Research (OPR) recommends metrics while giving individual jurisdictions the opportunity to develop their own guidelines and tools.
9. While Travel Demand Models have been identified as the "gold standard", they were not necessarily designed with VMT in mind with truncation and VMT validation among the challenges.
10. One concept emerging out of the mitigation of VMT is the bank concept which attempts to create a monetary value for VMT reduction.

For more information on tools and resources available on the VMT metric, check out [NorCal ITE SB 743 Resources](#).

September 2020 SoCal ITE Webinar

Bryan Luong, PE (UC Irvine Alumni) and Sandhya Perumalla (Stantec)

On September 23, 2020, ITE SoCal held a virtual meeting to discuss the topic of "Local Deployments of Adaptive Control Systems" with OCTA's Alicia Yang serving as moderator. As part of the first virtual meeting for the remainder of the year, the September meeting contained announcements presenting the Southern California ITE officers, plans for sponsorship and trivia night, and the mentorship program. This webinar was sponsored by CDM Smith and the silver sponsor, NexTech Systems Inc., had their representative, Janna McKhann, present the history of NexTech. Janna McKhann is also the Industry Coordinator Chair for the SoCal section and she provided a high level overview of NexTech's representative's equipment, which includes battery back-up systems from Clary, connectivity devices from EtherWAN, TrafficCast's BlueTOAD and RSU devices, blackout signs and GPS TimeClock devices from Orange Traffic, LED lane lights from Lanelight, and more. Janna can be contacted for product quotes or trainings.

The first presenter was David Roseman from City of Brea who gave a brief history and an overview of the City's Adaptive traffic control system - Urban Traffic Control System, Trafficware's SynchroGreen System Deployment, Blue Toad Roadside Units deployment, discussed Signal timing Optimization with no

Transitions, and Real-Time time-space diagram and talked about the lessons learned.

The second presenter was Kevin Merrill from City of Arcadia, discussed the City's Adaptive Systems—Adaptive Control Systems (ACDSS) by KLD, Local Adaptive by Advanced Traffic Solutions. He summarized saying that a City needs to select an adaptive system that best suits its needs, and detection, traffic control systems, automated traffic signal performance measures is important, and to keep it running on Auto.

The third presenter was Christian Malpica from City of Diamond Bar. He explained briefly about the City's Traffic Management System, traffic responsiveness, its fiber communication link, and about BlueTOAD. He discussed the advantages of ATCS and about a SCOOT system that was selected as part of the Metro's funding awarded to the City to develop ATCS. He gave an example on how the SCOOT tactics helped at a recent BLM protestors gathering at an intersection and how the LA County Sheriff was able to redirect the traffic away from the intersection until all the crowd was dispersed.

The last presenter of the day was John Fisher from City of Culver City. He discussed ATCS goals, operations, its features and provided an example of the City's ATCS corridor. In general, presenters gave a brief history, an overview of current practices, discussion on their local deployments and the lessons learned. Overall, they were all great presentations with a lot of information to learn about the Adaptive Traffic Control Systems. The webinar was sponsored by CDM Smith.

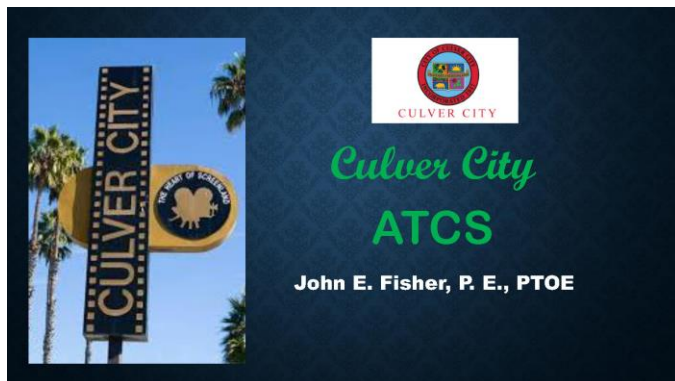
November 2020 SoCal ITE Webinar

Bryan Luong, PE
(UC Irvine Alumni)

