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: Kimbley Craig (Chair),
Fernando Armenta (1st Vice Chair), Alejandro Chavez (2nd Vice Chair),
Jane Parker (Past Chair),
Dave Potter (County representative), Robert Huitt (City representative)
Wednesday, August 5, 2015
TAMC Conference Room
55-B Plaza Circle, Salinas

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

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.
BEGINNING OF CONSENT AGENDA: Approve the staff recommendations for item 3.1 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 June 3, 2015. – Rodriguez Pages 4 - 6

END OF CONSENT AGENDA

4. RECEIVE an update on the Transportation Improvement Measure Outreach Plan; and PROVIDE input on the Transportation Improvement Measure Outreach Plan and development of the expenditure plan. – Wright Pages 7 - 10

5. RECEIVE state legislative update, and RECOMMEND the Board adopt positions on bills of interest to the Agency. – Hale/Arriaga Pages 11 - 20

6. RECEIVE federal legislative update and RECOMMEND Board adoption of statewide Surface Transportation Reauthorization consensus principles. – Hale Pages 21 - 29

7. REVIEW the proposed Voluntary Form of Equal Employment Opportunity Plan and RECOMMEND Board adoption of the Plan. – Goel Pages 30 - 39

8. RECEIVE report on draft agenda for TAMC Board meeting of August 26, 2015. – Hale (Handout)

9. ADJOURN

Next Executive Committee meeting is:
Wednesday, September 2, 2015
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.
DRAFT MINUTES

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: Kimbley Craig (Chair), Fernando Armenta (1st Vice Chair), Alejandro Chavez (2nd Vice Chair), Jane Parker (Past Chair), Dave Potter (County representative), Robert Huitt (City representative)

Wednesday, June 3, 2015
*** 9:00 a.m. ***
Transportation Agency Conference Room
55-B Plaza Circle, Salinas

1. CALL TO ORDER: Chair Craig called the meeting to order at 9:00 a.m. Committee members present: Chavez, Huitt, alternates Markey for Parker, Martinez for Armenta and Mohammadi for Potter. Staff present: Goel, Hale, Muck, Rodriguez, and Wright. Others present: Agency Counsel Reimann and Sam Teel, MCHA.

2. PUBLIC COMMENTS: None.

3. CONSENT AGENDA:
On a motion by Committee Member Huitt and seconded by Committee Member Chavez, the committee voted 6–0 to approve the consent agenda.

3.1 APPROVED minutes from the Executive Committee meeting of May 6, 2015.
3.2 RECEIVED federal legislative update.
3.3 RECEIVED state legislative update, and RECOMMENDED the Board adopt positions on bills of interest to the Agency.
3.4 RECOMMENDED that Board of Directors approve evaluation form, procedure, and timeline for completing annual evaluation for Executive Director and Counsel.

END OF CONSENT
4. RECEIVED an update on the Transportation Improvement Measure Outreach Plan, and PROVIDED input on the Transportation Improvement Measure Outreach Plan and Expenditure Plan.

Theresa Wright, Community Outreach Coordinator reported that staff and a few Board members met with CliffordMoss, the Agency’s Transportation Improvement Measure Public Outreach Plan consultant. An ad hoc steering committee of TAMC Board members will be formed to provide input on the development of the expenditure plan and assist with outreach activities. Ms. Wright asked the Executive Committee for input on which projects to consider including in the expenditure plan.

Committee members suggested the following projects/programs:
- Local projects from the cities/county Capital Improvement Programs;
- Sidewalk improvements (it was noted that these would assist non-drivers such as the elderly and young);
- Route 1 capacity improvements, such as the MST busway, or light rail (if affordable);
- Congestion relief project for travel from Pacific Grove/Monterey to Route 1;
- Fort Ord Trail and Greenway;
- Sand City gaps in the Monterey Bay Sanctuary Scenic Trail;
- State Route 68 improvements

Staff clarified that at $450 million the light rail project was probably not affordable, given that a 3/8% measure would raise about $20 million per year, or $600 million over 30 years. The executive director noted that the MST busway could be a precursor to future rail service or expanded bus rapid transit service.

There was some discussion about the local project money whether it should be unrestricted or whether projects should be listed. The group agreed that the cities and the County should set the priorities for the local share funding, but they should list some specific projects of their choosing in the measure.

Public comment:
Sam Teel reported that he supports the Transportation Improvement Measure, and noted that a certain amount of funding be for unrestricted local transportation needs. He noted that the Monterey County Hospitality Association (MCHA) would support public transportation investments and suggested reduced commuter fares. He expressed concern that there needs to be clarification that the Highway 156 project is not part of the sales tax, and stated that MCHA would assist in this regard.
5. **RECEIVED** report on effort and expense to produce paper agenda packets, and **PROVIDED** direction on options to reduce Agency expenses.

Chair Craig noted that the cost to produce 70, 200 plus page agendas for each TAMC Board meeting is costly, not only to print and send the agenda, but also in terms of staff time. She encouraged the Board to adopt a “light paper” policy in which TAMC sets a default of electronic agendas and noted that she would like to see a 50 percent reduction in paper agendas. Director Hale reported that staff will set up a program that will include:

- Surveying Board and committee members’
- Possibly having an incentive for board members who use the electronic version,
- Providing an e-Agenda training session to the Board members,
- Providing a list of pros and cons of e-agendas, and
- Setting a goal for the Agency to reduce paper agendas by 50%.

