

AGENDA
TRANSPORTATION AGENCY FOR MONTEREY COUNTY
SERVICE AUTHORITY FOR FREEWAYS EMERGENCIES
AND
MONTEREY COUNTY REGIONAL DEVELOPMENT IMPACT FEE
JOINT POWERS AGENCY

EXECUTIVE COMMITTEE

*Members are: Fernando Armenta (Chair),
Alejandro Chavez (1st Vice Chair), Dave Potter (2nd Vice Chair),
Kimbley Craig (Past Chair),
John Phillips (County representative), Robert Huitt (City representative)*

Wednesday, April 06, 2016
TAMC Conference Room
55-B Plaza Circle, Salinas

*****9:00 AM*****

Complete agenda packets are on display at the Transportation Agency for Monterey County office and at these public libraries: Carmel, Monterey, Salinas Steinbeck Branch, Seaside, Prunedale, and King City. Any person who has a question concerning an item on this agenda may call the Agency Secretary to make inquiry concerning the nature of the item described on the agenda. Please recycle this agenda.

- 1. ROLL CALL:** Call to order and self-introductions. If you are unable to attend, please contact Elouise Rodriguez, Senior Administrative Assistant. Your courtesy to the other members to assure a quorum is appreciated.

- 2. PUBLIC COMMENTS:** Any member of the public may address the Committee on any item not on the agenda but within the jurisdiction of Transportation Agency and Executive Committee. Comments on items on today's agenda may be given when that agenda item is discussed.

3. BEGINNING OF CONSENT AGENDA: Approve the staff recommendations for items **3.1-3.2** below by majority vote with one motion. Any member may pull an item off the Consent Agenda to be moved to the end of the **CONSENT AGENDA** for discussion and action.

3.1 APPROVE minutes from the Executive Committee meeting of March 2, 2016. – Rodriguez

3.2 APPROVE out-of-state travel for one staff to the WTS International Conference in Austin, TX May 18-20, 2016. - Watson

END OF CONSENT AGENDA

4. RECEIVE state legislative update and **RECOMMEND** that the Board adopt positions on bills of interest to the Agency. - Watson

5. RECEIVE federal legislative update. - Zeller

6. Annual Report Update – Wright

1. **RECEIVE** annual report update; and

2. **AUTHORIZE** the Agency to produce the 2015-2016 annual report.

7. RECEIVE update on the State Transportation Improvement Program hearing. – Hale (no enclosures)

8. RECEIVE report on draft agenda for TAMC Board meeting of April 27, 2015. – Hale

9. ADJOURN

**Next Executive Committee meeting is:
Wednesday, May 4, 2016
Please mark your calendars.**

Documents relating to an item on the open session that are distributed to the Committee less than 72 hours prior to the meeting shall be available for public inspection at the office of the Transportation Agency for Monterey County, 55-B Plaza Circle, Salinas, CA. Documents distributed to the Committee at the meeting by staff will be available at the meeting; documents distributed to the Committee by members of the public shall be made available after the meeting.

**Transportation Agency for Monterey County
55-B Plaza Circle, Salinas, CA 93901-2902
Monday thru Friday
8:00 a.m. – 5:00 p.m.
TEL: 831-775-0903
FAX: 831-775-0897**

If requested, the agenda shall be made available in appropriate alternative formats to persons with a disability, as required by Section 202 of the Americans with Disabilities Act of 1990 (42 USC, Sec. 12132), and the federal rules and regulations adopted in implementation thereof. Individuals requesting a disability-related modification or accommodation, including auxiliary aids or services, may contact Transportation Agency at 831-775-0903. Auxiliary aids or services include wheelchair accessible facilities, sign language interpreters, Spanish Language interpreters and printed materials, and printed materials in large print, Braille or on disk. These requests may be made by a person with a disability who requires a modification or accommodation in order to participate in the public meeting, and should be made at least 72 hours before the meeting. All reasonable efforts will be made to accommodate the request.

**TRANSPORTATION AGENCY FOR MONTEREY COUNTY
SERVICE AUTHORITY FOR FREEWAYS EMERGENCIES AND MONTEREY
COUNTY REGIONAL DEVELOPMENT IMPACT FEE
JOINT POWERS AGENCY**

EXECUTIVE COMMITTEE MEETING

*Members are: Fernando Armenta (Chair),
Alejandro Chavez (1st Vice Chair), Dave Potter (2nd Vice Chair),
Kimbley Craig (Past Chair),
John Phillips (County representative), Robert Huitt (City representative)*

Wednesday, March 2, 2016

*** 9:00 a.m. ***

Transportation Agency Conference Room
55-B Plaza Circle, Salinas

1. **CALL TO ORDER:** Chair Armenta called the meeting to order at 9:00 a.m. Committee members present: Armenta, Chavez, Craig, Huitt, Phillips and Potter. Staff present: Muck, Rodriguez, Watson and Wright. Others present: Agency Counsel Reimann, John Arriaga, JEA & Associates and Terry Feinberg, Moxxy Marketing.
 2. **PUBLIC COMMENTS:** None.
-
3. **CONSENT AGENDA:**
On a motion by Committee Member Huitt and seconded by Committee Member Craig the committee voted 6– 0 to approve the consent agenda.
Approved minutes from the Executive Committee meeting of February 3, 2016.

END OF CONSENT

4. On a motion by Committee Member Potter and seconded by Committee Member Craig the committee voted 6– 0 to receive report regarding state legislative update and recommended that the Board adopt positions on bills of interest to the Agency.

John Arriaga, JEA & Associates, highlighted the transportation bills of interest to the Agency. He noted that most of the bills are recommended for a “watch” position until more is understood about their impacts. He reported that TAMC is sponsoring two bills this year: Assembly Bill 2730, introduced by Assembly Member Alejo, would keep income from the sale of excess properties originally acquired for the Prunedale Bypass in Monterey County. Mr. Arriaga noted that now is the time to get letters of support, before the hearings begin in late March. Committee Chair Armenta asked that a map of the parcels be provided at a future meeting. Ms. Watson noted that staff would be bringing a proposal for a contract to evaluate the value and zoning of each parcel to a future meeting. Mr. Arriaga reported that Senate Bill 1197, introduced by Senator Cannella and co-authored by Assembly Members Achadjian, Alejo, and Stone, allows for the extension of rail services such as the Coast Daylight or the Salinas Rail extension project.

5. The Committee discussed the direction for the Transportation Agency’s 2016 Annual Report and recommended staff provides the total cost for printing and mail distribution for the current and proposed annual reports. Theresa Wright reported that the Monterey County Weekly has proposed producing a six page English and Spanish 2016 annual report for \$37,500. She noted that the Agency currently pays \$57,000 for the annual report plus postage to send to Monterey County residents. Committee member Craig expressed that she likes the quality of the 2015 annual report, and feels that the paper insert from the Monterey County Weekly is poor. Committee member Potter commented that he thinks both reports are nice and we should do both. Staff will provide the requested information at the next Executive Committee meeting.

6. The Committee received a report on the draft agenda for TAMC Board meeting of March 23, 2016:

Deputy Executive Director Muck highlighted the draft TAMC Board agenda for March 23, 2016. He reported the Board would be asked to adopt the final regional project to be included in the Transportation Safety & Investment Plan and release the plan to the cities and county for adoption; approve the Policies & Project Descriptions for the Transportation Safety & Investment; and authorize the release of the Policies & Project Descriptions for the Transportation Safety & Investment Plan. The Board will receive an update on the SR 68 Scenic Highway Plan. On the consent agenda the Board will receive state legislative update and asked to adopt positions on bills of interest to the Agency.

7. **ADJOURNMENT**

Chair Armenta adjourned the meeting at 11:24 a.m.



Elouise Rodriguez, Senior Administrative Assistant



Memorandum

To: Executive Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: April 6, 2016
Subject: Out-of-State Travel

RECOMMENDED ACTION

APPROVE out-of-state travel for one staff to the WTS International Conference in Austin, TX May 18-20, 2016.

SUMMARY

Transportation Agency rules require the Executive Committee to approve all out-of-state travel requests not approved in the Agency budget in advance. The WTS International Conference is an opportunity to network with high-level transportation officials and learn about successful multimodal transportation projects nationally.

FINANCIAL IMPACT

The WTS International Conference registration is \$705 (by the registration deadline of April 17, 2016). The San Francisco Chapter of WTS International will pay for travel expenses associated with attending this conference. Registration and staff time will be covered by local funds designated for travel and training in the budget.

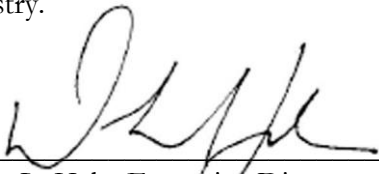
DISCUSSION

As the WTS San Francisco Chapter Programs Committee Chair for the Monterey Bay Area, Christina Watson, Principal Transportation Planner, was selected as Member of the Year by the Chapter in 2016. The Chapter will pay for travel expenses related to this conference if the Agency will cover the registration fee. Administrative Policy No. 3 Official Travel requires Executive Committee approval for all out-of-state travel.

The Annual Conference (see **attached** preliminary program) is the flagship WTS International networking event of the year. It attracts hundreds of corporate and governmental industry leaders worldwide. Private corporations, public agencies, and government officials invested in every transportation mode will exhibit, present, learn, and network. Attracting scores of the top names in transportation each year, the annual WTS conference focuses on critical transportation themes. The conference provides a forum for the exploration of technical, policy, financial, and political aspects of emerging

transportation issues in virtually every sector, while affording members outstanding networking opportunities.

Founded in 1977, WTS is an international organization dedicated to building the future of transportation through the global advancement of women. Boasting nearly 6,000 members, both women and men, WTS is helping women find opportunity and recognition in the transportation industry.

Approved by: 
Debra L. Hale, Executive Director

Date signed: March 22, 2016

Consent Agenda

Counsel Approval: N/A
Finance Approval: Pending

Attachment: WTS International Conference Preliminary Program

WTS ANNUAL CONFERENCE PRELIMINARY PROGRAM



AUSTIN • MAY 18–20, 2016

AS OF FEBRUARY 12, 2016



Advancing Women in Transportation

2016 WTS ANNUAL CONFERENCE

The Annual Conference is the flagship WTS networking event of the year. It attracts hundreds of corporate and governmental industry leaders worldwide. Private corporations, public agencies, and government officials invested in every transportation mode will exhibit, present, learn, and network. Eight distinct events, including an opening night reception and a banquet dinner, will showcase the tremendous leaders represented. You don't want to miss this opportunity to be part of the one and only multi-modal conference of the year!



WTS INTERNATIONAL



Founded in 1977, WTS is an international organization dedicated to building the future of transportation through the global advancement of women. Boasting nearly 6,000 members—both women and men—WTS is helping women find opportunity and recognition in the transportation industry. Through its professional activities, networking opportunities, and unparalleled access to industry and government leaders, WTS is turning the glass ceiling into a career portal.

To fulfill its mission of advancing both the transportation industry and the professional women who are a growing part of it, WTS gives its members all of the necessary tools:

- ★ **ACCESS.** WTS provides unprecedented access to the highest levels of the transportation industry (in fact, many WTS members are top leaders in the industry).
- ★ **PROGRAMS.** The backbone of WTS, these monthly programs facilitate member interaction with distinguished, thought-provoking speakers. The programs are an intimate opportunity to engage transportation leaders and other members in discussions about the most vital transportation issues of the day.
- ★ **NETWORKING.** Networking opportunities are a central advantage to WTS members. A key tool to facilitating networking across chapters is the TransPortal, a members-only professional networking site that delivers access to the chapters where members can view events, announcements, participate in a variety of different discussions, collaborate on projects, and engage in dialogue with other members.
- ★ **MENTORING.** WTS offers a successful mentoring program to all members, developed to benefit both the mentor as well as the mentee. Benefits for the mentor include sharing career success stories with future women leaders, building long-term relationships, and giving back to an industry that needs to hear and remember these stories. Mentees gain the knowledge and wisdom of the women pioneers who blazed the path before them. WTS also offers a variety of networking events with other mentor teams.
- ★ **ANNUAL CONFERENCE.** Attracting scores of the top names in transportation each year, the annual WTS conference focuses on critical transportation themes. The conference provides a forum for the exploration of technical, policy, financial, and political aspects of emerging transportation issues in virtually every sector while affording members outstanding networking opportunities and insider exposure to the host city's latest transportation megaproject.

continued

WTS INTERNATIONAL

- ★ **INTERNATIONAL MEMBERSHIP DIRECTORY.** This directory is a powerful, highly coveted career tool. Giving each member access to other WTS professionals, the directory empowers members to obtain critical information, solicit career advice and discover emerging opportunities.
- ★ **ANNUAL AWARDS.** Each year, WTS recognizes members, women, men, and employers who embody the WTS pursuit of transportation excellence through the achievement and success of women.
- ★ **CAREER CENTER.** The WTS Career Center is the premier electronic recruitment resource for the industry. Employers and recruiters can access the most qualified talent pool with relevant work experience to fulfill staffing needs and job seekers can search for positions tailored to the transportation industry.
- ★ **PROFESSIONAL DEVELOPMENT.** WTS fosters professional development by offering a diverse mix of contacts within and across transportation sectors. Career development seminars, legislative forums and roundtable discussions provide comprehensive educational and career-focused guidance and preparation, as well as valuable exposure to critical and timely transportation issues.
- ★ **LEADERSHIP TRAINING PROGRAM.** This program selects a group of qualified participants each year for career-advancing training and interaction with leading industry professionals. Challenging their analytical and creative skills, program leaders mentor participants in tackling case studies and exercises dealing with complex transportation issues of people, policy, and politics.
- ★ **SCHOLARSHIPS.** Logistical barriers can sometimes stand between worthy candidates and their objectives. WTS grants six scholarships every year to assist young women who aspire to professional career in transportation.
- ★ **KNOWLEDGE LAB.** The WTS Knowledge Lab is a members-only portal to documents, videos, transcripts, and other resources that offer career and industry content. This additional value for members is intended to supplement live networking and industry events with searchable whitepapers, video recordings of panel discussions, and more!

WTS INTERNATIONAL LEADING PARTNERS



WTS PRELIMINARY PROGRAM 2016

Hilton Austin ★ 500 East 4th Street, Austin, TX 78701 ★ Phone: 512-482-8000

★ REGISTER FOR THE 2016 WTS ANNUAL CONFERENCE ONLINE AT ★
WWW.WTSINTERNATIONAL.ORG!

★ **TUESDAY, MAY 17, 2016** ★

12:00pm-5:00pm

REGISTRATION OPEN, 4th Floor Foyer

Welcome Reception admissions tickets must be picked up here; they will not be available at the Reception.

★ **WEDNESDAY, MAY 18, 2016** ★

7:00am-6:30pm

REGISTRATION OPEN, 4th Floor Foyer

All attendees must pick up Welcome Reception admission tickets. No tickets will be distributed at event site.