ITE SoCal's November 2020 meeting was held virtually on November 18, 2020 to discuss the topic of "Equity, Gender, and Race in Transportation." This meeting was moderated by LA Metro's Dina Saleh, who is also the Vice President of the ITE Southern California chapter. Announcements during this meeting included new bylaws for the chapter being drafted by the start of the new year, the section procedures manual being developed and expected to be shared in January, a trivia night with OCTEC planned for December 17, and ITE SoCal is accepting applications for the MentorSHIP pilot program which is expected to start in January. The meeting's presentations was prefaced with a poll question asking "Is this the first session you've attended in gender or race and transportation issues?" 66% of this meeting's attendees said it was their first.



Presentation Slide on "Understanding How Women Travel" (Photo Credit: LAMETRO)



John Fisher's presentation on "Culver City ATCS" (Photo Credit: John Fisher)

Meghna Khanna, Senior Director of Mobility Corridors with LAMETRO, presented the first slideshow "Understanding How Women Travel." Meghna provided an overview of Metro's Women+Girls Governing Council, which is comprised of 60 Metro employees representing every department and level, and its goals of applying a gender lens to how Metro is as an employer, service provider, and catalyst for economic development. A study was conducted to identify mobility barriers challenges, shift from "gender neutral planning" to "gender responsive planning," and utilize gender specific data to ensure equitable outcomes in planning and operations. The study's data collection effort included focus groups, surveys, in-person observations, workshops, and pop-ups. Overall travel behavior included observations that women use public transportation more often with multi-stop trips, women make 7 or more trips per day and even more women make no trips at all. Household serving trips account for 62% of women's trips, women are more likely to make

trips during part-time work and off-peak times, and women tend to live in a car free or car light household. The largest barrier to riding transit for women is safety. Only 60% of female riders feel safe riding Metro during the day, and 20% of female riders feel safe riding at night. Metro's next steps are to create a gender action plan to address issues of safety, fares, services provided by time-of-day, and station and vehicle design.

Advancing racial equity through traffic safety

Madeline Brozen

ITE Southern California, Nov. 2020

Presentation Slide on "Advancing Racial Equity Through Traffic Safety"
(Photo Credit: Madeline Brozen)

Madeline Brozen, Deputy Director of the Lewis Center for Regional Policy Studies, presented "Advancing racial equity through traffic safety." Madeline discussed how national traffic fatality data is trending downward between 2007 and 2018, while traffic deaths among people walking are on the rise. In LA County, traffic collisions were increasing from 2013 to 2017 and the victims of those collisions are increasing more among Latino and Black victims. People who are walking need the most protection since pedestrians are naturally most likely to be injured or killed in collision incidents. Addressing traffic violence against people of color is a way to improve racial outcomes in transportation. Possible strategies to improve safety in these communities is to address traffic speeds, invest in high quality and safe street crossings, and understand that safety goes beyond only traffic safety. Ultimately, equity is achieved when one's outcomes in life are not predetermined, in a statistical or existential sense, on their racial, economic, or social identities.



Presentation Slide on "Equity is the Agenda" (Photo Credit: Lilly O'Brien Kovari)

Lilly O'Brien-Kovari, Director of Special Projects with the Los Angeles Department of Transportation, was the final presenter of the night to discuss "Equity is the Agenda." Lilly emphasized that there is a lack of data on gender and race ridership data. There is also a need to address the issue of people in technical positions not reflecting or representing the city that they service, which is a challenge to addressing equitable outcomes. Lilly discussed study data on how during the post-stay at home order period this year, average number of weekday car trips became lengthier starting in areas with more poverty. People in very high poverty areas also saw lower reductions in vehicle miles traveled. It was determined that people of color and individuals in high poverty areas were impacted more during the pandemic than other communities.