Committee members said that while some of them were already using electronic agendas for other boards and committees, others would find it difficult to give up paper, but everyone agreed to try it out.

6. **RECEIVED** a report on the draft agenda for TAMC Board meeting of June 24, 2015:

Executive Director Hale highlighted the draft TAMC Board agenda items proposed for June 24, 2015. She reported that the Board would be asked to approve release of a Request for Proposal to conduct the Highway 156 Level 2 Traffic and Revenue Study; and Adopt the Marina-Salinas Multimodal Corridor Plan. The Board will also receive an update on the Caltrans audit. On the consent agenda, among other items, the Board will be asked to adopt Resolution 2014-11 finding that within Monterey County there are no unmet transit needs, including unmet transit needs that are reasonable to meet, and Resolution 2014-12 allocating Local Transportation Funds to Monterey-Salinas Transit for Fiscal Year 2014-15.

7. **ADJOURNMENT**

Chair Craig adjourned the meeting at 10:13 a.m.

[Signature]

Elouise Rodriguez, Senior Administrative Assistant
Memorandum

To: Executive Committee
From: Theresa Wright, Community Outreach Coordinator/
      Associate Transportation Planner
Meeting Date: August 5, 2015
Subject: Transportation Improvement Measure Outreach Plan Update

RECOMMENDED ACTION

RECEIVE an update on the Transportation Improvement Measure Outreach Plan; and
PROVIDE input on the Transportation Improvement Measure Outreach Plan and the
development of the Expenditure Plan.

SUMMARY

The Transportation Measure Steering Committee has implemented the first phrase of the
Transportation Improvement Measure Outreach Plan. This report provides an update on
the development and implementation of the first phase of the plan and seeks input the
outreach plan and draft Expenditure Plan.

FINANCIAL IMPACT

Agency staff and consultant time are in the adopted Agency budget.

DISCUSSION

Many of our key transportation networks were built years ago and need repair and upgrading.
Our local transportation system is underfunded, and without a dedicated source of locally
controlled dollars we struggle to compete for matching state and federal funds. To fund
identified needs, T AMC is exploring a 2016 sales tax to fund needed improvements.

On May 27, 2015, the Transportation Agency Board of Directors approved a contract
with CliffordMoss as the Transportation Improvement Measure Public Outreach Plan
consultant; and approved their selection of Moxxy Marketing as their identified local lead project sub-consultant.

The Agency’s Transportation Improvement Measure Public Outreach Plan consultant, Tom Clifford, lead principal of CliffordMoss, and its local lead project sub-consultant, Moxxy Marketing, led by Terry Feinberg has met with Agency staff and members of the Transportation Measure Outreach Plan Steering Committee. The meetings were held on Thursday, May 28, 2015 and Monday, June 29, 2015 to discuss and implement the development of the public outreach plan. The purpose of the plan is to increase public awareness and understanding of Monterey County’s transportation needs and funding challenges.

The next step is for T AMC Board members, the steering committee and other stakeholders to meet with their community leaders and get their input on what transportation project should be considered for the Transportation Improvement Measure. After this outreach effort, a draft expenditure plan will be started for review and discussion.

**Attachment 1** is the timeline for the public outreach plan.  
**Attachment 2** is the Transportation Investment Plan input form.

Approved by:  
Debra L. Hale, Executive Director  
Date signed:  
7/22/15

Regular Agenda  
Counsel Approval: N/A  
Finance Approval: N/A

Attachment:  
1. Public Outreach Plan Timeline  
2. Transportation Investment Plan Input
We’re Planning for Monterey County’s Future.
We want YOUR input.

Please Rank the Following
(1 – Highest Need to 6 – Lowest Need)

☐ Local & Regional Road Repairs
☐ Safety Improvements
☐ More Bus Services to Schools, Work, & Healthcare
☐ Improve Walkability, Bicycle, and Clean Transportation Options
☐ Better Air Quality, & More Greenways, Wildlife Corridors, & Open Space
☐ Enhance Transportation for Youth, Seniors, Veterans & Persons with Disabilities

☐ Other Transportation Needs: __________________________________________________

________________________________________________________

☐ YES! Sign me up to receive updates!

Name: ___________________________ Address: ___________________________

Email: ___________________________ City/State/Zip: ________________________

Phone: ___________________________ Most used mode of transport: _____________

RETURN TO

TAMC
55-B PLAZA CIRCLE
SALINAS, CA 93901
(831) 775-0903
info@tamcmonterey.org

PLEASE DON’T HESITATE TO CONTACT US WITH YOUR QUESTIONS AND CONCERNS
Memorandum

To: Executive Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: August 5, 2015
Subject: State Legislative Update

RECOMMENDED ACTION

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

SUMMARY

The bill list has been updated since the Board received an update on June 24. The Governor called a special session on transportation, and several bills were reintroduced under new numbers, while new bills were also introduced. Agency legislative analyst John Arriaga will attend the meeting to present the report.