7:15 am-10:00am

TECHNICAL TOUR 1- UPS PACKAGE FACILITY TOUR

Ever wondered what a parcel distribution facility looks like? Join UPS staffers at their Austin distribution hub for a tour. UPS was founded in 1907 and manages the flows of goods, funds, and information in over 200 countries. UPS also has a Women's Leadership Group, so join members of their Red River Leadership Group who will talk about 'how you get your stuff,' the design of a parcel facility and the logistics and freight business. Wear comfortable closed heel and toe shoes. No purses, cell phones, cameras. This tour registration is not available after Monday, May 9, 2016. *Includes transportation.*

Capacity 20; Pre-registration required.

8:00am-9:30am

CHAPTER LEADERSHIP MEETING (registration required)

Annual Meeting of WTS Chapter Leaders

9:00am-12:00pm

TECHNICAL TOUR 2- MOPAC IMPROVEMENT PROJECT

The Central Texas Regional Mobility Authority is hosting a tour of the newly constructed variable-priced toll lanes along MoPac. The project will provide commuters with the opportunity to bypass one of Austin's busiest highways, which carries over 180,000 vehicles per day. This tour will include a ride on the new toll lanes, a stop at the toll processing facility, and a visit to the new bicycle/pedestrian bridge connecting to Zilker Park. *Includes transportation.*

Capacity 10; Pre-registration required.

continued

WTS PRELIMINARY PROGRAM 2016

9:00am-12:00pm

TECHNICAL TOUR 3- ARTS IN PUBLIC PLACES

Join the city of Austin's Arts in Public Places Department in a 3-hour walking tour around downtown Austin. The tour will highlight eight public art installations around the city. Stops along the tour will include *High Water Mark*, *Street Sounds*, and *Willie Nelson* art installations along various streets in downtown. *Wear comfortable walking shoes.* **Capacity 20; Pre-registration required.**

10:00am-1:00pm

TECHNICAL TOUR 4- CIRCUIT OF THE AMERICAS

The Circuit of the Americas (COTA) opened in 2012 and is the home to the first and only U.S. Grand Prix Formula 1 facility. The circuit was designed for racing and entertainment. The 3.4-mile racetrack, which was designed to challenge the world's best drivers, is settled on 1,500 acres just outside of Austin. Join COTA officials who will discuss the design and construction of the facility, take you up the observation tower and imagine working in the 'pit' on race day. *Includes transportation.* **Capacity 50; Pre-registration required.**

10:00am-5:00pm

POSTER GALLERY

Peruse project posters created by professionals highlighting their unique transportation experience or research.

12:45pm-2:45pm

PROFESSIONAL DEVELOPMENT WORKSHOP #1

Executive Presence—Leaders are Made, Not Born!

Learn how to command a room, show your chops, and look like a natural leader. Securing that executive level or leadership position may seem elusive or simply reserved for those with the "it" factor, but nothing could be further from the truth. With a little awareness and practice, anyone can cultivate their inner leader and position themselves for that next great opportunity. In this session, you will hear recent research by the Center for Talent Innovation that sheds light on the three things decision-makers are looking for when filling executive or key leadership positions. You'll also learn about different work styles and traits that should be harnessed or suppressed to support your success, as well as specific tools to develop your own leadership presence. Join us for this informative and action-packed session with Lisa Carpenter, President of Emerald Quest Coaching, Inc., and top executive coach in the engineering and environmental industry.

Capacity 100; Pre-registration required.

2:00pm-4:00pm

TECHNICAL TOUR 5- CAPITAL METRO BRT

Hop on the Capital Metro Bus Rapid Transit line along Austin's South Congress Avenue and South Lamar Avenue. The 2-hour tour will include stops at some of the 43 stations along the route, including Republic Square, iconic South Congress, and University of Texas. **Capacity 30; Pre-registration required.**

continued

WTS PRELIMINARY PROGRAM 2016

2:00pm-4:00pm

TECHNICAL TOUR 6- CAPITAL METRO RED LINE

Capital Metro's Red Line MetroRail provides service between Leander to downtown Austin. This tour will highlight implementation of the first rail service in Austin. The 2-hour tour will also include exciting stops along the corridor, including the Downtown Station, Plaza Saltillo, and the Highland Mall.

Capacity 30; Pre-registration required.

2:00pm-5:00pm

TECHNICAL TOUR 7- AUSTIN B-CYCLE

Tour the stations along Austin's innovative bike share system by bicycle with city of Austin and Bike Share of Austin representatives. Learn about the coordinated effort to launch and expand the Austin program and system with the City and Austin B-Cycle—and how various challenges have been addressed. Austin's Bike Share stations have been strategically (and in some cases controversially) sited in 46 different locations to provide routes that link key destinations and fit into the transportation fabric of Austin.

This tour will travel by bike. Tour will be biking 7+ miles with stops along the way at a slow to moderate pace and includes some hills. Participants are encouraged to wear comfortable shoes, wear comfortable business casual attire, and bring sunscreen. *Bikes, helmets, and refillable water bottles will be provided.*

Capacity 20; Pre-registration required.

3:00pm-5:00pm

PROFESSIONAL DEVELOPMENT WORKSHOP #2

Boots on the Ground, Flats in the Boardroom: Transportation Women Tell Their Stories

This professional development session offers real-time insights from several extraordinary women who have achieved remarkable reputations for leadership, persevered through monumental challenges, and shaped noteworthy careers in the transportation industry! The recently published book, *Boots on the Ground, Flats in the Boardroom*, highlights their respective accomplishments. Each speaker gives credence in her own way to Ayn Rand's statement: "The question is not who is going to let me; it's who is going to stop me?!"

After opening remarks, the program will break into small groups, each led by one of these women, in which participants will examine leadership challenges and opportunities with an emphasis on situations you may be facing today! Read the assigned reading before the event and come prepared to capitalize on a wealth of experience! **Capacity 70; Pre-registration required.**

MODERATORS: Co-authors Grace Crunican, *General Manager, BART*, and Liz Levin, *President, Liz Levin & Company*

CONFIRMED PANELISTS:

Dana Hook PE, *Vice President, CDM Smith*

Jolene Molitoris, *President of US Railcar, First Woman Director of Ohio Department of Transportation and First Woman Administrator of the Federal Railroad Administration*

Mary Jane O'Meara, *Associate Vice President, HNTB*

LaVerne Reid, *Former Airports Division Manager at Federal Aviation Administration*

continued

WTS PRELIMINARY PROGRAM 2016

5:30pm-6:30pm

BLUE RIBBON RECEPTION (Invitation Only)

BRAZOS HALL, 204 EAST 4TH STREET, SECOND FLOOR, AUSTIN, TEXAS 78701

6:30pm-8:00pm

WELCOME RECEPTION (Included with Conference Registration, extra tickets \$135)

BRAZOS HALL, 204 EAST 4TH STREET, FIRST FLOOR, AUSTIN, TEXAS 78701

Please join us at Brazos Hall, a turn-of-the century warehouse building now converted to Austin's premier event space. With its restored long leaf pine floors, brick walls and wood rafters, Brazos Hall is a venue unlike any other in the heart of downtown.

★ THURSDAY, MAY 19, 2016 ★

7:00am-5:30pm

REGISTRATION OPEN, 4th Floor Foyer

7:00am-8:00am

BREAKFAST BUFFET, 4th Floor Governor's Ballroom

7:00am-7:00pm

POSTER GALLERY

Peruse project posters staffed by professionals highlighting their unique transportation experience or research.

8:00am-8:30am

WELCOME GENERAL SESSION, 4th Floor Governor's Ballroom

WTS International Chair Beverley Swain-Staley, WTS President and CEO Marcia Ferranto, and local dignitaries welcome you to Austin!

8:30am-9:30am

KEYNOTE PANEL SESSION, 4th Floor Governor's Ballroom

DOT Leadership Perspectives

When you think transportation agencies, state Departments of Transportation are at the top of the list. The leaders of the member states of AASHTO are an exclusive group—only 50 in the country—and women who lead a DOT are even more rare. Come hear stories from several of these leading women and one of their male colleagues on their adventures to get where they are and their daily experiences. You'll learn what you can do to set yourself up to be ready for a position like this when the opportunity comes your way and—better yet—learn how to make your own opportunities.

continued

WTS PRELIMINARY PROGRAM 2016

9:30am-7:00pm

SILENT AUCTION

Come support the WTS Foundation. Silent auction items will be on display with final bidding ending tonight!

9:30am-9:45am

BREAK: POSTER GALLERY, SILENT AUCTION, AND EXHIBITORS

9:45am-10:45am

TECHNOLOGY: TUNING INTO THE FUTURE OF TRANSPORTATION TECHNOLOGIES SESSION

What is Big Data Really Good For?

Everyone is talking about Big Data—but how can we ensure that it's used effectively and isn't just a buzz word? This panel will focus on the use of data from mobile devices (GPS, cell phones, connected cars, etc.). Each panelist will present a case in which Big Data was used to great benefit, and one in which things did not go as planned. The panel will include projects for more traditional transportation issues like transportation demand management, as well as emerging topics like planning EV charging infrastructure and complete streets. The panel will conclude with a summary of the best and the not-so-great times to apply Big Data to transportation.

MODERATOR: Laura Schewel, *Founder and Chief Executive Officer, StreetLight Data*

CONFIRMED PANELISTS:

Josie Kressner, *Chief Operating Officer, Transport Foundry* Jon Nepstad, *Principal, Fehrs & Peers*
Myca Craven, *Director of Sales and Engineering, INRIX*

9:45am-10:45am

PROJECT DEVELOPMENT AND DELIVERY: BRIDGING THE GAP BETWEEN FUNDING AND FINANCING SESSION

Innovative Funding Mechanism for Revenue Generation

Funding options for surface transportation at the federal level have forced transportation planners to look for something new and painless. States and local agencies are often left holding the bag, but they are stepping up. This session will provide case studies of new options for funding and revenue generation in transportation. The session will review an approach conducted for the Indiana DOT, which combined elements of asset management and transportation funding and finance, evaluating the relationship between funding and future performance and developing a financial model/tool to project the net revenue from potential funding mechanisms. The session will also review revenue generation through sponsorships and advertising and will explore the opportunity and success of states that have pursued public-private partnerships (P3s) to generate revenue through the sale of sponsorship and advertising on state assets to the private sector as a new supplementary funding source that supports state operations.

MODERATOR: Commissioner Valerie Covey, *Williamson County, TX*

CONFIRMED PANELISTS:

Elizabeth LaBelle, *Vice President of Marketing, Travelers Marketing LLC*
Susan Binder, *Senior Associate, Cambridge Systematics*
Iris Ortiz, *Senior Associate, Cambridge Systematics*

Kimberly Vasconez, *Traffic Incident Management Program Director, Office of Transportation Operations, Federal Highway Administration*

continued

WTS PRELIMINARY PROGRAM 2016

9:45am-10:45am

SUPPLY AND DEMAND: HOW DO WE GET FROM TODAY TO TOMORROW SESSION

Shared Mobility Solutions: Demand Management for the 21st Century

The 21st century is proving to be an age where innovative mobility solutions are intersecting with emerging technologies. Shared mobility services are changing the way both commuters and tourists travel around urban areas. This panel of innovative entrepreneurs will discuss the promise of shared mobility solutions to influence alternative transportation lifestyles and manage demand. Panelists will highlight social and behavioral issues as well as new business models.

MODERATOR: Marisa Mangan, *Regional Planner, San Diego Association of Governments*

CONFIRMED PANELISTS:

Michael Mikos, *Director, Strategic Development, car2go North America*

Ryan Croft, *Chief Operating Officer, TransitScreen*
Emily Castor, *Transportation Policy Director, Lyft*

9:45am-10:45am

PROFESSIONAL DEVELOPMENT AND LEADERSHIP SESSION

What's the Future of Paycheck Fairness?

Studies have consistently shown that there is still bias in the work place and that wage discrimination continues to be a sticking point, with studies indicating that women earn on average 84% of what their male counterparts earn. The *Washington Post* noted in April 2015 that even top executive women aren't paid as well as men, finding that women earned 14% less than their male counterparts. This talk show session will bring together speakers who will discuss the latest data on gender pay inequality and provide tips and tools for negotiating your next salary increase, including the male perspective on why women do not negotiate as well as men.

MODERATOR: Nina Babiarz, *Training Director, Southern California Regional Transit Training Consortium*

CONFIRMED PANELISTS:

Carmen Clark, *Chief Operating Officer, Carmen Clark Consulting*

Joseph Cantalupo, *AICP, Senior Vice President, K. Friese and Associates*

Tiffany Batac, *Resilience and Asset Management Consultant, WSP Parsons Brinckerhoff*

10:45am-11:15am

BREAK: POSTER GALLERY, SILENT AUCTION, AND EXHIBITORS

11:15am-12:15pm

TECHNOLOGY: TUNING INTO THE FUTURE OF TRANSPORTATION TECHNOLOGIES SESSION

Innovative Data Collection Methods

Innovations related to traditional data collection methods used by transportation systems and agencies can provide expanded access to data more quickly, automate processes, model potential scenarios and outcomes,

continued

WTS PRELIMINARY PROGRAM 2016

and improve quality and safety. Several innovations in the field of data collection technology will be explored in this panel, from unmanned aircraft systems, LiDAR and remote sensing, GPS and smartphone apps, and connected vehicle data collection. Hear about innovations in data collection and how they are used and planned to provide benefits to their users.

MODERATOR: Donna Huey, *Senior Vice President and Director of Strategic Ventures, Atkins*

CONFIRMED PANELISTS:

Dawn Scheel, *Senior Project Manager, SAM Construction Services*

Caren Terry, *Project Manager, Michael Baker International*

Sababa Islam, *M.Sc. Graduate Student, Clemson University*

Rachel Copperman, *Senior Associate, Cambridge Systematics*

11:15am-12:15pm

PROJECT DEVELOPMENT AND DELIVERY: BRIDGING THE GAP BETWEEN FUNDING AND FINANCING SESSION

The Future of Transportation Funding

The federal gas tax has not been increased since 1993, and at the same time fuel efficiency has dramatically increased. This situation has led to the virtual depletion of the Highway Trust Fund, which is operating as if 1993 levels could sustain a 2016+ transportation network. It's clear that we must find new funding sources and financing models, but the challenges in achieving this objective are complex and politically charged.

This session will discuss case studies and solutions in-play, including Road User Charges and Public Private Partnerships (P3s). Panelists will discuss the Oregon and California DOT road charging programs launched in 2015 and 2016. P3s, though occasionally mired in myths and controversy, have nonetheless brought new capacity to congested networks. Panelists will discuss how P3s are capable of bridging funding and financing gaps, and will explore aspects of the P3 model that often bring efficiency to transportation infrastructure development. Using real-world examples of P3 delivery practice and actual data collected from projects, the panelists will discuss the potential advantages of the P3 delivery method.