September 2020 Legislative Analysis

Tyler Lindberg (Iteris, Inc)



Inside the Assembly Chambers
(Photo Credit: David Schwegel)

Due to the unforeseen events surrounding the coronavirus pandemic, the legislature was effectively sidelined for much of the year as stay-at-home orders persisted through April and May, and again for 3 weeks in July as lawmakers began testing positive for covid-19. With less time to debate and gather public input, and a crushing billion deficit of tens of billions of dollars resulting from the pandemic's effect on the economy, few meaningful bills were passed this year.

While some legislators had expressed interest in being called back to session between the Labor Day holiday and Election Day, Governor Newsom did not end up acting on this idea, despite the mounting crises facing communities across the State. Hopefully, 2021 will be a

more fruitful year for legislation to solve our California's most pressing issues.

Below is a selection of transportation legislation that was passed during this year's legislative session.

Assembly Bills:

AB 408 (Frazier) – would require DMV to accept a certificate from a county veterans service or VA that certifies an applicant that is a disabled veteran for a special license plate or placard for purposes of certain parking privileges. (Approved by the Governor and Chaptered on September 9, 2020)

AB 841 (Ting) – would require Public Utilities Commission to come to final decision by March 2021 over new zero-emission vehicle infrastructure, such as EV charger for electric cars, essentially requiring all charging stations to have separate charging meter infrastructure by mid-2021. It would also expedite the approval of new electric vehicle charging stations. The bill also includes provisions for greening HVAC systems in schools. (Status: Approved by the Governor and Chaptered on September 30, 2020)

AB 1286 (Muratsuchi) – would require shared mobility service providers (electric scooter, electric bikes, etc.) to enter into an agreement with or obtain a permit from the city or county with jurisdiction over the area of use. Would require that the provider maintain a specified amount of commercial general liability insurance. Would require a city or county that authorizes shared mobility devices to adopt operation, parking, and maintenance rules regarding their use. (Status: Approved by the Governor and Chaptered on September 18, 2020)

AB 2038 (Committee on Transportation) – omnibus bill that would: 1) require change transmitting procedure for \$3 levy on parking penalties to Treasurer for deposit into Trial Court Trust Fund; 2) delete an obsolete reporting requirement for California Highway Patrol to report to legislature implementation of an emergency medical dispatch training program; 3) repeal provisions relating to 2-year pilot program for recommendations requiring emergency road service organizations; 4) correct an obsolete cross-reference, and; 5) provide that any section of any act enacted by the Legislature during the 2020 calendar year and affects any existing section of the law would prevail over this act. (Status: Approved by the Governor and Chaptered on September 11, 2020)

AB 2141 (Mathis) – would bring state law into alignment with current federal regulations by requiring a person to pass a knowledge test instead of a written test before being issued a commercial driver's license, and waive requirements for both the knowledge test and driving skills test for current and former members of the United States Armed Forces who meet certain specified requirements based on driving experience in the Armed Forces. (Status: Approved by the Governor and Chaptered on September 9, 2020)

AB 2172 (Petrie-Norris) – would authorize commission to relinquish to the City of Laguna Beach a specified portion of State Route 133. (Status – Approved by the Governor and Chaptered on September 24, 2020)

AB 2285 (Committee on Transportation) – would extend the requirement that 20% of the California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program, upon appropriation from the Greenhouse Gas Reduction Fund, allocates no less than 20% of funding made available for that purpose to support early commercial deployment of existing zero and near-zero-emission heavy duty truck technology. Would also extend DMV authorization for a pilot program to evaluate the use of alternatives to stickers, tabs, and license registration cards for expiration of vehicle registration. Finally, would require a person driving on the highway approaching a stationary emergency vehicle to make a lane change away from it on all limited-access roadways. (Status: Approved by the Governor and Chaptered on September 18, 2020)

AB 2730 (Cervantes) – would authorize a county to enter into an agreement with an adjacent county for purposes of permitting the requesting county to borrow, for compensation, the county's emergency management and transportation services in the event of an emergency that requires the evacuation and relocation of the access and functional needs population in the adjacent county. (Status: Approved by the Governor and Chaptered on September 29, 2020)