FINANCIAL IMPACT

Agency staff and consultant time are in the adopted Agency budget.

DISCUSSION

The Governor called a special session on transportation funding after the state budget was adopted. Several of the bills introduced in the regular session were reintroduced in the special session and some new legislation was also introduced. The bills address issues of interest to the Transportation Agency including:

- Allocation of cap and trade funding;
- New revenues for various transportation improvements (maintenance, transit, state highways or a combination thereof);
- Returning truck weight fees to transportation;
- Early repayment of past transportation loans and prohibitions against future loans; and
- Removing the public-private partnership legislation’s January 2017 expiration date.

The Monterey Bay region is fortunate that two of our legislators – Assemblymember Alejo and Senator Cannella – are taking a leading role in the special session and have introduced legislation...
to support transportation funding. Attachment 1 is a summary table of the bills as of July 20, organized by TAMC priority. Bills that failed to meet deadlines were removed from the list. New bills are indicated in bold font. Some of the “new” bills are bills that have been reintroduced in the special session with a new number; the prior bill number is identified in the table. If the Board approved a position on the bill in its prior incarnation, letters were sent supporting the bill as written as of that date. Several new bills have been introduced in the special session, and recommended positions are indicated in the table. Attachment 2 is the list of Special Session legislation and a summary of each bill as of July 20.

The legislature went on recess on July 17 and is out until August 17, and so any activity on any of these bills will have to happen in the last month of the full session, which concludes on September 11.

Additional background is provided in the following web attachments:
1. A report from JEA & Associates summarizing the state budget, the special session on transportation, including a summary table of the special session bills, and an update on the cap and trade grant programs.
2. A report from the Legislative Analyst’s Office on funding options for transportation.
3. An article written by Senator Anthony Cannella about the need for transportation funding.
4. The full updated bill list as of July 20; changes from the version presented to the Board on June 24 are indicated using underline and strikeout. Bills that failed to meet deadlines were removed from the list.
5. The TAMC-adopted 2015 Legislative Program.

Approved by: Debra L. Hale, Executive Director

Regular Agenda

Attachments:
1. TAMC Bill List Summary Table by TAMC Priority
2. List of Transportation Special Session Legislation

Web Attachments:
1. JEA State Report
2. Legislative Analyst’s Office report
3. Article by Senator Anthony Cannella, “State’s Urgent Need for Transportation Funding”
4. TAMC Bill List as of July 20, 2015
5. Final TAMC Legislative Program, adopted January 28, 2015
## TAMC Bill List – Active Bills
### Monday, July 20, 2015