MODERATOR: Mike Schneider, *Senior Vice President and Director of Professional Services, HDR Inc.*

CONFIRMED PANELISTS:

Nicolas Rubio, *President, Cintra North America*

Carrie Pourvahidi, *Road Charge Program Manager, California Department of Transportation*

Robert Poole, *Senior Director, The Reason Foundation*

Sharon Greene, *Senior Vice President and Director, HDR Global Finance Practice, and Co-Chair, APTA Reauthorization Task Force*

11:15am-12:15pm

SUPPLY AND DEMAND: HOW DO WE GET FROM TODAY TO TOMORROW SESSION

Mobility Options: Policy, Planning, Implementation Issues

Shared mobility services—car sharing, bike sharing, and mobility-on-demand services such as Uber and Lyft—have expanded rapidly in recent years. These services often do not fit easily into existing regulatory schemes. As such, they can cause a great deal of conflict with local regulators, policy makers, and existing

continued

WTS PRELIMINARY PROGRAM 2016

transportation services. To explore this situation, this session will begin with an overview of these issues and end with a case study evaluation of the benefits and impacts of one such service, car-sharing, in Columbus, OH.

MODERATOR: Susan Binder, *Senior Associate, Cambridge Systematics*

CONFIRMED PANELISTS:

Katherine Kortum, *Senior Program Officer, Transportation Research Board*

Patti Austin, *Traffic Management Administrator, City of Columbus Department of Public Service, Columbus, OH*

Suzanne Murtha, *Senior Program Manager, Atkins*

11:15am-12:15pm

PROFESSIONAL DEVELOPMENT AND LEADERSHIP SESSION

Communication Among the Generations

Being understood is important to all of us in creating workplaces that focus on strong communication and collaboration. This panel is focused on a discussion of generational differences in the workplace. Understanding these differences and seeing them in a new light can help everyone develop better strategies for communicating.

MODERATOR: Carla Tillery, *Principal/Vice-President of Operations, Fitzgerald & Halliday, Inc.*

CONFIRMED PANELISTS:

Mayela Sosa, *Division Administrator, Federal Highway Administration*

Megan Blum, *Environmental Specialist, Federal Transit Administration*

Dottie Watkins, *Vice President of Bus and Paratransit Services, Capitol Metropolitan Transit Authority, APTA Operations Committee Chair*

Sam Sargeant, *Community Involvement Specialist, Capitol Metropolitan Transit Authority*

12:15pm-2:00pm

LUNCH AND GENERAL SESSION



Lilly Ledbetter

Lilly Ledbetter is an author, lecturer, editor, and feminist activist. In 1979, Ledbetter was hired as a supervisor at a Goodyear tire plant in Gadsden, Alabama. She worked tirelessly and was often praised by Goodyear for her fine work. Ledbetter eventually became aware that she wasn't being compensated as much as her male counterparts towards the end of her career. After retiring from Goodyear in 1998, she sued the company for paying her significantly less than her male counterparts. The lawsuit ultimately reached the Supreme Court, which denied her claim because she did not file suit 180 days from her first pay check even though she said she didn't know it at the time. Successively, the 111th United States Congress passed the Lilly Ledbetter Fair Pay Act in 2009 to relax the timeliness requirements for the filing of a discrimination suit so long as any act of discrimination, including receipt of a paycheck that reflects a past act of discrimination, occurs within the 180 day period of limitations.

2:00pm-2:15pm

BREAK: POSTER GALLERY, SILENT AUCTION, AND EXHIBITORS

continued

WTS PRELIMINARY PROGRAM 2016

2:00pm-4:00pm

ADVISORY BOARD MEETING (closed)

2:15pm-3:15pm

TECHNOLOGY: TUNING INTO THE FUTURE OF TRANSPORTATION TECHNOLOGIES SESSION

Intelligent Transportation Systems

Intelligent transportation systems are designed to gather and monitor data continuously to enable better decision-making. ITS systems can help improve the efficiency and safety of transportation systems if the data is analyzed and interpreted to provide timely and useful information. Congestion, safety, maintenance, and the associated costs and operations can all be improved through effective deployment of ITS data and systems. Please join this panel to learn more about advances to date, current ITS deployments, and the future potential of this important technology.

MODERATOR: Ken Hosen, *Principal, KFH Group Inc.*

CONFIRMED PANELISTS:

Akhil Chauhan, *Business Advisory Lead for Infrastructure Services, Arcadis*

Samaneh Kharraeian, *Graduate Student, Florida International University*

Erik Smith, *ITS Maintenance and Communications Engineer, Louisiana Department of Transportation*

Dave Jackson, *Principal Consultant and Leader for ITS and Transit Operations Technology, Intueor*

2:15pm-3:15pm

PROJECT DEVELOPMENT AND DELIVERY: BRIDGING THE GAP BETWEEN FUNDING AND FINANCING SESSION

Funding and Financing at the Local Level: The Art of the Local Match

Securing the necessary local funding match and identifying the needed private match is a complex process in order to leverage large federal and state grants and loans. Meet three women from the public sector and one of their private sector partners who have successfully leveraged millions of local funds in order to secure a remarkable amount of state, federal, and philanthropic grants/loans for critical transportation and transportation-related infrastructure projects. Some local funding sources discussed will be Tax Increment Financing, Transit Revitalization Investment District, New Market Tax Credits, Diverted local abatement tools and others. The panel discussion will stress the importance of public/private partnership, creativity, and flexibility with local tools, empowering the philanthropic community, and understanding that the race to project completion is often a marathon, not a sprint.

MODERATOR: Susheela Nemani-Stanger, *Urban Redevelopment Authority of Pittsburgh*

CONFIRMED PANELISTS:

Mark Minnerly, *Principal, The Mosites Company*

Rebecca Davidson-Wagner, *President, Urban Redevelopment Authority of Pittsburgh*

Rebecca Schenck, *Senior Project Development Specialist, Urban Redevelopment Authority of Pittsburgh*

continued

WTS PRELIMINARY PROGRAM 2016

2:15pm-3:15pm

SUPPLY AND DEMAND: HOW DO WE GET FROM TODAY TO TOMORROW SESSION

Addressing Demographic Change: Virginia's Response to Millennial and Baby Boomer Trends

What are the implications of emerging socio-economic changes for state departments of transportation planning? This session explores the experience of the Virginia DOT in preparing its 2040 statewide plan considering emerging trends. Panelists will focus on the values of Millennials that drive preferences, performance measures that capture place-making characteristics, and the results of a collaborative process to envision the transportation needs of a new generation.

MODERATOR: Beverly Silas, *Beverly Silas and Associates, (WTS Heart of Texas Advisory Board)*

CONFIRMED PANELISTS:

Lorna Parkins, *Vice President Transportation Planning, Michael Baker International*

J. Kelli Nash, *Multimodal Planning and Policy Specialist, Virginia Office of Intermodal Planning and Investment*

John W. Martin, *President and Chief Operating Officer, Southeastern Institute of Research*

2:15pm-3:15pm

PROFESSIONAL DEVELOPMENT AND LEADERSHIP SESSION

WTS Glass Ceiling Committee: Perspectives from the Bay Area and Washington D.C. Regions

In March 2012, the WTS San Francisco Bay Area Chapter released its first baseline study to better understand the current status of women in the San Francisco Bay Area transportation industry. Two years later, WTS released a follow-up study. This year, the Bay Area and, for the first time, the D.C. region are conducting follow-up surveys and literature reviews in order to evaluate progress in this area. This session will present the process, findings to date, and initiatives that have been undertaken as a result of these findings. Many chapters around the country have expressed interest in replicating these activities in their regions; this presentation will facilitate that knowledge sharing.

MODERATORS: Johanna Zmud, *Texas A&M Transportation Institute, Cinde Weatherby, Independent Consultant*

CONFIRMED PANELISTS:

Lauren Issaac, *Manager of Sustainable Transportation, WSP Parsons Brinckerhoff San Francisco*

Tiffany Batac, *Resilience and Asset Management Consultant, WSP Parsons Brinckerhoff Washington D.C.*

3:15pm-3:45pm

BREAK: POSTER GALLERY, SILENT AUCTION, AND EXHIBITORS

continued

WTS PRELIMINARY PROGRAM 2016

3:45pm-4:45pm

TECHNOLOGY: TUNING INTO THE FUTURE OF TRANSPORTATION TECHNOLOGIES SESSION

Autonomous and Connected Vehicle Technology— Research and Innovation

Connected and autonomous vehicle technologies are being deployed within the U.S. and around the world in many trials and pilot projects that are set to radically alter our transportation environment, bringing safety benefits, commuting options, and new mobility to many segments of society. Google and Volvo here in the U.S. are currently running autonomous vehicles tests and mapping in California, Michigan, Nevada, and Texas. Join this panel session to learn about research and innovation that is currently being conducted within the U.S. on autonomous and connected vehicle technologies.

MODERATOR: Alexa Gangemi, *Senior Project Manager, CH2M*

CONFIRMED PANELISTS:

Dr. Kara Kockelman, *E.P. Schooch Professor in Engineering, University of Texas at Austin*, Frank Douma, *Director of the State and Local Policy Program, Humphrey School of Public Affairs at the University of Minnesota*
Christina Zellmer, *Deployment Lead Engineer, Traffic Technology Services*

3:45pm-4:45pm

PROJECT DEVELOPMENT AND DELIVERY: BRIDGING THE GAP BETWEEN FUNDING AND FINANCING SESSION

Integrate Policy and Funding on a Multimodal Level

This session will highlight how two regions have utilized new processes and practices as a policy to fund transportation projects. Oregon DOT will discuss how when faced with project delivery of 19 transit-centric projects their team outlined a new process, blending best practices from both transit and highway divisions to integrate transit needs in all phases of project planning, development, and construction. Professionals from the central Puget Sound region will outline how their Transportation 2040 Plan developed a financial strategy that transitions from gas-tax dependency to market-based approaches and faced challenges in slow implementation leading to development of a Transportation Futures Task Force. They will discuss the Transportation Futures impetus, formation of the task force, its charge and principles, main considerations, and results.

MODERATOR: Joe Shalkowski, *Associate Vice President, ATKINS North America, Inc.*

CONFIRMED PANELISTS:

Ana Jovanovic, *Senior Project Leader, Oregon Department of Transportation*, Tim Boesch, *Principal Planner, CDM Smith*
Marsha A. Hoskins, *Regional Section Manager, Rail and Public Transit Division, Oregon Department of Transportation*, Robin Mayhew, *Program Manager, Long Range Transportation Planning, Puget Sound Regional Council*

continued

WTS PRELIMINARY PROGRAM 2016

3:45pm-4:45pm

SUPPLY AND DEMAND: HOW DO WE GET FROM TODAY TO TOMORROW SESSION

Changing Demographics: Demand for the 21st Century

Demographics play an important role in forecasting travel demand. Transportation professionals help create the future so it is important that they consider overall context of long-term planning decisions. Good planning does not simply extrapolate trends, it investigates underlying factors that cause change. To aid in this understanding, this session will explore three significant demographic influencers on future travel demand: millennials, aging baby boomers, and increasing racial/ethnic diversity.

MODERATOR: Julie Lorenz, *Senior Strategic Consultant, Burns + McDonnell*

CONFIRMED PANELISTS:

Hannah Pritchard, *Multimodal Traffic Engineer, Toole Design Group*

Johanna Zmud, *Senior Research Scientist, Texas A&M Transportation Institute*

Carlos Arce, *Chief Methodologist, EthniFacts*

3:45pm-4:45pm

PROFESSIONAL DEVELOPMENT AND LEADERSHIP SESSION

You've Made the C-Suite: Now What?

WTS has engaged dynamic C-suite women leaders representing a wide range of industries and challenges. Not only have our panelists achieved great success in their professional lives but they've also contributed to the advancement of their industries through innovation, mentorship, perseverance, and tenacity. These women will discuss their paths to success as they have taken risks, overcome obstacles, and achieved tremendous success. This panel discussion will explore their paths to success and discuss how these women leaders in transportation continually find ways to grow their organizations and to pay it forward.

MODERATOR: Yvonne Lopez-Diaz, *PHR, HNTB Vice President, NY HR Director/Growth Champion*

CONFIRMED PANELISTS:

Flora Castillo, *Vice President, Community & Strategic Engagement, United Healthcare Community & State*

Diana Mendes, *Senior Vice President & Director, Americas Transit/Rail, AECOM*

Linda Watson, *President and Chief Operating Officer, Capital Metropolitan Transportation Authority, Austin, TX*

5:00pm-7:00pm

MIX & MINGLE

Network with fellow professionals, shop the silent auction, and visit the project poster gallery. Cash Bar.

5:00pm-7:00pm

SILENT AUCTION

Come support the WTS Foundation. Silent auction items will be on display for final bidding ending tonight!

continued

WTS PRELIMINARY PROGRAM 2016

6:00pm-7:00pm

VIP RECEPTION. Invitation Only.

7:00pm-9:00pm

ANNUAL AWARDS BANQUET

The highlight of the WTS Annual Conference, including presentation of the 2016 recognition award recipients and scholarship winners.

9:00pm-10:00pm

SILENT AUCTION CASH OUT AND PICK UP

Pick up your winning items.

★ **FRIDAY, MAY 20, 2016** ★

7:30am-2:00pm

REGISTRATION OPEN, 4th Floor Foyer

7:30am-2:00pm

POSTER GALLERY

Peruse project posters staffed by professionals highlighting their unique transportation experience or research.

7:30am-8:30am

BREAKFAST BUFFET, 4th Floor Governor's Ballroom

8:00am-9:00am

WTS BUSINESS MEETING, 4th Floor Governor's Ballroom

WTS International Annual Meeting. Open to all members

NEW BOARD INDUCTIONS, 4th Floor Governor's Ballroom

9:00am-10:00am

KEYNOTE PANEL SESSION, 4th Floor Governor's Ballroom

Getting a Seat at the Table

Want to be part of a revolution? Every day women's voices are missing when policies are being passed at both public and private "power boards"—those that raise and deal with money, like critical pension boards, redevelopment boards, transportation boards, and utility boards such as regional sewer and water authorities. You have the opportunity to become engaged with their communities by serving on one of your city's multiple volunteer boards or commissions. At this session you'll get the top strategies for positioning yourself for board seat consideration, where to find the opportunities, and when to begin your search!

continued

WTS PRELIMINARY PROGRAM 2016

MODERATOR: Flora Castillo, WTS Board Member and VP of Community & Strategic Engagement, UnitedHealthcare

CONFIRMED PANELISTS:

Rosa Navejar, *President, The Rios Group and Member of the National Freight Advisory Committee and Safe City Commission*

Yassmin Gramian, *Senior Vice President, HNTB and Member of the Philadelphia Regional Port Authority Board*

Greg Kelly, *President and Chief Operating Officer, U.S., WSP Parsons Brinckerhoff*

Beverly Silas, *Vice Chair, Capitol Metro Board of Directors*

10:00am-10:45am



CHAPTER CIRCLE OF EXCELLENCE AWARDS RECOGNITION CEREMONY

Join us for a celebration to honor the outstanding WTS chapters and recognize their achievements in earning gold, silver, and bronze levels as well as the presentation of the prestigious annual WTS chapter awards. WTS chapters have accomplished a great deal in 2015 and this event promises to be one you won't want to miss!