AB 2800 (Quirk) – would require state agencies to take into account the economic damage and financial liabilities associated with the impacts of climate change when planning, designing, building, operating, maintaining, and investing in new infrastructure. (Status: Approved by the Governor and Chaptered on September 24, 2020)

AB 2932 (O'Donnell) – would authorize the City of Long Beach to use the design-build contracting process for its contracts for curb ramps compliant with ADA. (Status – Approved by the Governor and Chaptered on September 9, 2020)

AB 3277 (Jones-Sawyer) – would change rules surrounding the collection of unpaid parking penalties, increasing the total amount that can be paid in installments to \$500 and the time over which penalties and fees can be paid to 24 months. Would require payment plans for indigent persons to allow them 120 calendar days to file said request, and would require a link to the processing agency's payment site to be readily accessible on a prominent location on the citation payment. (Status: Approved by the Governor and Chaptered on September 9, 2020)

Senate Bills:

SB 146 (Beall) – would recharacterize Regional Transportation Plan development workshops as public engagement gatherings and would authorize these informational meetings, public engagement gatherings, and public hearings to be conducted by electronic means. (Status: Approved by the Governor and Chaptered on September 25, 2020)

SB 288 (Wiener) – allows certain transportation projects to be exempt from CEQA requirements, including the institution or increase of new bus rapid transit, bus, or light rail services, bicycle infrastructure, and projects for the designation and conversion of general purpose lanes, HOT and HOV lanes, and transit prioritization and zero emissions vehicle projects. The bill includes specific language regarding the economic impacts of covid-19 and the need for recovery in traffic volumes to be balanced among transportation modes, creating jobs for transportation workers, and done so in an equitable fashion. (Status: Approved by the Governor and Chaptered on September 28, 2020)

SB 895 (Archuleta) – would require the State Energy Resources Conservation and Development Commission, within the limits of available funds, to provide technical assistance and support for the development of zero-emission fuels, fueling infrastructure, and transportation technologies. (Status: Approved by the Governor and Chaptered on September 24, 2020)

SB 1291 (Committee on Transportation) – would provide that an MPO or transportation planning agency is not required to submit an FTIP to the Department of Transportation, and that DOT is not required to submit to the secretary, for 2020. (Status: Approved by the Governor and Chaptered on September 18, 2020)

Additionally, one Senate Bill that was enrolled by the Legislature at the end of session was vetoed by Governor Newsom and not taken back up for consideration by the legislature by the November 30 deadline:

SB 1351 (Beall) – Bill would require each transportation planning agency and county transportation commission with multiple transit agencies within its jurisdiction to update every four years the rules and regulations concerning transfer policies, payment methods, and other relevant policy changes to ensure coordinated service exists between agencies. Bill would also place limits on the Director of Transportation from allocating an amount of greater than 5% of a transportation agency's annual revenues

toward planning and programming purposes. (Status: Vetoed by Governor on September 28, 2020)

Highlights from SPOTLITE

Here are some highlights from ITE:

- December 3, **Establishing School Zones**, Marvin Ta, Pennoni ([Register](#))
- December 8, **Vehicle Miles Traveled: How to Reduce It, Measure It, and Challenges Using It as a Metric for Sustainability**, Krista Purser, Kittleson Associates ([Register](#))
- December 10, **What Would You Do with Traffic Control Data?**, Abbas Mohaddes, Econolite ([Register](#))
- December 17, **Traffic Calming and Inclusive Community Planning**, Jen Malzer, City of Calgary, AB ([Register](#))

For more ITE news, check your email inboxes for the latest issue of *ITE Spotlight*.

Upcoming 2021 ITE Events

Portland 21
Annual Meeting and Exhibition
July 18–21



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ITE SoCal Section issues six (6) newsletters in the months of January, March, May, July, September, and November.

TRAFFIC BOWL VIRTUAL MEETING SPONSORSHIP (1 available)

\$300

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Updated: December 02, 2020