<table>
<thead>
<tr>
<th>Bill No (Author)</th>
<th>Topic</th>
<th>TAMC Board adopted position</th>
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<tbody>
<tr>
<td><strong>TAMC priority 3S</strong> - Support proposals to lower the voter threshold for local transportation sales tax ballot measures, without state spending restrictions, and monitor the need to seek a waiver to allow the County to exceed the 2% limit on local sales taxes for transportation.</td>
<td><strong>AB 464 (Mullin)</strong> Transactions and use taxes: maximum combined rate</td>
<td>Watch</td>
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<td></td>
<td><strong>ACA 4 (Frazier)</strong> Local government transportation projects: special taxes: voter approval</td>
<td>SUPPORT (Letter sent 4/27)</td>
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<tr>
<td><strong>TAMC priority 5S</strong> - Support efforts to extend and expand Public Private Partnership and design-build authority, expand mode eligibility, and allow for regional control of such projects.</td>
<td><strong>ABX1-2 (Perea)</strong> Transportation projects: comprehensive development lease agreements (Reintroduction of AB 1265 in special session)</td>
<td>SUPPORT (Letter sent 7/17)</td>
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<td></td>
<td><strong>SBX1-14 (Cannella)</strong> Transportation projects: comprehensive development lease agreements</td>
<td>SUPPORT</td>
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<tr>
<td><strong>TAMC priority 6S</strong> - Monitor and comment on Greenhouse Gas Reduction Fund (i.e., “cap and trade”) grant program guidelines, and seek regional transportation funding from the program.</td>
<td><strong>AB 156 (Perea)</strong> California Global Warming Solutions Act of 2006: investment plan</td>
<td>Watch</td>
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<td><strong>AB 1288 (Atkins)</strong> California Global Warming Solutions Act of 2006: regulations</td>
<td>Watch</td>
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<td><strong>ABX1-6 (Hernandez)</strong> Affordable Housing and Sustainable Communities Program</td>
<td>Watch</td>
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<td><strong>ABX1-7 (Nazarian)</strong> Public transit: funding</td>
<td>SUPPORT</td>
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<td><strong>SB 9 (Beall)</strong> Greenhouse Gas Reduction Fund: Transit and Intercity Rail Capital Program</td>
<td>SUPPORT (Letter sent 6/16)</td>
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<td><strong>SB 32 (Pavley)</strong> California Global Warming Solutions Act of 2006: emissions limit</td>
<td>Watch</td>
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<td><strong>SBX1-2 (Huff)</strong> Greenhouse Gas Reduction Fund</td>
<td>Watch</td>
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<td><strong>SBX1-6 (Runner)</strong> Greenhouse Gas Reduction Fund: transportation expenditures</td>
<td>SUPPORT</td>
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<td></td>
<td><strong>SBX1-8 (Hill)</strong> Public transit: funding</td>
<td>SUPPORT</td>
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<tr>
<td><strong>TAMC priority 7S</strong> - Encourage the state to stabilize and increase transportation funding and support the constitutional protection of all transportation funding resources.</td>
<td><strong>ABX11 (Alejo)</strong> Transportation funding (Reintroduction of AB 227 in special session)</td>
<td>SUPPORT (Letter sent 6/25)</td>
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<td><strong>ABX1-3 (Frazier)</strong> Transportation funding</td>
<td>Watch</td>
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<td></td>
<td><strong>ABX1-4 (Frazier)</strong> Transportation funding</td>
<td>Watch</td>
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<tr>
<td></td>
<td><strong>ABX1-8 (Chiu)</strong> Diesel sales and use tax</td>
<td>Watch</td>
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<tr>
<td></td>
<td><strong>SB 321 (Beall)</strong> Motor vehicle fuel taxes: rates: adjustments</td>
<td>SUPPORT (Letter sent 4/17)</td>
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<td><strong>SB 516 (Fuller)</strong> Motorist Aid legislation</td>
<td>SUPPORT (Letter sent 4/17)</td>
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<td><strong>SBX1 1 (Beall)</strong> Transportation funding (Reintroduction of SB 16 in special session)</td>
<td>SUPPORT (Letter sent 6/29)</td>
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<td>Bill No (Author)</td>
<td>Topic</td>
<td>TAMC Board adopted position</td>
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<td>SBX1-4 (Beall)</td>
<td>Transportation funding</td>
<td>Watch</td>
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<tr>
<td>SBX1-5 (Beall)</td>
<td>Transportation funding</td>
<td>Watch</td>
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<tr>
<td>SBX1-7 (Allen)</td>
<td>Diesel sales and use tax</td>
<td>Watch</td>
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<tr>
<td>SBX1-9 (Moorlach)</td>
<td>Department of Transportation</td>
<td>Watch</td>
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<tr>
<td>SBX1-10 (Bates)</td>
<td>Regional transportation capital improvement funds</td>
<td>Watch</td>
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<tr>
<td>SCA 1-1 (Huff)</td>
<td>Motor vehicle fees and taxes: restriction on expenditures (Reintroduction of SCA 7 in special session)</td>
<td>SUPPORT (Letter sent 6/29)</td>
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**TAMC priority 9S** - Work with partner agencies to reach agreement on proposals for California Environmental Quality Act (CEQA) reform, while retaining environmental protections.

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<thead>
<tr>
<th>Bill No (Author)</th>
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<tbody>
<tr>
<td>AB 323 (Olsen)</td>
<td>California Environmental Quality Act: exemption: roadway improvement</td>
<td>SUPPORT (Letter sent 6/16)</td>
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<tr>
<td>SB 122 (Jackson)</td>
<td>California Environmental Quality Act: record of proceedings</td>
<td>Watch</td>
</tr>
<tr>
<td>SBX1-11 (Berryhill)</td>
<td>California Environmental Quality Act: exemption: roadway improvement</td>
<td>SUPPORT</td>
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**TAMC priority 12S** - Seek funding for transit-oriented development, complete streets, and active transportation projects.

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<thead>
<tr>
<th>Bill No (Author)</th>
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</thead>
<tbody>
<tr>
<td>AB 2 (Alejo)</td>
<td>Community Revitalization Investment Authority</td>
<td>SUPPORT (Letter sent 4/27)</td>
</tr>
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**TAMC priority 14S** - 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.

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<thead>
<tr>
<th>Bill No (Author)</th>
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<th>TAMC Board adopted position</th>
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</thead>
<tbody>
<tr>
<td>AB 1250 (Bloom)</td>
<td>Vehicles: buses: axle weight</td>
<td>SUPPORT (Letter sent 4/27)</td>
</tr>
<tr>
<td>SB 413 (Wieckowski)</td>
<td>Public transit: prohibited conduct</td>
<td>SUPPORT (Letter sent 4/27)</td>
</tr>
<tr>
<td>SB 508 (Beall)</td>
<td>Transit operations: financial requirements</td>
<td>SUPPORT (Letter sent 4/27)</td>
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</table>

**NA** - Not applicable to a TAMC legislative priority

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<thead>
<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>AB 208 (Bigelow)</td>
<td>Vehicles: highway: lane use</td>
<td>Watch</td>
</tr>
<tr>
<td>AB 604 (Olsen)</td>
<td>Electrically motorized skateboards</td>
<td>Watch</td>
</tr>
<tr>
<td>AB 828 (Low)</td>
<td>Vehicles: transportation services</td>
<td>Watch</td>
</tr>
<tr>
<td>AB 1347 (Chiu)</td>
<td>Public contracts: claims</td>
<td>Watch</td>
</tr>
<tr>
<td>AB 1360 (Ting)</td>
<td>Charter-party carriers of passengers: individual fare exemption</td>
<td>Watch</td>
</tr>
<tr>
<td>SB 64 (Liu)</td>
<td>California Transportation Plan</td>
<td>Watch</td>
</tr>
<tr>
<td>SB 254 (Allen)</td>
<td>State highways: relinquishment</td>
<td>Watch</td>
</tr>
<tr>
<td>SBX1-3 (Vidak)</td>
<td>Transportation bonds: highway, street, and road projects</td>
<td>Watch</td>
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<tr>
<td>SBX1-12 (Runner)</td>
<td>California Transportation Commission</td>
<td>SUPPORT</td>
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<tr>
<td>SBX1-13 (Vidak)</td>
<td>Office of the Transportation Inspector General</td>
<td>Watch</td>
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Budget Trailer Bill