10:45am-11:00am

BREAK: POSTER GALLERY AND EXHIBITORS

11:00am-12:00pm

TECHNOLOGY: TUNING INTO THE FUTURE OF TRANSPORTATION TECHNOLOGIES SESSION

Autonomous and Connected Vehicle Technology—Policy and Practice

The way that we think about mobility is expected to undergo a radical transformation with the introduction of connected and autonomous vehicles into transportation systems around the globe. This panel session will discuss policy options that will be needed to shift to this new transportation; including legislation that may be forthcoming, technology elements that are being developed, deployed, or required, and how consumer acceptance is likely to play out as more autonomous and connected vehicles hit the roadways.

MODERATOR: Steve Dallenback, *Executive Director R & D, South West Research Institute*

CONFIRMED PANELISTS:

Linsey Willis, *Director of External Affairs, Contra Costa Transportation Authority*

Lauren Isaac, *Manager of Sustainable Transportation, WSP Parsons Brinckerhoff*

Jennifer Haroon, *Head of Business, Self-Driving Cars, Google, Inc.*

Jane MacFarlane, *Chief Scientist, HERE*

Ipek Sener, *Assistant Research Scientist, Texas Transportation Institute*

continued

WTS PRELIMINARY PROGRAM 2016

11:00am-12:00pm

PROJECT DEVELOPMENT AND DELIVERY: BRIDGING THE GAP BETWEEN FUNDING AND FINANCING SESSION

Alternative Fuel Fleet Vehicles: Driving Sustainability and Improving Your Bottom Line

The nation's leading public and private fleet operators are continuing to push forward with alternative fuels and efficiency technologies despite the recent dip in oil prices. Implementing technologies that reduce petroleum consumption can provide fleets long-term fuel price stability, a solution for tightening emissions regulations, new business opportunities, and means to meet important corporate sustainability goals. This session, presented in partnership with ACTExpo, will allow you to gain real-world insight from a panel of clean transportation industry leaders on how to successfully deploy alternative fuel vehicles and infrastructure, including how to:

- ★ Evaluate the business case for alternative fuels and clean vehicle technologies.
- ★ Leverage grants, tax incentives, and emission reduction credits to offset incremental costs.
- ★ Educate and influence c-suite executives about sustainable transportation.

MODERATOR: Erik Neandross, *CEO, Gladstein Neandross & Associates*

CONFIRMED PANELISTS:

Lynn Lyon, *Director, Texas Clean Transportation Triangle*

11:00am-12:00pm

SUPPLY AND DEMAND: HOW DO WE GET FROM TODAY TO TOMORROW SESSION

Initiating BRT: The Wave of the Future

As urban areas around the country are looking to provide more transportation choices within the same established right of way, Bus Rapid Transit provides an efficient, cost effective solution. This session presents case studies of Seattle's and Austin's experiences in initiating BRT in quickly changing environments. Both cities' populations are getting more diverse, multi-modal solutions are being implemented, and travel demand and congestion are growing at epoch rates.

MODERATOR: Shuronda Robinson, *President and CEO, Adisa Communications*

CONFIRMED PANELISTS:

Brian Soland, *Transportation Planner, CDM Smith*

Alison Townsend, *Transit Strategic Advisor, City of Seattle*

Linda Watson, *President and Chief Operating Officer, Capital Metropolitan Transportation Authority, Austin, TX*

11:00am-12:00pm

PROFESSIONAL DEVELOPMENT AND LEADERSHIP SESSION

Update from TRB Committee on Women's Issues in Transportation

The mission of the TRB Committee on Women's Issues in Transportation is to identify emerging women's issues in the use of transportation, define research needs related to these issues, and stimulate, gather, and disseminate relevant research findings. This committee first organized at a time when gender-related

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research interests were not always well received and has shifted the dynamic so that the need to consider gender is an important factor in the way people travel. This session will bring together members of the TRB Committee on Women's Issues who will discuss their latest research and outreach activities.

MODERATOR: Jennifer Duval, *Transportation Planning Manager, Jacobs*

CONFIRMED PANELISTS:

Marsha Anderson Bomar, *Senior Principal, Transportation and Sustainability, Stantec, Atlanta, GA*

Sheila Mitra-Sarker, PhD, *Director of Research, Partnership for the Advancement of New Americans, San Diego, CA*

Sandi Rosenbloom, *Professor of City and Regional Planning, University of Texas at Austin, and Director, Innovation in Infrastructure at the Urban Institute, Washington, D.C.*

11:00am-12:00pm

EXECUTIVE LEADERSHIP SESSION

WTS Executive Leader Members only.

12:15pm-2:00pm

LUNCH AND GENERAL SESSION



Jacy Good

In May of 2008, both of Jacy Good's parents were killed and she was severely injured on the way home from her graduation ceremony from Muhlenberg College in Allentown, PA. The devastating wreck was caused by a driver distracted by a cell phone conversation. Good now travels the country sharing her story at high schools, colleges, conferences, and corporate events in an effort to prevent such horrors from touching others' lives. Ms. Good has been a guest on *The Oprah Winfrey Show*, of Maria Shriver at the 2010 Women's Conference, and of United Nations Secretary-General Ban Ki-Moon at his "Call to End the Global Epidemic of Distracted Driving" campaign. Good has been featured as a "Hero

Among Us" in *People* magazine and in a January 2015 piece on CNN's *The Human Factor*, among many dozens of other print and television profiles. Together with her husband, Steve Johnson, she has crisscrossed the country giving their *Hang Up and Drive* presentation to over 550 audiences since 2011.

2:00pm-4:00pm

TECHNICAL TOUR 8- MOPAC IMPROVEMENT PROJECT

The Central Texas Regional Mobility Authority hosts this tour of its newly constructed toll lanes along MoPac. This tour will include a ride on the new toll lanes, a stop at the toll processing facility, and a visit to the new bicycle/pedestrian bridge connecting to Zilker Park. Transportation will be provided for this tour.

Capacity 10; Pre-registration required.

continued

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2:00pm-4:00pm

TECHNICAL TOUR 9- CAPITAL METRO BRT

Hop on the Capital Metro Bus Rapid Transit line along Austin's South Congress Avenue and South Lamar Avenue. The 2-hour tour will include stops at some of the 43 stations along the route, including Republic Square, iconic South Congress, and University of Texas. **Capacity 30; Pre-registration required.**

2:00pm-4:00pm

TECHNICAL TOUR 10- CAPITAL METRO RED LINE

Capital Metro's Red Line MetroRail provides service between Leander to downtown Austin. This tour will highlight implementation of the first rail service in Austin. The 2-hour tour will also include exciting stops along the corridor, including the Downtown Station, Plaza Saltillo, and the Highland Mall.

Capacity 30; Pre-registration required.

2:00pm-4:30pm

TECHNICAL TOUR 11- AUSTIN—BERGSTROM INTERNATIONAL AIRPORT

Interested in learning about what it takes for an airport to function? Then this tour is for you! Spend 2½ hours learning about the new expansions to the airport and the environmental issues associated with the expansion. Also, you'll get the opportunity to learn about how the airport transitioned from an Air Force Base to a commercial facility. *Includes transportation.* **Capacity 25, Security clearance and registration fee are required in advance. No wait list.**

**REGISTER FOR THE
2016 WTS ANNUAL CONFERENCE ONLINE AT
[WWW.WTSINTERNATIONAL.ORG!](http://WWW.WTSINTERNATIONAL.ORG)**



Memorandum

To: Executive Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: April 6, 2016
Subject: State Legislative Update

RECOMMENDED ACTION

RECEIVE state legislative update and **RECOMMEND** that the Board adopt positions on bills of interest to the Agency.

SUMMARY

The state legislature is deliberating on three transportation proposals. All three proposals would raise new funds for transportation at different levels. More than 2,000 bills were introduced in February. Staff will present a legislative update and updated bill list.

FINANCIAL IMPACT

Transportation funding proposals could help to fill the estimated \$7-8 billion annual statewide road and highway maintenance need. Deferring maintenance escalates the cost to repair roads, as the pavement deteriorates at an accelerated rate after it starts to decline. There is concern in the transportation field that half-measures would be worse than no measures, as any small amount of funding could look like a victory while actually deferring a real solution with a higher price tag.

DISCUSSION

Agency staff attended the Central Coast Coalition legislative day in Sacramento on March 9, 2016. **Attachment 1** is the handout on the Coalition legislative priorities, and **Attachment 2** is a summary of the day. A meeting-packed day, the discussion revolved principally around the three main transportation funding proposals and the state of transportation funding more generally.

- **Governor's Budget Proposal** (January 2016): **\$3.6 billion** in new transportation funding based on indexing the gas excise tax to inflation, a \$0.11 diesel excise tax increase, and a \$65 road access fee. This proposal would also increase cap and trade funds going to transportation.
- **SBX1-1 (Beall): Transportation funding: \$6 billion** in new transportation funding based on a \$0.12 gas excise tax increase, a \$0.22 diesel excise tax increase, a \$35 vehicle registration fee, a \$35 road access fee, and a \$100 zero-emission vehicle fee.

- **AB 1591 (Frazier): Transportation funding: \$7.8 billion** in new transportation funding based on a \$0.225 gas excise tax increase, a \$0.30 diesel excise tax increase, a \$38 vehicle registration fee, and a \$165 zero-emission vehicle fee. This bill would also increase the percentage of cap and trade funds going to transportation programs, and return the truck weight fees to the highway fund (currently those funds pay off transportation bonds via the general fund).

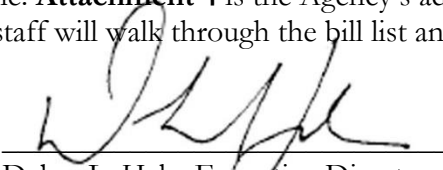
The discussion of these three proposals generated much discussion with the legislators and staffers we met, including a few memorable quotes:

- **“Fix it first, or pay more later”**: The “fix it first” philosophy, oft repeated, is controversial, as it is focused on maintenance, with little or nothing for new projects. Everyone seems to agree that the system need to be fixed, and that fixing it is better than no action at all. This new take on that phrase emphasizes the exponentially increasing cost of inaction.
- **“You can’t put out half the fire”**: Assembly member Frazier: the need is dire and we need to fix it all; half a solution is no solution at all.

Staff has been assembling support letters for the two bills the Agency is sponsoring this year. More have been approved, but as of March 18, we have received letters from:

- **AB 2730 (Alejo): Department of Transportation: Prunedale Bypass: County of Monterey: disposition of excess properties**
 - Association of Monterey Bay Area Governments
 - Monterey-Salinas Transit District
 - Monterey County Farm Bureau
 - County of Monterey
 - Cities of Del Rey Oaks, Greenfield, Marina, Pacific Grove, Salinas, and Seaside
- **SB 1197 (Cannella): Intercity rail corridors: extensions**
 - County of Monterey
 - City of Salinas

The support letters have been and will be included in the appropriate Board packet under correspondence. **Attachment 3** is the updated bill list as of March 18; changes are marked by cross-out and underline. **Attachment 4** is the Agency’s adopted 2016 legislative program. Agency consultant and staff will walk through the bill list and recommended positions.

Approved by: 
Debra L. Hale, Executive Director

Date signed: March 22, 2016

Regular Agenda

Counsel Approval: N/A
Finance Approval: N/A

Attachments:

1. Central Coast Coalition legislative priorities
2. 2016 Central Coast Coalition Lobby Day Summary
3. TAMC Bill List as of February 22, 2016
4. Final TAMC State Legislative Program, adopted January 27, 2016



Central Coast Coalition 2016 State Legislative Platform

1 Increase State Funding for Transportation

- o The existing gas tax is inadequate.
- o State needs to be a partner to improve infrastructure.
- o Opportunities exist: restore the price based excise tax to 18 cents/gallon and eliminate BOE adjustments; index gas tax revenues to inflation and increase rate; restore funding for STIP to 2014 levels; restore the \$1 billion in truck weight fees; pay back transportation loans to General Fund; increase Cap and Trade funding dedicated for transportation purposes; constitutionally protect transportation revenues to prevent diversions.

2 Increase Regional Control and Flexibility

- o Expand role of Regional Transportation Planning Agencies in selection of projects.
- o Protect existing funding

3 Ensure Fair Distribution of Cap and Trade Funding

- o Increase percentage of Cap and Trade revenues for transportation purposes.
(Support dedication of remaining 40% of non-specified funding to transportation).
- o Increase funding for commuter and intercity rail in the state budget.
- o Broaden Disadvantaged Communities Definition.

4 Support Transportation Reforms (Consistent with CTC Annual Report)

- o Expedite Project Delivery; Ensure Transparency and Accountability; and Protect Existing and Future Transportation Revenues.



March 21, 2016

TO: Central Coast Coalition
FROM: Gus Khouri, Principal
Khoury Consulting

RE: 2016 CENTRAL COAST COALITION DAY SUMMARY

On March 9, members of the Central Coast Coalition convened in Sacramento to participate in the sixth annual Legislative Day. Meetings were held with California State Transportation Agency Secretary Brian Kelly and with staff to the Senate and Assembly Transportation Committees (Randy Chinn and Janet Dawson, respectively), before Coalition members fanned out to meet with their respective legislative delegation members. The main purpose of the trip was to discuss the prospects of securing critical state funding. Coalition members were especially focused on addressing the shortfall in the State Transportation Improvement Program (STIP), which is a flexible program that allows locals a funding stream to leverage local sales tax dollars and federal grants to address highway safety and congestion, intercity rail, bicycle and pedestrian projects, and local streets and roads improvements.

The Coalition's visit was important given that in January, the California Transportation Commission's (CTC) threat to deprogram up to \$754 million worth of State Transportation Improvement Program (STIP) projects due to the continued decline in available gas tax revenues. As anticipated, the Board of Equalization took action to reduce the price-based portion of the gas tax from 12 to 10 cents (technically 9.8). The adjustment will take effect on July 1, barring a legislative solution. As a result, the STIP faces a \$350 million shortfall in 2015-16, and \$150 million for FY 2016-17. The Coalition prepared and distributed a letter during our meetings that details the direct impacts to all five counties.