Highway Relinquishment
Transportation Special Session Bill List
Monday, July 20, 2015

SPECIAL SESSION BILLS - ASSEMBLY

ABX1-1 (Alejo): Transportation funding
Introduced: 6/23/15
Status: 6/24/15-From printer
Summary: Reintroduction of AB 227 in special session: 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, would require the loans to be repaid by December 31, 2018.
Priority: 7S - Encourage the state to stabilize and increase transportation funding and support the constitutional protection of all transportation funding resources.
Position: SUPPORT (Letter sent 6/25)

ABX1-2 (Perea): Transportation projects: comprehensive development lease agreements
Introduced: 6/25/15
Status: 6/26/15 – from printer
Summary: Reintroduction of AB 1265 in special session: Would extend Caltrans authorization to enter into Public-Private Partnerships indefinitely and would include 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 and design-build authority, expand mode eligibility, and allow for regional control of such projects.
Position: SUPPORT (Letter sent 4/17)

ABX1-3 (Frazier): Transportation funding
Introduced: 7/9/15
Status: 7/10/15 – from printer
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 infrastructure
Priority: 7S - Encourage the state to stabilize and increase transportation funding and support the constitutional protection of all transportation funding resources.
Position: Watch (spot bill)

ABX1-4 (Frazier): Transportation funding
Introduced: 7/9/15
Status: 7/10/15 – from printer
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: 7S - Encourage the state to stabilize and increase transportation funding and support the constitutional protection of all transportation funding resources.
Position: Watch (spot bill)
ABX1-6 (Hernandez): Affordable Housing and Sustainable Communities Program
Introduced: 7/16/15
Status: 7/16/15-Read first time. To print.
Summary: Would require 20% of moneys available for allocation under the Affordable Housing and Sustainable Communities Program to be allocated to eligible projects in rural areas.
Priority: 6S - Monitor and comment on Greenhouse Gas Reduction Fund (i.e., “cap and trade”) grant program guidelines, and seek regional transportation funding from the program.
Position: Watch

ABX1-7 (Nazarian): Public transit: funding
Introduced: 7/16/15
Status: 7/16/15-Read first time. To print.
Summary: Would continuously appropriate 20% of Greenhouse Gas Reduction Fund annual proceeds to the Transit and Intercity Rail Capital Program, and 10% of those annual proceeds to the Low Carbon Transit Operations Program, thereby making an appropriation.
Priority: 6S - Monitor and comment on Greenhouse Gas Reduction Fund (i.e., “cap and trade”) grant program guidelines, and seek regional transportation funding from the program.
Position: SUPPORT

ABX1-8 (Chiu): Diesel sales and use tax
Introduced: 7/16/15
Status: 7/16/15-Read first time. To print.
Summary: Would, effective July 1, 2016, increase the additional sales and use tax rate on diesel fuel to 5.25%. By increasing the revenues deposited in a continuously appropriated fund, the bill would thereby make an appropriation.
Priority: 7S - Encourage the state to stabilize and increase transportation funding and support the constitutional protection of all transportation funding resources.
Position: Watch

SPECIAL SESSION BILLS - SENATE

SBX1-1 (Beall): Transportation funding
Introduced: 6/22/15
Last Amended: 7/14/15
Status: 7/14/15 - Amended and re-referred to Sen. Com. on Transportation and Infrastructure Development
Summary: Reintroduction of SB 16 in special session: Creates the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would provide for the program to be authorized every 5 years by the Legislature, and would provide that authorization for the 2015-16 through 2019-20 fiscal years. 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: 7S - Encourage the state to stabilize and increase transportation funding and support the constitutional protection of all transportation funding resources.
Position: SUPPORT (Letter sent 6/29)
SBX1-2 (Huff): Greenhouse Gas Reduction Fund  
** Introduced: 6/30/15  
** Status: 7/1/15 – from printer  
** 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: 6S - Monitor and comment on Greenhouse Gas Reduction Fund (i.e., “cap and trade”) grant program guidelines, and seek regional transportation funding from the program.  
** Position: Watch

SBX1-3 (Vidak): Transportation bonds: highway, street, and road projects  
** Introduced: 7/1/15  
** Status: 7/2/15 – from printer  
** Summary: Provides that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. Requires redirection of the unspent proceeds from outstanding bonds issued and sold for other high-speed rail purposes for use in retiring the debt incurred from the issuance and sale of those outstanding bonds. Requires the net proceeds of bonds subsequently issued and sold under the high-speed rail portion of the bond act to be made available for projects on state highways and local streets and roads. Makes no changes to the authorization under the bond act for the issuance of $950 million in bonds for rail purposes other than high-speed rail. These provisions would become effective only upon approval by the voters at the June 7, 2016, statewide primary election.  
** Priority: N/A – High-Speed Rail  
** Position: Watch