Thankfully, a few proposals have been introduced - Governor's \$3.6 billion FY 16-17 State Budget, SBx1 1 (Beall), a \$6 billion plan, and AB 1591 (Frazier), a \$7.8 billion plan – to provide sustainable funding to fix local streets and roads, the state highway system, invest in public transportation, and restore funding for the STIP. These items were the main topic of discussion during the course of the day. The following is a brief summary of our shared meetings:

Randy Chinn, Chief Consultant, Senate Transportation and Housing Committee

We began our morning meeting with Randy Chin, Chief Consultant to the Senate Transportation and Housing Committee, who discussed SBX1 1 (Beall). We learned that the bill is being amended further to provide more funding for the STIP than just restoration of the existing gas tax. Mr. Chinn seemed optimistic that a proposal could move through the Senate but expressed reservations about a similar outcome in the Assembly because three republican members are needed to arrive at the two-thirds vote threshold (54). The newly amended bill will maintain the incentive for aspiring counties to acquire a local sales tax measure dedicated to transportation and also include some CEQA relief and opportunities for public-private partnerships, among other things.

Janet Dawson, Chief Consultant, Assembly Transportation Committee

Our next meeting was with Janet Dawson, Chief Consultant to the Assembly Transportation Committee, who discussed AB 1591 (Frazier) the largest transportation package introduced thus far (\$7.8 billion). She emphasized the need to invest in trade corridors and highlighted the \$2 billion investment that AB 1591 was poised to make towards that endeavor. Unfortunately, AB 1591 does not address the STIP shortfall. Ms. Dawson mentioned that Assembly Member Frazier is committed to addressing that issue. She was reserved about her assessment of whether or not a transportation package would be approved this Session given that it is an election year and that the legislature has just voted on a managed care organization tax to fix the Medi-Cal and Calworks system, but that with a newly elected Speaker (Anthony Rendon from South Gate) that there could be an opportunity to accomplish something by the budget deadline (June 15).

Brian Kelly, Secretary, California State Transportation Agency (CalSTA)

Our last meeting was with CalSTA Secretary Brian Kelly, who discussed the Governor's \$3.6 billion funding proposal. He clarified that while the Governor has prioritized maintaining our existing infrastructure for local streets and roads and the state highway system, that an accommodation is being made to restore funding for the STIP. The funds would be constitutionally protected. Secretary Kelly also discussed the competing priorities of the administration to address greenhouse gas emission reduction, while also reducing traffic congestion and improving safety in key corridors across the state. The Secretary also pointed out the commitment that the Governor is proposing to improve intercity rail service, which would help out the Central Coast. He stated that the Governor is committed to having a funding package approved this year and that the administration would be flexible in entertaining a larger package for consideration. It is possible for a majority-vote package to be considered if the two-thirds vote threshold is not obtained in either house.

**TAMC Bill List
March 18, 2016****Assembly bills****AB 1364 (Linder) California Transportation Commission****Introduced:** 2/27/2015**Status:** 2/4/2016-Referred to Coms. on T. & H. and G.O.**Summary:** Removes the California Transportation Commission (CTC) from the California Transportation Agency (CalSTA) and re-establishes the CTC as an independent entity within state government.**Priority:** N/A - CTC**Position:** SUPPORT**AB 1550 (Gomez) Greenhouse gases: investment plan: disadvantaged communities****Introduced:** 1/4/2016**Status:** 3/8/2016-In committee: Hearing postponed by committee.**Summary:** The California Global Warming Solutions Act of 2006 provides that the allocation of a minimum of 10% Greenhouse Gas Reduction Fund moneys go to projects located in disadvantaged communities and a minimum of 25% to projects that provide benefits to disadvantaged communities. This bill instead requires the investment plan to allocate a minimum of 25% to projects located within disadvantaged communities and a separate and additional 25% to projects that benefit low-income households.**Priority:** 7S. Support redefinition of “disadvantaged communities” in the Greenhouse Gas Reduction Fund (i.e., “cap and trade”) grant program guidelines to better reflect economic and rural area considerations, and seek funding from the program for regional priority projects.**Position:** Watch**AB 1555 (Gomez) Greenhouse Gas Reduction Fund****Introduced:** 1/4/2016**Status:** 3/17/2016-Referred to Com. on NAT. RES.**Summary:** States the intent of the Legislature to enact future legislation that would appropriate \$1.7 billion from the Greenhouse Gas Reduction Fund for the 2015-16 fiscal year that would be allocated to different entities in amounts to be determined in the future legislation for purposes including low carbon transportation and infrastructure, clean energy communities, and community climate improvements, wetland and watershed restoration, and carbon sequestration.**Priority:** N/A: Cap and Trade funding allocation**Position:** Watch**AB 1569 (Steinorth) California Environmental Quality Act: exemption: existing transportation infrastructure****Introduced:** 1/4/2016**Status:** 3/7/2016-In committee: Set, first hearing. Hearing canceled at the request of author.**Summary:** Exempts from the provisions of CEQA a project, or the issuance of a permit for a project, that consists of the inspection, maintenance, repair, rehabilitation, replacement, or removal of, or the addition of an auxiliary lane or bikeway to, existing transportation infrastructure that meets certain requirements.

Priority: 4S. Work with partner agencies to reach agreement on proposals for California Environmental Quality Act (CEQA) reform, while retaining environmental protections.

Position: Watch

AB 1591 (Frazier) Transportation funding

Introduced: 1/6/2016

Status: 2/1/2016-Referred to Coms. on TRANS. and REV. & TAX..

Summary: Establishes the Road Maintenance and Rehabilitation program at \$4.57 billion annually, repays outstanding transportation loans at \$879million (one-time payment), increases funding to Trade Corridors Improvement Fund (TCIF) at \$1.24 billion annually, increases funding to transit and Intercity Rail Capital program at \$200 million annually, revises the calculation of variable gas tax, and prohibits weight fees from being used for bond debt service or General Fund loans.

Priority: 1S. Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.

Position: SUPPORT

AB 1746 (Stone, Mark) Transit buses

Introduced: 2/2/2016

Status: 3/15/2016-From committee: Do pass and re-refer to Com. on APPR. (Ayes 16. Noes 0.) (March 14). Re-referred to Com. on APPR.

Summary: Add 6 transit districts to the program allowing the operation of transit buses on the shoulder of a segment of a state highway designated under the program within the areas served, to be jointly determined by the districts, Caltrans, and the CHP.

Priority: 13S: transit bus on shoulder

Position: Watch

AB 1815 (Alejo) California Global Warming Solutions Act of 2006: disadvantaged communities

Introduced: 2/8/2016

Last Amended: 3/7/2016

Status: 3/8/2016-Re-referred to Com. on NAT. RES. In committee: Hearing postponed by committee.

Summary: Existing law requires the California Environmental Protection Agency (CalEPA) to identify disadvantaged communities and requires the Department of Finance (DOF), in consultation with the state Air Resources Board (ARB) and any other relevant state agency, to develop a 3-year investment plan for the Greenhouse Gas Reduction Fund. Existing law requires the 3-year investment plan to allocate a minimum of 25% of the available moneys in the fund to projects that provide benefits to disadvantaged communities. This bill requires the ~~ARB-EPA~~ to prepare and post on its website a report on the projects funded to benefit disadvantaged communities.

Priority: 7S. Support redefinition of “disadvantaged communities” in the Greenhouse Gas Reduction Fund (i.e., “cap and trade”) grant program guidelines to better reflect economic and rural area considerations, and seek funding from the program for regional priority projects.

Position: Watch

AB 1818 (Melendez) Transportation funds

Introduced: 2/8/2016

Status: 2/9/2016-From printer. May be heard in committee March 10.

Summary: Existing law establishes a policy for expenditure of certain state and federal funds available to the state for transportation purposes. Under this policy, Caltrans and the CTC are required to develop a fund estimate of available funds for purposes of adopting the state transportation improvement program, which is a listing of capital improvement projects. (Spot bill.)

Priority: 1S. Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.

Position: Watch

AB 1833 (Linder) Transportation projects: environmental mitigation

Introduced: 2/9/2016

Status: 3/17/2016-Re-referred to Com. on TRANS.

Summary: Creates the Advanced Mitigation Program in Caltrans to implement environmental mitigation measures in advance of future transportation projects.

Priority: 4S. Work with partner agencies to reach agreement on proposals for California Environmental Quality Act (CEQA) reform, while retaining environmental protections.

Position: Watch

AB 1886 (McCarty) California Environmental Quality Act: transit priority projects

Introduced: 2/11/2016

Status: 2/25/2016-Referred to Com. on NAT. RES.

Summary: CEQA exempts from its requirements transit priority projects meeting certain requirements, including the requirement that the project be within 1/2 mile of a major transit stop or high-quality transit corridor included in a regional transportation plan. CEQA specifies that a project is considered to be within 1/2 mile of a major transit stop or high-quality transit corridor if, among other things, all parcels within the project have no more than 25% of their area farther than 1/2 mile from the stop or corridor. This bill increases that percentage to 50%.

Priority: 4S. Work with partner agencies to reach agreement on proposals for California Environmental Quality Act (CEQA) reform, while retaining environmental protections.

Position: Watch

AB 1910 (Harper) Transportation: advisory question: election

Introduced: 2/11/2016

Status: 2/25/2016-Referred to Coms. on TRANS. and E. & R.

Summary: Calls a special election to be consolidated with the November 8, 2016, statewide general election. Requires the Secretary of State to submit to the voters at the November 8, 2016, consolidated election an advisory question asking whether the Legislature should "disproportionately target low-income and middle class families with a regressive tax increase on gasoline and annual vehicle registrations to fund road maintenance and rehabilitation, rather than ending the diversion of existing transportation tax revenues for nontransportation purposes, investing surplus state revenue in transportation infrastructure, repaying funds borrowed from transportation accounts, prioritizing roads over high-speed rail, and eliminating waste at the Department of Transportation."

Priority: 6S. Support efforts to develop alternative funding sources to offset the reduction in gas tax revenues and ensure that any pay-by-the-mile funding is equitably assessed and distributed.

Position: Watch

AB 1919 (Quirk) Local transportation authorities: bonds

Introduced: 2/11/2016

Status: 2/25/2016-Referred to Com. on TRANS.

Summary: The Local Transportation Authority and Improvement Act provides for the creation in any county of a local transportation authority and authorizes the imposition of a retail transactions and use tax by ordinance, subject to approval of the ordinance by 2/3 of the voters. Current law requires the bond proceeds to be placed in the treasury of the local transportation authority and to be used for allowable transportation purposes, except that accrued interest and premiums received on the sale of the bonds are required to be placed in a fund to be used for the payment of bond debt service. This bill instead provides for accrued interest and premiums received on the sale of the bonds to be placed in the treasury of the local transportation authority to be used for allowable transportation purposes.

Priority: 1S. Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.

Position: Watch

AB 2014 (Melendez) Freeway Service Patrol Act: workload study

Introduced: 2/16/2016

Status: 2/29/2016-Referred to Com. on TRANS.

Summary: Requires CHP, in coordination with Caltrans and in consultation with regional and local entities, to complete a workload study to assess resource needs to supervise existing and expanded freeway service patrols identified by regional and local entities.

Priority: N/A – Freeway Service Patrol

Position: SUPPORT

AB 2090 (Alejo) Low Carbon Transit Operations Program

Introduced: 2/17/2016

Status: 2/29/2016-Referred to Com. on TRANS.

Summary: Current law continuously appropriates specified portions of the annual proceeds in the Greenhouse Gas Reduction Fund to various programs, including 5% for the Low Carbon Transit Operations Program (LCTOP), which provides operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities. This bill authorizes moneys appropriated to the program to be expended to support the operation of existing bus or rail service if the governing board of the requesting transit agency declares a fiscal emergency and other criteria are met, thereby expanding the scope of an existing continuous appropriation.

Priority: 2S. Encourage the state to increase investments in passenger rail and bus transit projects and seek funding for Monterey County projects.

Position: SUPPORT

AB 2293 (Garcia, Cristina) Greenhouse Gas Reduction Fund: 3-year investment plan: ~~technical assistance program~~ Green Assistance Program

Introduced: 2/18/2016

Last Amended: 3/10/2016

Status: 3/14/2016-Re-referred to Com. on NAT. RES.

Summary: ~~Requires the ARB to~~ Establishes the Green Assistance Program, ~~a technical assistance program, upon an appropriation of moneys from the Greenhouse Gas Reduction Fund to be administered by the Secretary for Environmental Protection,~~ to assist small ~~disadvantaged communities~~ businesses, small nonprofit organizations, and small cities in applying for moneys from programs using moneys from the fund. ~~Requires Caltrans to include in the 3-year investment plan an allocation to the ARB for that technical assistance program~~

Priority: 7S. Support redefinition of “disadvantaged communities” in the Greenhouse Gas Reduction Fund (i.e., “cap and trade”) grant program guidelines to better reflect economic and rural area considerations, and seek funding from the program for regional priority projects.

Position: Watch

AB 2332 (Garcia, Eduardo) Transportation

Introduced: 2/18/2016

Status: 3/3/2016-Referred to Com. on TRANS.

Summary: Requires the CTC to establish a process whereby Caltrans and local agencies receiving funding for highway capital improvements from the State Highway Operation and Protection Program or the State Transportation Improvement Program prioritize projects that provide meaningful benefits to the mobility and safety needs of disadvantaged community residents.

Priority: 1S. Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.

Position: Watch

AB 2343 (Garcia, Cristina) Greenhouse Gas Reduction Fund: 3-year investment plan: ~~disadvantaged communities~~

Introduced: 2/18/2016

Status: 3/3/2016-Referred to Com. on NAT. RES.

Summary: Current law requires the CalEPA to identify disadvantaged communities and requires the DOF, in consultation with the ARB and any other relevant state agency, to develop a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. Current law requires the 3-year investment plan to allocate a minimum of 10% of the available moneys in the fund to projects located within disadvantaged communities. This bill requires a minimum of 10% of the moneys in fund to be allocated to projects located in a city of an unspecified population within a disadvantaged community.

Priority: 7S. Support redefinition of “disadvantaged communities” in the Greenhouse Gas Reduction Fund (i.e., “cap and trade”) grant program guidelines to better reflect economic and rural area considerations, and seek funding from the program for regional priority projects.

Position: Watch

AB 2355 (Dababneh) Intercity rail services: mitigation

Introduced: 2/18/2016

Status: 3/3/2016-Referred to Com. on TRANS.

Summary: Requires Caltrans to develop a program for the reasonable mitigation of noise and vibration levels in residential neighborhoods along railroad lines where Caltrans contracts for state-funded intercity rail passenger service. Requires Caltrans to determine what constitutes a reasonable level of mitigation. Provides that funding for the mitigation program shall be made available from funds appropriated by the Legislature for this purpose.

Priority: N/A – intercity rail

Position: Watch

AB 2360 (Alejo) School buses: passing violations: automated video enforcement

Introduced: 2/18/2016

Status: 3/3/2016-Referred to Com. on TRANS.

Summary: Authorizes a school district to install and operate an automated schoolbus video enforcement system, for the purpose of enforcing the law which requires a vehicle to a stop immediately before passing the schoolbus and to not proceed past the schoolbus until the flashing red light signal and stop signal arm cease operation.

Priority: N/A – school transportation

Position: Watch

AB 2374 (Chiu) Construction Manager/General Contractor method: regional transportation agencies: ramps

Introduced: 2/18/2016

Status: 3/8/2016-Referred to Com. on TRANS.

Summary: Current law authorizes regional transportation agencies to use the Construction Manager/ General Contractor (CM/GC) project delivery method to design and construct certain expressways that are not on the state highway system if: (1) the expressways are developed in accordance with an expenditure plan approved by voters, (2) there is an evaluation of the traditional design-bid-build method of construction and of the CM/GC method, and (3) the board of the regional transportation agency adopts the method in a public meeting. This bill authorizes regional transportation agencies to use this authority on ramps not on the state highway system.

Priority: 5S. Support efforts to extend and expand Public Private Partnership authority, public tolling authority, and design-build authority, expand mode eligibility, and allow for regional control of such projects.

Position: Watch

AB 2398 (Chau) Transportation: private funding

Introduced: 2/18/2016

Status: 3/17/2016-Referred to Com. on TRANS.

Summary: Spot bill relating to private funding for transportation projects.

Priority: 5S. Support efforts to extend and expand Public Private Partnership authority, public tolling authority, and design-build authority, expand mode eligibility, and allow for regional control of such projects.

Position: Watch

AB 2411 (Frazier) Transportation revenues

Introduced: 2/19/2016

Status: 3/8/2016-Referred to Com. on TRANS.

Summary: Deletes the transfer of miscellaneous revenues to the Transportation Debt Service Fund, thereby eliminating the offsetting transfer to the General Fund for debt service on general obligation transportation bonds issued pursuant to Proposition 116 of 1990.

Priority: 1S. Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.

Position: Watch

AB 2452 (Quirk) California Environmental Quality Act: judicial remedies: emissions of greenhouse gases

Introduced: 2/19/2016

Status: 3/8/2016-Referred to Coms. on NAT. RES. and JUD.

Summary: CEQA authorizes a court, in an action or proceeding brought challenging the decision of a public agency on the ground of noncompliance with CEQA, to enter an order to suspend any specific project activity if the court finds that the activity will prejudice the consideration and implementation of particular mitigation measures or alternatives to the project. This bill, in an action or proceeding under CEQA, prohibits a court from staying or enjoining transportation infrastructure projects based solely on the project's potential emissions of greenhouse gases.

Priority: 4S. Work with partner agencies to reach agreement on proposals for California Environmental Quality Act (CEQA) reform, while retaining environmental protections.

Position: Watch

AB 2509 (Ting) Operation of bicycles: speed

Introduced: 2/19/2016

Status: 3/8/2016-Referred to Com. on TRANS.

Summary: Current law requires a person operating a bicycle upon a roadway at a speed less than the normal speed of traffic moving in the same direction at that time to ride as close as practicable to the right-hand curb or edge of the roadway except in specified situations. This bill requires a person operating a bicycle to ride as close as is either safe or practicable to the curb or roadway edge. The bill expands the exceptions to riding as close as safe or practicable to the right-hand curb or roadway edge to include, among others, when riding in class I, class II, or class IV bikeways.

Priority: 3S. Support legislation that promotes transit-oriented development, complete streets, and active transportation projects.

Position: Watch

AB 2542 (Gatto) City Streets and highways: reversible lanes

Introduced: 2/19/2016

Last Amended: 3/15/2016

Status: 3/16/2016-Re-referred to Com. on TRANS.

Summary: Requires Caltrans or a regional transportation planning agency, when submitting a capacity-increasing project or a major street or highway lane realignment project to the CTC for approval, to demonstrate that reversible lanes were considered for the project. ~~Current law authorizes the legislative body of a city to do any and all things necessary to lay out, acquire, and construct any section or portion of any street or highway within its jurisdiction as a freeway and to make any current street or highway a freeway. (Spot bill)~~

Priority: N/A pending more information
Position: Watch

AB 2693 (Dababneh) ~~Transportation funds~~ Contractual assessments: financing requirements: property improvements (deleted: as amended, no longer relates to transportation)

AB 2708 (Daly) Department of Transportation: construction inspection services

Introduced: 2/19/2016

Status: 3/17/2016-Referred to Com. on TRANS.

Summary: Current law, until January 1, 2024, requires Caltrans to perform construction inspection services for certain design-build projects on or interfacing with the state highway system and to retain the authority to stop the contractor's operation wholly or in part and take appropriate action when public safety and convenience are jeopardized on those projects. (Spot bill)

Priority: 5S. Support efforts to extend and expand Public Private Partnership authority, public tolling authority, and design-build authority, expand mode eligibility, and allow for regional control of such projects.

Position: Watch

AB 2730 (Alejo) Department of Transportation: Prunedale Bypass: County of Monterey: disposition of excess properties.

Introduced: 2/19/2016

Status: 3/10/2016-Referred to Com. on TRANS.

Summary: Classifies certain properties acquired by Caltrans for a replacement alignment for US 101 in the County of Monterey, known as the former Prunedale Bypass, and no longer required by Caltrans for the alternative improvements undertaken by it in place of the bypass, known as the Prunedale Improvement Project, as excess property, and requires Caltrans to expeditiously dispose of those excess properties. Requires the net proceeds from the sale of the excess properties to be reserved in the State Highway Account for programming and allocation by the CTC, with the concurrence of TAMC, to other transportation projects in that county. Exempts these funds from the distribution formulas otherwise applicable to transportation capital improvement funds.

Priority: 9S. Support legislation to transfer funding derived from the sale of excess rights-of-way purchased for the Prunedale Bypass project to priority projects in the region.

Position: SPONSOR (Letter sent 3/1/16)

AB 2742 (Nazarian) Transportation projects: comprehensive development lease agreements

Introduced: 2/19/2016

Status: 3/10/2016-Referred to Com. on TRANS.

Summary: Extends public-private partnership authority to January 1, 2030.

Priority: 5S. Support efforts to extend and expand Public Private Partnership authority, public tolling authority, and design-build authority, expand mode eligibility, and allow for regional control of such projects.

Position: SUPPORT

AB 2783 (Garcia, Eduardo) Affordable Housing and Sustainable Communities Program

Introduced: 2/19/2016

Status: 3/10/2016-Referred to Com. on H. & C.D.

Summary: Current law requires the Strategic Growth Council (SGC) to develop guidelines and selection criteria for the Affordable Housing and Sustainable Communities Program. This bill

requires the SGC to revise the guidelines and selection criteria with respect to density requirements, and to include factors, including energy efficiency, in its greenhouse gas quantification methodology. **Priority: 7S.** Support redefinition of “disadvantaged communities” in the Greenhouse Gas Reduction Fund (i.e., “cap and trade”) grant program guidelines to better reflect economic and rural area considerations, and seek funding from the program for regional priority projects.

Position: Watch

AB 2796 (Low) Active Transportation Program

Introduced: 2/19/2016

Status: 3/10/2016-Referred to Com. on TRANS.

Summary: Current law creates the Active Transportation Program (ATP) in Caltrans for the purpose of encouraging increased use of active modes of transportation. Current law requires the CTC to award 50% and 10% of available funds to projects statewide and to projects in small urban and rural regions, respectively, with the remaining 40% of available funds to be awarded to projects by metropolitan planning organizations (MPOs), with the funds available for distribution by each MPO based on its relative population. This bill requires a minimum of 5% of available funds in each of the 3 distribution categories to be awarded for planning and community engagement for active transportation in disadvantaged communities.

Priority: 1S. Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.

Position: Watch

Assembly bills in the special session

ABX1-1 (Alejo): Transportation funding

Introduced: 6/23/15

Status: 6/24/15-From printer

Summary: Current law provides for loans of revenues from various transportation funds and accounts to the General Fund, with various repayment dates specified. This bill, with respect to any loans made to the General Fund from specified transportation funds and accounts with a repayment date of January 1, 2019, or later, requires the loans to be repaid by December 31, 2018.

Priority: 1S. Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.

Position: SUPPORT (Letter sent 6/25/15)

ABX1-2 (Perea): Transportation projects: comprehensive development lease agreements

Introduced: 6/25/15

Status: 6/26/15 – From printer

Summary: Extends Caltrans authorization to enter into Public-Private Partnerships indefinitely and includes within the definition of “regional transportation agency” the Santa Clara Valley Transportation Authority, thereby authorizing the authority to enter into public-private partnerships under these provisions.

Priority: 5S. Support efforts to extend and expand Public Private Partnership authority, public tolling authority, and design-build authority, expand mode eligibility, and allow for regional control of such projects.

Position: SUPPORT (Letter sent 7/17/15)

ABX1-3 (Frazier): Transportation funding

Introduced: 7/9/15

Last Amended: 9/3/15

Status: 9/24/2015-Senators Beall (Co-Chair), Allen, Leyva, Cannella, and Gaines appointed to Conference Committee.

Summary: Declares the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to maintain and repair highways, local roads, bridges, and other critical infrastructure

Priority: 1S. Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.

Position: Watch (spot bill)

ABX1-4 (Frazier): Transportation funding

Introduced: 7/9/15

Status: 9/3/15-Referred to Com. on RLS.

Summary: Declares the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to improve the state's key trade corridors and support efforts by local governments to repair and improve local transportation infrastructure.

Priority: 1S. Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.

Position: Watch (spot bill)

ABX1-6 (Hernández, Roger) Affordable Housing and Sustainable Communities Program

Introduced: 7/16/15

Status: 7/17/15-From printer.

Summary: Requires 20% of moneys available for allocation under the Affordable Housing and Sustainable Communities Cap and Trade Program to be allocated to eligible projects in rural areas.

Priority: 1S. Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.

Position: SUPPORT (Letter sent 9/9/15)

ABX1-7 (Nazarian) Public transit: funding

Introduced: 7/16/15

Status: 7/17/15-From printer.

Summary: Appropriates 20% of Greenhouse Gas Reduction Fund (Cap and Trade) annual proceeds to the Transit and Intercity Rail Capital Program (TIRCP), and 10% of those annual proceeds to the LCTOP.

Priority: 1S. Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.

Position: SUPPORT (Letter sent 9/9/15)

ABX1 8 (Chiu) Diesel sales and use tax.

Introduced: 7/16/15

Status: 7/17/15-From printer.

Summary: Increases the sales and use tax on diesel fuel from 1.75% to 5.25% and allocates the money by formula to public transit agencies, such as Monterey-Salinas Transit.

Priority: 1S. Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.

Position: SUPPORT (Letter sent 9/9/15)

ABX1-19 (Linder) California Transportation Commission

Introduced: 9/1/15

Status: From printer

Summary: This bill excludes the CTC from CalSTA and establishes it as an entity in the state government.

Priority: NA – CTC

Position: Watch

Senate bills

SB 247 (Lara): Charter bus transportation: safety improvements

Introduced: 2/18/2015

Last Amended: 1/26/2016

Status: 1/27/2016-In Assembly. Read first time. Held at Desk.

Summary: Requires a charter-party carrier of passengers engaged in charter bus transportation to ensure that the driver of a charter bus provides oral and written instructions to all passengers on the safety equipment and emergency exits on the vehicle prior to the beginning of any trip and that the charter bus is equipped with specified safety equipment. Requires those vehicles manufactured after July 1, 2017, to be equipped with a secondary door for use as an additional emergency exit. Requires Caltrans to adopt, no later than July 1, 2017, standards and criteria for the implementation of these equipment and safety requirements.

Priority: N/A – concern that, as written, would apply to intercity buses

Position: Watch

SB 824 (Beall) Low Carbon Transit Operations Program

Introduced: 1/7/2016

Last Amended: 3/15/2016

Status: 3/15/2016-From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & H.

Summary: Authorizes the ARB to allow a transit agency that does not submit a project for funding under the LCTOP program in a particular fiscal year to retain its funding share for expenditure in a subsequent fiscal year. Allows a transit agency to loan or transfer its funding share in any particular fiscal year to another transit agency within the same region, to pool its funding share with those of other transit agencies, or to apply to Caltrans to reassign, to other eligible expenditures under the program, any savings of surplus moneys from an approved and completed expenditure under the program or from an approved expenditure that is no longer a priority. Allows a recipient transit agency to apply to Caltrans for a letter of no prejudice for a capital project or component of a capital

project for which Caltrans has authorized a disbursement of funds, and if granted, would allow the transit agency to expend its own moneys and to be eligible for future reimbursement.

Priority: 1S. Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.

Position: Watch

SB 885 (Wolk) Construction contracts: indemnity

Introduced: 1/19/2016

Status: 1/28/2016: Referred to Com. on JUD.

Summary: Specifies for construction contracts that a design professional only has the duty to defend claims that arise out of negligence, recklessness, or willful misconduct of the design professional. Prohibits waiver of these provisions and provides that any clause in a contract that requires a design professional to defend claims against other persons or entities is void and unenforceable.

Priority: N/A - Contracting

Position: Watch

SB 901 (Bates) Transportation projects: Advanced Mitigation Program

Introduced: 1/21/2016

Status: 3/17/2016-March 29 hearing postponed by committee.

Summary: Creates the Advanced Mitigation Program in Caltrans to implement environmental mitigation measures in advance of future transportation projects. Requires Caltrans to set aside certain amounts of future appropriations for this purpose.

Priority: 4S. Work with partner agencies to reach agreement on proposals for California Environmental Quality Act (CEQA) reform, while retaining environmental protections.

Position: Watch

SB 902 (Cannella) Department of Transportation: environmental review process: federal program

Introduced: 1/21/2016

Status: 2/4/2016-Referred to Com. on T. & H.

Summary: Existing federal law delegates certain responsibilities for environmental review and clearance of transportation projects that would otherwise be the responsibility of the federal government to Caltrans until January 1, 2017. The bill deletes the January 1, 2017, repeal date and thereby extend these provisions indefinitely.

Priority: N/A – NEPA delegation authority

Position: SUPPORT

SB 903 (Nguyen) Transportation funds: loan repayment

Introduced: 1/21/2016

Status: 2/4/2016-Referred to Com. on T. & H.

Summary: Acknowledges, as of June 30, 2015, \$879,000,000 in outstanding loans of certain transportation revenues, and requires this amount to be repaid by June 30, 2016, to the Traffic Congestion Relief Fund for allocation to the Traffic Congestion Relief Program, the Trade Corridors Improvement Fund, the Public Transportation Account, and the State Highway Account.

Priority: 1S. Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.

Position: SUPPORT

SB 1066 (Beall) Transportation funds: fund estimates

Introduced: 2/16/2016

Status: 2/25/2016-Referred to Com. on T. & H.