SBX1-4 (Beall): Transportation funding  
** Introduced: 7/7/15  
** Status: 7/8/15 – from printer  
** 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: 7S - Encourage the state to stabilize and increase transportation funding and support the constitutional protection of all transportation funding resources.  
** Position: Watch (spot bill)

SBX1-5 (Beall): Transportation funding  
** Introduced: 7/7/15  
** Status: 7/8/15 – from printer  
** 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: 7S - Encourage the state to stabilize and increase transportation funding and support the constitutional protection of all transportation funding resources.  
** Position: Watch (spot bill)
SBX1-6 (Runner): Greenhouse Gas Reduction Fund: transportation expenditures
Introduced: 7/13/15
Status: 7/14/15-From printer.
Summary: Would delete the continuous appropriations from the Greenhouse Gas Reduction Fund for the high-speed rail project, and would prohibit any of the proceeds from the fund from being used for that project. Would continuously appropriate the remaining 65% of proceeds to the CTC for allocation to high-priority transportation projects, with 40% of those moneys to be allocated to state highway projects, 40% to local street and road projects divided equally between cities and counties, and 20% to public transit projects.
Priority: 6S - Monitor and comment on Greenhouse Gas Reduction Fund (i.e., “cap and trade”) grant program guidelines, and seek regional transportation funding from the program.
Position: SUPPORT

SBX1-7 (Allen): Diesel sales and use tax
Introduced: 7/16/15
Status: 7/16/15-Introduced. Read first time. Referred to Com. on T. & I.D. To print.
Summary: Would, as of July 1, 2016, increase the additional sales and use tax rate on diesel fuel to 5.25%. By increasing the revenues deposited in a continuously appropriated fund, the bill would thereby make an appropriation.
Priority: 7S - Encourage the state to stabilize and increase transportation funding and support the constitutional protection of all transportation funding resources.
Position: Watch

SBX1-8 (Hill): Public transit: funding
Introduced: 7/16/15
Status: 7/16/15-Introduced. Read first time. Referred to Com. on T. & I.D. To print.
Summary: Would continuously appropriate 20% of Greenhouse Gas Reduction Fund annual proceeds to the Transit and Intercity Rail Capital Program, and 10% of those annual proceeds to the Low Carbon Transit Operations Program, thereby making an appropriation.
Priority: 6S - Monitor and comment on Greenhouse Gas Reduction Fund (i.e., “cap and trade”) grant program guidelines, and seek regional transportation funding from the program.
Position: SUPPORT

SBX1-9 (Moorlach): Department of Transportation
Introduced: 7/16/15
Status: 7/16/15-Introduced. Read first time. Referred to Com. on T. & I.D. To print.
Summary: Would prohibit Caltrans from using any nonrecurring funds, including, but not limited to, loan repayments, bond funds, or grant funds, to pay the salaries or benefits of any permanent civil service position within the department.
Priority: 7S - Encourage the state to stabilize and increase transportation funding and support the constitutional protection of all transportation funding resources.
Position: Watch
SBX1-10 (Bates): Regional transportation capital improvement funds
Introduced: 7/16/15
Status: 7/16/15-Introduced. Read first time. Referred to Com. on T. & I.D. To print.
Summary: Would revise the process for programming and allocating the 75% share of state and federal funds available for regional transportation improvement projects programmed by the CTC. Would require Caltrans to annually apportion, by the existing formula, the county share for each county to the applicable regional agency, as a block grant. These transportation capital improvement funds, along with an appropriate amount of capital outlay support funds, would be appropriated annually through the annual Budget Act to regional agencies. Would require the regional agencies, in their regional transportation improvement programs, to identify the transportation capital improvement projects to be funded with these moneys, and would require the CTC to incorporate the regional transportation improvement programs into the state transportation improvement program. Would eliminate the role of the CTC in programming and allocating funds to these regional projects, but would retain certain oversight roles of the CTC with respect to expenditure of the funds.
Priority: 7S - Encourage the state to stabilize and increase transportation funding and support the constitutional protection of all transportation funding resources.
Position: Watch

SBX1-11 (Berryhill): California Environmental Quality Act: exemption: roadway improvement
Introduced: 7/16/15
Status: 7/16/15-Introduced. Read first time. Referred to Com. on T. & I.D. To print.
Summary: CEQA, until January 1, 2016, exempts a project or an activity to repair, maintain, or make minor alterations to an existing roadway, as defined, other than a state roadway, if the project or activity is carried out by a city or county with a population of less than 100,000 persons to improve public safety and meets other specified requirements. This bill would extend the above-referenced exemption until January 1, 2025, and delete the limitation of the exemption to projects or activities in cities and counties with a population of less than 100,000 persons.
Priority: 9S - Work with partner agencies to reach agreement on proposals for California Environmental Quality Act (CEQA) reform, while retaining environmental protections.
Position: SUPPORT