Summary: Current law requires Caltrans to submit to the CTC an estimate of state and federal funds expected to be available for future programming over the 5-year period in each state transportation improvement program, and requires the CTC to adopt a fund estimate in that regard. This bill requires the fund estimates prepared by Caltrans and the CTC to identify and include federal funds derived under the Fixing America's Surface Transportation Act of 2015.

Priority: 1S. Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.

Position: Watch

SB 1141 (Moorlach) State highways: transfer to local agencies: pilot program

Introduced: 2/18/2016

Status: 3/3/2016-Referred to Com. on T. & H.

Summary: Requires Caltrans to participate in a pilot program over a 5-year period under which 2 counties, one in northern California and one in southern California, are selected to operate, maintain, and make improvements to all state highways, including freeways, in the affected county. Requires Caltrans, with respect to those counties, for the duration of the pilot program, to convey all of its authority and responsibility over state highways in the county to the county or to a regional transportation agency that has jurisdiction in the county.

Priority: N/A - Caltrans

Position: Watch

SB 1197 (Cannella) Intercity rail corridors: extensions

Introduced: 2/18/2016

Status: 3/3/2016-Referred to Com. on T. & H.

Summary: Existing law defines the boundaries of 3 state-supported intercity rail corridors, and requires the preparation of an annual business plan for the corridor by each participating joint powers board. This bill authorizes the extension of the affected rail corridor to provide intercity rail service beyond the defined boundaries of the corridor. The bill requires a proposed extension to first be recommended and justified in the business plan adopted by the joint powers board, and then requires the approval of the Secretary of Transportation.

Priority: 10S: Support legislation to expand the Capitol Corridor Joint Powers Authority to Salinas, and to expand the Los Angeles-San Diego Rail Corridor Agency (LOSSAN) to San Francisco.

Position: SPONSOR

SB 1320 (Runner) California Transportation Commission

Introduced: 2/19/2016

Status: 3/3/2016-Referred to Com. on T. & H.

Summary: Excludes the CTC from CalSTA, establish it as an entity in state government, and require it to act in an independent oversight role.

Priority: N/A - CTC
Position: SUPPORT

Senate bills in the special session

SBX1-1 (Beall): Transportation funding

Introduced: 6/22/15

Last Amended: 9/1/15

Status: 9/1/15- Read second time and amended. Re-referred to Com. on APPR.

Summary: Creates the Road Maintenance and Rehabilitation Program, which increases several taxes and fees to raise roughly \$4.3 billion in new transportation revenues annually, with the funding used to address deferred maintenance on the state highways and local streets and roads and to improve the state's trade corridors. Requires the CTC to adopt performance criteria to ensure efficient use of the funds available for the program. Includes a 5% set-aside for counties that approve a transactions and use tax on or after July 1, 2015. Eliminates the current requirement of the State Board of Equalization to annually modify the gas and diesel taxes, instead requiring the Board to recompute the tax rates based on the California Consumer Price Index.

Priority: 1S. Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.

Position: SUPPORT (Letter sent 6/29/15)

SBX1-2 (Huff): Greenhouse Gas Reduction Fund

Introduced: 6/30/15

Status: 9/1/15-Senate Transportation and Infrastructure Development Vote - Do pass, but re-refer to the Committee on Appropriations.

Summary: Excludes from Greenhouse Gas Reduction Fund allocation the annual proceeds of the fund generated from the transportation fuels sector. Provides instead that those annual proceeds shall be appropriated by the Legislature for transportation infrastructure, including public streets and highways, but excluding high-speed rail.

Priority: 1S. Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.

Position: Watch

SBX1-3 (Vidak): Transportation bonds: highway, street, and road projects

Introduced: 7/1/15

Last Amended: 8/17/15

Status: 9/14/15-Returned to Secretary of Senate

Summary: This bill redirects high-speed rail bond proceeds to state freeways and highways, and local streets and roads, upon voter approval.

Priority: N/A: California High-Speed Rail project

Position: Watch

SBX1-4 (Beall): Transportation funding

Introduced: 7/7/15

Last Amended: 9/4/15

Status: 9/24/2015-Senators Beall (Co-Chair), Allen, Leyva, Cannella and Gaines appointed to Conference Committee.

Summary: Declares the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to maintain and repair the state's highways, local roads, bridges, and other critical transportation infrastructure.

Priority: 1S. Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.

Position: Watch (spot bill)

SBX1-5 (Beall): Transportation funding

Introduced: 7/7/15

Status: 9/1/15-In Assembly. Read first time. Held at Desk.

Summary: Declares the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to improve the state's key trade corridors and support efforts by local governments to repair and improve local transportation infrastructure.

Priority: 1S. Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.

Position: Watch (spot bill)

SBX1 7 (Allen) Diesel sales and use tax.

Introduced: 7/16/15

Last Amended: 9/3/15

Status: 9/3/15- Re-referred to Com. on APPR.

Summary: Increases the sales and use tax on diesel fuel from 1.75% to 5.25% and allocates the money by formula to public transit agencies, such as Monterey-Salinas Transit. Restricts expenditures of revenues from the July 1, 2016, increase in the sales and use tax on diesel fuel to transit capital purposes and certain transit services. Requires an existing required audit of transit operator finances to verify that these new revenues have been expended in conformance with these specific restrictions and all other generally applicable requirements and Provides that the increase in the additional sales and use tax on diesel fuel imposed by the bill shall not be considered by the board in its annual modification of the diesel excise tax rate.

Priority: 1S. Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.

Position: SUPPORT (Letter sent 9/9/15)

SBX1 8 (Hill) Public transit: funding.

Introduced: 7/16/15

Status: 9/2/15- Re-referred to Com. on APPR.

Summary: Appropriates 20% of Greenhouse Gas Reduction Fund (Cap and Trade) annual proceeds to the TIRCP, and 10% of those annual proceeds to the LCTOP. This represents a doubling of the current funding level for bus and rail transit from current levels, and comes from the currently "unallocated" share.

Priority: 1S. Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.

Position: SUPPORT (Letter sent 9/9/15)

SBX1 11 (Berryhill) Environmental quality: transportation infrastructure.

Introduced: 7/16/15

Last Amended: 9/4/15

Status: 9/4/15- Read second time and amended. Re-referred to Com. on T. & I.D.

Summary: CEQA requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA establishes a procedure by which a person may seek judicial review of the decision of the lead agency made pursuant to CEQA.

Priority: 4S. Work with partner agencies to reach agreement on proposals for California Environmental Quality Act (CEQA) reform, while retaining environmental protections.

Position: SUPPORT (Letter sent 9/9/15)

SBX1 12 (Runner) California Transportation Commission.

Introduced: 7/16/15

Last Amended: 8/20/15

Status: 8/20/15-Read second time and amended. Re-referred to Com. on APPR.

Summary: Removes the CTC from CalSTA, reestablishes it as an independent entity in state government, and allows it to again act in an independent oversight role.

Priority: NA – CTC

Position: SUPPORT (Letter sent 9/9/15)

SBX1 14 (Cannella) Transportation projects: comprehensive development lease agreements.

Introduced: 7/16/15

Status: 8/17/15-August 19 set for first hearing canceled at the request of author.

Summary: Extends Caltrans' authorization to enter into Public-Private Partnerships by removing the January, 2017 expiration date.

Priority: 5S. Support efforts to extend and expand Public Private Partnership authority, public tolling authority, and design-build authority, expand mode eligibility, and allow for regional control of such projects.

Position: SUPPORT (Letter sent 9/9/15)

SCAX 1-1 (Huff): Motor vehicle fees and taxes: restriction on expenditures

Introduced: 6/19/15

Status: 9/9/15-From committee: Be adopted and re-refer to Com. on APPR.

Summary: Prohibits the Legislature from borrowing revenues from fees and taxes imposed by the state on vehicles and water-borne vessels or their use or operation, and from using those revenues other than as specifically permitted by Article XIX. Provides that none of those revenues may be pledged or used for the payment of principal and interest on bonds or other indebtedness.

Priority: 1S. Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.

Position: SUPPORT (Letter sent 6/29/15)



FINAL 2016 Legislative Program: State Issues

- 1S. Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.
- 2S. Encourage the state to increase investments in passenger rail and bus transit projects and seek funding for Monterey County projects.
- 3S. Support legislation that promotes transit-oriented development, complete streets, and active transportation projects.
- 4S. Work with partner agencies to reach agreement on proposals for California Environmental Quality Act (CEQA) reform, while retaining environmental protections.
- 5S. Support efforts to extend and expand Public Private Partnership authority, public tolling authority, and design-build authority, expand mode eligibility, and allow for regional control of such projects.
- 6S. Support efforts to develop alternative funding sources to offset the reduction in gas tax revenues and ensure that any pay-by-the-mile funding is equitably assessed and distributed.
- 7S. Support redefinition of “disadvantaged communities” in the Greenhouse Gas Reduction Fund (i.e., “cap and trade”) grant program guidelines to better reflect economic and rural area considerations, and seek funding from the program for regional priority projects.
- 8S. Support measures to allow the California Department of Fish and Wildlife to allow Caltrans to adopt appropriate avoidance and mitigation measures to protect the Santa Cruz Long-Toed Salamander from potential impacts of the Highway 156 project.
- 9S. Support legislation to transfer funding derived from the sale of excess rights-of-way purchased for the Prunedale Bypass project to priority projects in the region.
- 10S. Support legislation to expand the Capitol Corridor Joint Powers Authority to Salinas, and to expand the Los Angeles-San Diego Rail Corridor Agency (LOSSAN) to San Francisco.
- 11S. Support funding proposals to enable cities and counties to implement storm water runoff requirements for transportation projects.
- 12S. Support legislation that promotes transparency and access to information on rail transport of hazardous materials.
- 13S. Support member agencies’ requests for state funding of regionally significant transportation projects and support partner agency legislative efforts as they interface with regional transportation priorities, when they are consistent with Transportation Agency for Monterey County priorities.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Executive Committee
From: Michael Zeller, Principal Transportation Planner
Meeting Date: April 6, 2016
Subject: Federal Legislative Update

RECOMMENDED ACTION

RECEIVE federal legislative update.

SUMMARY

On December 4, 2015, the President signed the “Fixing America’s Surface Transportation” (FAST) Act. This act includes \$4.5 billion over five years in grants for freight projects, as well as a National Environmental Policy Act assignment pilot program. The Consolidated Appropriations Act of 2016 allows States to repurpose unspent earmarks on new projects.

FINANCIAL IMPACT

The five-year, \$300 billion, authorization bill includes only a small amount of new money, but it does provide more stability and certainty for transportation funding. The discussion below summarizes the financial impacts overall and for Monterey County.

DISCUSSION

On December 1, 2016, the Conference Committee reported out HR 22, the “Fixing America’s Surface Transportation” (FAST) Act. The House and Senate passed the bill on December 3. On the date that the prior extension was set to expire, December 4, President Obama signed the bill. The FAST Act authorizes Highway, Transit and Railroad programs at \$305 billion over 5 years, which is 15% or \$2.5 billion more per year than current funding.

Freight Grant Program: The FAST Act created two new freight programs. The first is a formula freight program that allocates \$6.3 billion over five years to the states. The second program is a competitive grant program funded at \$4.5 billion over five years. This FASTLANE grant program, open to Regional Transportation Planning Agencies, provides funding to complete projects that improve safety, hold the greatest promise to eliminate freight bottlenecks, and improve critical freight movements. FASTLANE freight grants fund small and large projects, based on project size, that meet statutory requirements. Large projects can be up to \$100 million or a minimum award of

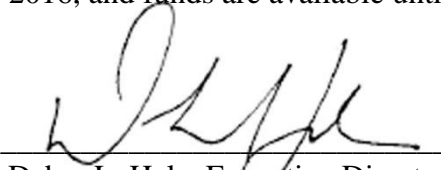
\$25 million. Small projects, which consist of projects below \$25 million, are eligible for a minimum award of \$5 million. The FAST Act authorizes \$800 million in funding for the FASTLANE program for fiscal year 2016, with 25 percent reserved for rural projects, and 10 percent for smaller projects.

The State Transportation Agency is developing a consensus package of projects to put forward from the State. Tim Gubbins, Caltrans District 5 Director, indicated that the district will be reaching out to the regional agencies to discuss projects to recommend for the consensus package. Transportation Agency staff is considering applying to this program to fund the right-of-way acquisition phase of the Highway 156 Widening project. Applications are due April 14, 2016.

NEPA Assignment: The FAST Act also establishes a new pilot program to allow up to five states to substitute their own environmental laws and regulations for the National Environmental Policy Act (NEPA) if the state's laws and regulations are at least as stringent as NEPA. To be eligible, a state must already be participating in the Surface Transportation Project Delivery Program, in which California is already enrolled. Caltrans, in essence, becomes a federal agency and assumes FHWA's environmental responsibilities.

However, Caltrans has some concerns over the potential for liability under the new program. A provision of the act gives federal district court exclusive jurisdiction over any civil action against the state challenging compliance with the state environmental laws substituting NEPA laws under the pilot. Lawsuits must be brought within two years of publication in the Federal Register of notice of a state license, permit or approval made under the state laws approved for the pilot. This legal exposure is greater than approvals made under other federal laws, which have 150 day window for filing a similar challenge. The act also provides for the possibility of a supplemental environmental review, which creates a new two year window for bringing a lawsuit.

Earmark Repurposing: Section 125 of the Department of Transportation Appropriations Act, 2016 provides the authority for a State to repurpose any earmark that was designated on or before September 30, 2005, and is less than 10 percent obligated or closed. The repurposed funds may be obligated on a new or existing project in the State within 50 miles of the earmark designation. Monterey County has funding from several projects that fall on the list, such as Airport Boulevard, US 101 Prunedale Improvements, Monterey Bay Sanctuary Scenic Trail and Highway 156. Agency staff is working with Caltrans to review the projects and identify the total amount of funds available for repurposing. Possible uses for the new funding could be the preliminary engineering and environmental work on the US-101 South County Frontage Roads. The deadline to submit requests for repurposing is September 12, 2016, and funds are available until September, 2019.

Approved by: 
Debra L. Hale, Executive Director

Date Signed: March 22, 2016

Regular Agenda

Counsel Approval: N/A

Finance Approval: N/A



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Executive Committee
From: Theresa Wright, Community Outreach Coordinator,
Assistant Transportation Planner
Meeting Date: April 6, 2016
Subject: Annual Report Update

RECOMMENDED ACTION

1. **RECEIVE** annual report update; and
2. **AUTHORIZE** the Agency to produce the 2015-2016 annual report.

SUMMARY

On March 2, 2016, the Executive Committee discussed the Transportation Agency's 2016 Annual Report and recommended that staff provide the total cost for printing and mail distribution for the current and proposed annual report at the April 2016 committee meeting.