SBX1-12 (Runner): California Transportation Commission
Introduced: 7/16/15
Status: 7/16/15-Introduced. Read first time. Referred to Com. on T. & I.D. To print.
Summary: Would exclude the CTC from the Transportation Agency, establish it as an entity in state government, and require it to act in an independent oversight role.
Priority: NA – CTC
Position: SUPPORT

SBX1-13 (Vidak): Office of the Transportation Inspector General
Introduced: 7/16/15
Status: 7/16/15-Introduced. Read first time. Referred to Com. on T. & I.D. To print.
Summary: Would create the Office of the Transportation Inspector General in state government as an independent office that would not be a subdivision of any other government entity, to ensure that all state agencies expending state transportation funds are operating efficiently, effectively, and in compliance with federal and state laws. Would provide for the Governor to appoint the Transportation Inspector General for a 6-year term, subject to confirmation by the Senate, and would provide that the Transportation Inspector General may not be removed from office during the term except for good cause.
Priority: NA – CTC
Position: Watch
SBX1-14 (Cannella): Transportation projects: comprehensive development lease agreements
Introduced: 7/16/15
Status: 7/16/15-Introduced. Read first time. Referred to Com. on T. & I.D. To print.
Summary: Would extend Caltrans authorization to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects, indefinitely and would include 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 and design-build authority, expand mode eligibility, and allow for regional control of such projects.
Position: SUPPORT

SCAX 1-1 (Huff): Motor vehicle fees and taxes: restriction on expenditures
Introduced: 6/19/15
Status: 7/8/15-Re-referred to Sen. Com. on Transportation and Infrastructure Development
Summary: Reintroduction of SCA 7 in special session: Would prohibit 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. The measure would also provide that none of those revenues may be pledged or used for the payment of principal and interest on bonds or other indebtedness.
Priority: 7S - Encourage the state to stabilize and increase transportation funding and support the constitutional protection of all transportation funding resources.
Position: SUPPORT (Letter sent 6/29)
July 15, 2015

To: Transportation Agency Monterey County
Fr: John E. Arriaga, JEA & Associates
Re: State Report

**State Budget Update**

With days to spare before the July 1st deadline, Governor Brown signed a $115.4 billion budget that uses California's growing surplus to fund new initiatives aimed at providing relief to the poor.

The new budget beginning next month, maintains the fiscal framework of the May Revision. Lawmakers passed this “compromise” budget to meet Brown's demands for fiscal restraint by agreeing to use a lower projection for state revenues. Legislative leaders also got to fund their priority social programs to help those who have missed out on the state's economic recovery.

The governor and legislative leaders also were unable to reach agreement on how to spend a growing pot of money collected from the state's landmark effort to curb greenhouse gas emissions. Cap-and-trade funding was taken out of the budget to give them more time to negotiate a way to spend that money.

Although the budget is complete, the governor and lawmakers still have financial decisions to make. Hours after the Legislature reached an agreement on the budget the Governor called for two special sessions. These special sessions will seek to address how California pays for roads, highways and other infrastructure, as well as financial fixes to Medi-Cal.

**Special Session on Transportation**

The 2015-16 Budget includes approximately $7.4 billion (various transportation funds, including $2.1 billion for locals) for streets, highways, and road project. However, the main theme continues to be the estimated need for an extra $6 billion in annual revenues to maintain and repair state highways. A recent report by Caltrans estimated that the state must spend approximately $8 billion annually to properly maintain our roads and highways. Caltrans, the state's Transportation Department, maintains 50,000 lane-miles of highway and nearly 13,000 state-owned bridges. While
the repair, maintenance and efficient operation of the state’s highway system are vital to the state’s continued economic growth, current funding fails to adequately fund this necessary work. The state's current fuel excise tax is sufficient to fund only $2.3 billion of work-leaving $5.7 billion in unfunded repairs each year. As such, the Governor’s special session on transportation will focus on:

Pay-as-you-go, permanent, and sustainable funding to:

- Adequately and responsibly maintain and repair the state’s transportation and other critical infrastructure.
- Improve the state’s key trade corridors.
- Complement local efforts for repair and improvements of local transportation infrastructure.

The special session will also consider and act upon legislation necessary to:

- Establish clear performance objectives measured by the percentage of pavement, bridges, and culverts in good condition.
- Incorporate project development efficiencies to expedite project delivery or reduce project costs.