FINANCIAL IMPACT

Costs to design, print, translate and distribute the 2015-2016 Annual Report by mail are included in the Agency budget. The budgeted amount is \$65,000. The recommended hybrid approach is estimated to fall within this budgeted amount (\$37,500 design/printing/inserts + \$24,000 mailing + up to \$3,500 for additional distribution).

DISCUSSION

The Annual Report is a public outreach tool that the Agency has distributed since 2005. Each year the report has a theme which summarizes the Agency's accomplishments and future planning activities

The current 8 ½ x 11 inch eight-page annual report was written and translated by staff. The Agency used an on-call graphic designer to design, translate and oversee the production of the report. The designer was also responsible for overseeing the production of the report. A second vendor was obtained through the competitive bidding process to print and distribute the annual report by mail to residents and business in Monterey County. The production schedule to produce the report after it is written by staff is six weeks. 160,000 English language and 500 Spanish language copies were printed. 156,785 copies were mailed. The costs to design, print, distribute and mail the report was \$55,714.

The specific costs last year were:

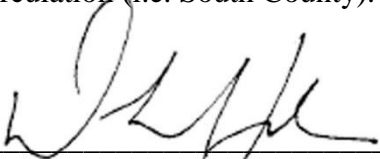
- \$6,815 for design & production
- \$24,674 for printing
- \$24,225 for distribution & mailing
- TAMC staff time to write and translate the report

On January 28, 2016, Agency staff met with the Monterey County Weekly at their request to hear their proposal to produce the Agency's Annual Report. On March 2, 2016, staff provided an oral report on their proposal to the Transportation Agency Executive Committee. Copies of the current annual report, a sample of an annual report produced by the Weekly and the costs associated with each were provided for comparison and discussion.

The Weekly proposed to write, edit, illustrate, design, print and distribute a 16-page annual report, of which 8 pages would be in English and 8 pages would be in Spanish, at a total cost of \$37, 500. Distribution of the 10.75" x11.5" annual report would be as inserts into the weekly free paper and at designated locations. The production schedule to produce the report is six to seven weeks.

At the direction of the Executive Committee for more detailed information, staff requested proposals from the Agency's on-call consultant Eric Gouldsberry Art Direction and the Monterey County Weekly just for the design and production of 163,500 copies of an 16-page Annual Report, of which 8 pages would be in English and 8 pages in Spanish. Attachment 1 is the proposal from Eric Gouldsberry Art Direction. Attachment 2 is the proposal from the Monterey County Weekly.

Staff recommends that the production of the 2015-2016 annual report be a hybrid of both proposals: have The Weekly design, produce and print the report and insert copies into their newspaper, and separately mail this report to all households. To keep this hybrid method cost-effective, an analysis will be made to determine how many copies will be mailed and how many will be inserted. It is anticipated that there will be a reduction in the number of reports printed due to the hybrid approach. If additional funding is available, it could be used to augment distribution to newspapers in areas with more limited Weekly circulation (i.e. South County).

Approved by: 
Debra L. Hale, Executive Director

Date Signed: March 28, 2016

Regular Agenda

Counsel Approval: N/A
Finance Approval: N/A

Attachments:

1. Eric Gouldsberry Art Direction Annual Report Proposal
2. Monterey Country Weekly Annual Report Proposal



ESTIMATE

To: Theresa Wright at TAMC
Email: theresa@tamcmonterey.org **Phone Number:** 831.775.4411
Date: 3-11-16 **Pages (including this sheet):** 1

Hi Theresa,

Below is my estimate for the 2015 TAMC Annual Report. Let me know if you have any questions!

— Eric (8: {D>

2015 TAMC Annual Report

Design, comps, production and photo/print direction of TAMC annual report. Scope includes main annual at 16 pages (8 in English, 8 in Spanish), and online version. Assumes two on-site meetings, on-site photography and print direction. Sales tax is not included since all files will be delivered electronically.

Design/Art Direction	\$1,260
Comps	630
Production	2,430
Photo Direction	630
Print Direction	540
Client/Vendor Meetings	720
General/Administrative	350
Expenses/Materials	400
Total	\$6,960

Terms and Conditions

This estimate is based on the description of the project as discussed, and could change depending on any different direction client chooses to take. Remember, this is just an estimate; the figures here represent what the actual cost will be in as accurate a manner as possible.

Revision stages are included within the price; **extensive client revisions could raise the final cost above this estimate.** Revisions for which Eric Gouldsberry Art Direction is responsible will not be billed. If there are changes in the requirements or scope of the project, Eric Gouldsberry Art Direction reserves the right to change the proposal. If the project is completed below estimate, the fee will be lowered accordingly.

If the project is canceled or postponed prior to completion, Eric Gouldsberry Art Direction will be paid for all services and expenses incurred up to that point.

Final billing terms are net 30 days. A 6% per month service charge will be made on unpaid balances after 30 days.





TAMC 2015 ANNUAL REPORT

Proposed Schedule and Print Estimates

PRINTING

Following is pricing provided by three printers for four different variations of the 2015 TAMC Annual: A version in the same size as 2014 (22x8.5 folded to 11x8.5) and a larger size (21.5x11.5 folded to 10.75x11.5). Within each of those size variations are quotes for printing on 100 lb. matte coated book (as we have done in recent years) and a lighter sheet (80 lb. book) which would offset the totality of pages (16, versus the eight of recent years). (Note: K&H Print does not have the ability to print the larger size, so they are not submitting prices as such.)

22X8.5 FOLDED TO 11X8.5, 100 LB. BOOK

Printer	Printing	Mail Services	Postage	Total
PSP/RR Donnelley, Sacramento	\$30,678	\$2,398	\$21,590	\$54,666
Casey Printing, King City	\$45,749	(included)	\$21,590	\$67,339
K&H Print, Seattle	\$54,662	\$2,187	\$24,248	\$81,097

22X8.5 FOLDED TO 11X8.5, 80 LB. BOOK

Printer	Printing	Mail Services	Postage	Total
PSP/RR Donnelley, Sacramento	\$30,678	\$2,398	\$21,590	\$54,666
Casey Printing, King City	\$40,906	(included)	\$21,590	\$62,496
K&H Print, Seattle	\$62,722	\$2,187	\$24,248	\$89,157

21.5X11.5 FOLDED TO 10.75X11.5, 100 LB. BOOK

Printer	Printing	Mail Services	Postage	Total
PSP/RR Donnelley, Sacramento	\$34,565	\$2,550	\$21,590	\$58,705
Casey Printing, King City	\$74,233	(included)	\$21,590	\$95,823

21.5X11.5 FOLDED TO 10.75X11.5, 80 LB. BOOK

Printer	Printing	Mail Services	Postage	Total
PSP/RR Donnelley, Sacramento	\$34,565	\$2,550	\$21,590	\$58,705
Casey Printing, King City	\$67,160	(included)	\$21,590	\$88,750



TAMC 2015 ANNUAL REPORT

Proposed Schedule and Print Estimates

PROPOSED SCHEDULE

Two different timelines are below—one assuming a mail date of mid-June (accelerated), the other a mail date of mid-July (normal).

TASK	ACCELERATED	NORMAL
Initial Meeting	April 29	May 2
EGAD Presents Cover Concepts	May 5	May 13
Fine Tuning, Writing	May 6-18	May 16-27
Photos	Week of May 9	Week of May 30
First Full Draft Shown (English only)	May 20	June 8
Second Draft Shown	May 27	June 17
Spanish Translations	May 21	June 20
Annual Report Approved	June 1	June 29
Design/Production of Online Version	June 1-10	June 30-July 15
Print Proofs to EGAD/TAMC	June 3	July 1
Printing	June 6-7	July 11-12
Mailed	Week of June 13	Week of July 18

TRANSLATION

An estimate for translation services has been provided by Translation by Design, which has translated the TAMC annual report in past years. Their pricing structure is as follows: \$0.24 per word, and \$85/hour for proofing. This results in a final estimated price of \$650.

Theresa Wright

From: Tracy Vasquez <tracy@mcweekly.com>
Sent: Tuesday, March 08, 2016 2:40 PM
To: Theresa Wright
Subject: Revised info

So sorry for the delay- its BEST OF season which means lots of extra people to contact!

Anywho...

To get these out by Mid June, we'd need the contract signed by the end of the month, April and May we edit, research, write, design, translate/localize, etc., to print and come out mid June.

Break down on 100k copies of a 16 page insert (double sided pages printed):

Manufacturing \$21,800
Write/Edit: \$3,400
Design: \$4,800
Translation/localization: \$2,600
Inserting: \$2,400
Print campaign: \$3,500

Cost to TAMC: \$33,500 (We give you a discount as a pac

The cost for the increase to 163,500 would be an additional \$12,800 or \$46,300 total.

Let me know how I can help!

Tracy

Tracy Burke Vasquez
Marketing Advocate/ Account Executive
tracy@mcweekly.com
Office: 831-394-5656, ext 123
Mobile: 831-402-2276

News, Entertainment, Opinions, Opportunities and more every day at www.MontereyCountyWeekly.com

Theresa Wright

From: Tracy Vasquez <tracy@mcweekly.com>
Sent: Thursday, February 18, 2016 3:41 PM
To: Theresa Wright
Subject: Proposal

M O N T E R E Y C O U N T Y
WEEKLY
PRINT | WEB | MOBILE

Bid to publish the TAMC Annual Report and Investment Plan

Scope of Work:

Report, write, edit, illustrate, design, print and deliver of 100,000 copies of a 16 page tabloid magazine.

4 page 70# glossy cover

12 pages of 40# hibrite newsprint interior section

Stitched and trimmed to final size of 10.75 x 11.5 inches

36,000 copies inserted in a designated edition of the Weekly

64,000 copies delivered to up to 15 locations of TAMC's choosing.

8 pages in English, 8 pages in Spanish.

8 weeks of print, digital and social media and newsletter campaign in Monterey County Weekly and its digital properties -- design included -- to support the release of the report. Including:

1/3 page color ad weekly

Monday e-blast newsletter top ad position

10,000 weekly impression on MCWeekly.com

Weekly social media promotion

Digital flip books of both English and Spanish editions.

Total charges \$37,500

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Tracy Burke Vasquez

Marketing Advocate/ Account Executive

tracy@mcweekly.com

Office: 831-394-5656, ext 123

Mobile: 831-402-2276

Periodicals
Outside County—Including Science-of-Agriculture

Pound Prices—per pound or fraction

Entry Level or Zone	Regular		Science of Agriculture		Preferred Price: Authorized Nonprofit and Classroom publications and publications that meet the standards for Limited Circulation publications and Limited Circulation Science-of-Agriculture publications receive 5% off the total Outside County postage excluding the postage for advertising pounds. This does not apply to commingled nonsubscriber or nonrequester copies in excess of the 10% allowance in DMM 207.7.0.
	Advertising	Editorial	Advertising	Editorial	
DDU	\$0.126	\$0.093	\$0.095	\$0.093	
DSCF	0.185	0.140	0.138	0.140	
DFSS	0.185	0.140	0.138	0.140	
DADC	0.198	0.149	0.148	0.149	
Zones 1 & 2	0.223	0.166	0.168	0.166	
Zone 3	0.242	0.166	0.242	0.166	
Zone 4	0.306	0.166	0.306	0.166	
Zone 5	0.383	0.166	0.383	0.166	
Zone 6	0.468	0.166	0.468	0.166	
Zone 7	0.567	0.166	0.567	0.166	
Zone 8	0.656	0.166	0.656	0.166	
Zone 9	0.656	0.166	0.656	0.166	

Piece Prices—per addressed piece

Bundle Level	Letters		Machinable Flats		Nonmachinable Flats		Parcels
	Barcoded	Nonbarcoded	Barcoded	Nonbarcoded	Barcoded	Nonbarcoded	
CR Saturation	\$0.150	\$0.150	\$0.150	\$0.150	\$0.150	\$0.150	\$0.150
CR High Density	0.177	0.177	0.177	0.177	0.177	0.177	0.177
CR Basic	0.210	0.210	0.210	0.210	0.210	0.210	0.210
FSS	-	-	0.239	0.375	-	-	-
5-Digit	0.229	0.326	0.313	0.326	0.341	0.341	0.341
3-Digit/SCF	0.297	0.431	0.404	0.431	0.484	0.497	0.497
ADC	0.317	0.451	0.422	0.451	0.573	0.604	0.604
MXD ADC	0.353	0.490	0.454	0.490	0.680	0.682	0.682

Bundle Prices—per bundle

Bundle Level	Container Level						Ride-Along Price per piece: \$0.182
	CR/5-Digit	FSS Facility	FSS Scheme	3-Digit/SCF	ADC	MXD ADC	
Firm	\$0.107	-	-	\$0.220	\$0.275	\$0.370	All Firm bundles (per addressed piece): \$0.202
Carrier Route	0.277	-	-	0.562	0.709	0.946	
5-Digit	0.319	-	-	0.361	0.502	0.762	Nonadvertising adjustment factor for each 1% of non-advertising content: \$0.00113
FSS Scheme	-	\$0.320	\$0.006	0.320	0.472	0.717	
3-Digit/SCF	-	-	-	0.320	0.465	0.715	
ADC	-	-	-	-	0.322	0.589	
MXD ADC	-	-	-	-	-	0.216	

Container Prices—per pallet, tray, or sack

Entry	Pallet							Tray/Sack					
	CR	5-Digit	3-Digit/SCF	FSS Facility	FSS Scheme	ADC	Mixed ADC	CR/5-Digit	3-Digit/SCF	FSS Facility	FSS Scheme	ADC	Mixed ADC
DDU	\$3.120	-	-	-	-	-	-	\$1.016	-	-	-	-	-
DSCF	19.966	\$40.749	\$24.335	\$24.335	\$13.840	-	-	1.468	\$0.903	\$0.903	\$0.903	-	-
DFSS	-	-	-	24.335	6.664	-	-	-	-	0.903	0.470	-	-
DADC	37.720	58.503	42.080	42.080	31.585	\$25.118	-	1.919	1.355	1.355	1.355	\$0.903	-
DNDC	42.047	62.830	46.473	46.473	35.977	43.825	-	2.258	1.694	1.694	1.694	1.580	-
Origin	62.042	82.825	66.275	66.275	55.762	63.402	\$6.409	3.048	2.371	2.371	2.371	2.260	\$0.482

In-County

Pound prices—per pound or fraction

Entry Level	Price
DDU	\$0.160
None	0.209

Piece Prices per addressed piece

Presort Level	Automation		Nonautomation Letters, Flats, and Parcels
	Letters	Flats	
Carrier Route	-	-	-
Saturation	-	-	\$0.035
High Density	-	-	0.050
Basic	-	-	0.068
5-Digit	\$0.053	\$0.113	0.119
3-Digit	0.055	0.121	0.133
Basic	0.067	0.129	0.146

DDU discount for each addressed piece: \$0.008.

Note: Subtract \$0.001 for each addressed letter or flat that complies with the Full-Service Intelligent Mail option for County or In-County.