Special Session on Transportation legislation introduced thus far:

<table>
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<th>Bills</th>
<th>Summary</th>
<th>Notes</th>
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<tbody>
<tr>
<td>ABx1 1</td>
<td>Repeals provisions related to the gas tax swap that direct weight fee revenue to be transferred from the State Highway Account (SHA) to the General Fund to pay debt service on transportation bonds; extends the sunset date on provisions that authorize public-private partnership (P3) agreements for transportation projects.</td>
<td>Previously AB 227; TAMC supports</td>
</tr>
</tbody>
</table>
| SCAx1 1 | 1. 40 percent of funds in California’s Cap & Trade program: $1 Billion+ annually  
2. Existing funds from Vehicle Weight Fees: $1 Billion annually  
3. Invest half of the Governor’s strategic growth fund into shovel-ready roads projects: $200 Million annually  
4. Eliminate redundancies (3500 positions) at Caltrans: $500 Million annually  
5. Eliminate and capture savings from 25 percent of long-term vacant state positions: $685 Million annually  
6. Make a formal commitment in the State Budget General Fund to fund transportation: $1 Billion annually |                                                                                   |
| SBx1 1  | This bill increases several taxes and fees to raise roughly $3.5 billion in new transportation revenues annually for five years with the funding used to address deferred maintenance on the state highways and local streets and roads. Specifically, this bill imposes (1) a $0.10 per gallon excise tax on gasoline, (2) a $0.12 per gallon excise tax on diesel fuel, and (3) increased vehicle license fees and registration fees for five years. | Previously SB 16; TAMC supports and offers amendments                              |
| ABx1 2  | This bill would extend the partnership authorization indefinitely and would include 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. | Previously AB 1265; TAMC supports   |
| SBx1 2  | This bill would exclude from allocation under the Greenhouse Fund provisions the annual proceeds of the fund generated from the transportation fuels sector. The bill would instead provide that those annual proceeds shall be |                                                                                   |
appropriated by the Legislature for transportation infrastructure, including public streets and highways, but excluding high-speed rail.

SBx1 3 (Vidak)
This bill would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds. The bill, subject to the above exception, would also require the net proceeds of bonds subsequently issued and sold under the high-speed rail portion of the bond act, upon appropriation, to be made available to the Department of Transportation for repair and new construction projects on state highways and freeways, and for repair and new construction projects on local streets and roads, as specified. The bill would make no changes to the authorization under the bond act for the issuance of $950 million in bonds for rail purposes other than high-speed rail. These provisions would become effective only upon approval by the voters at the June 7, 2016, statewide primary election.

SBx1 4 (Beall)
This bill would declare 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.

SBx1 5 (Beall)
This bill would declare 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.

Cap and Trade
As you know the California State Transportation Agency announced this year’s recipients of $224 million in grants funded by the Greenhouse Gas Reduction Fund using proceeds from the states cap-and-trade auctions in late June. The grant funding is part of the Transit and Intercity Rail Capital Program, implemented by the California State Transportation Agency in coordination with the California Department of Transportation and California Air Resources Board. The grants help reduce greenhouse gas emissions by expanding public transportation ridership and capacity.

These 14 projects are part of an ongoing—and statewide—commitment to sustainable and affordable public transportation in California through revenues accruing from the state’s cap-and-trade auction proceeds. For example, Caltrans has announced $24 million for 95 low-carbon transportation grants to transit operators across California and the Strategic Growth Council will vote today to approve $122 million in grants and loans for affordable, transit-friendly housing that encourages active transportation and transit usage. In 2014, Governor Edmund G. Brown Jr. signed the Budget Act of 2014, which appropriated $832 million in cap-and-trade auction proceeds to reduce greenhouse gas emissions, strengthen communities, and improve quality-of-life. The Governor also signed legislation to continuously appropriate 10 percent of future proceeds to this Transit and Intercity Rail Capital Program.
Options for Addressing the State’s Transportation Needs

Presented to:
Senate Transportation and Infrastructure Development Committee
Hon. Jim Beall, Chair
Increase Existing Taxes or Fees. The Legislature could increase one or more of the state’s existing taxes and fees on fuels or vehicles (such as the excise taxes on gasoline and diesel). The figure below shows the state’s major fuel and vehicle taxes and fees and their allowable uses, as well as identifies that amount of revenue that could be generated from potential increases.

<table>
<thead>
<tr>
<th>Revenue Source</th>
<th>Allowable Uses</th>
<th>Potential Revenue</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gasoline excise tax</td>
<td>State highway and local road construction, maintenance, mitigation, and associated administrative costs. Transit fixed guideways.</td>
<td>$150 million per one cent increase.</td>
</tr>
<tr>
<td>Diesel excise tax</td>
<td>State highway and local road construction, maintenance, mitigation, and associated administrative costs. Transit fixed guideways.</td>
<td>$30 million per one cent increase.</td>
</tr>
<tr>
<td>Vehicle registration fee</td>
<td>State highway and local road construction, maintenance, mitigation, and associated administrative costs. Transit fixed guideways. State administration and enforcement of traffic laws.</td>
<td>$33 million per one dollar increase.</td>
</tr>
<tr>
<td>Vehicle license fee</td>
<td>General use.</td>
<td>$3 billion to $3.5 billion per one percent increase.</td>
</tr>
<tr>
<td>Vehicle weight fees</td>
<td>State highway and local road construction, maintenance, mitigation, and associated administrative costs. Transit fixed guideways. State administration and enforcement of traffic laws.</td>
<td>Revenue increase depends on changes. For example, a doubling of all rates would generate about $1 billion.</td>
</tr>
</tbody>
</table>
Charge New Taxes or Fees. The Legislature could charge new taxes or fees to generate increased funding for transportation. For example, recent legislation requires a study of the feasibility of a “road user charge”—an amount charged to individuals for each mile they drive. We also note that the state previously charged a sales tax on gasoline. The state constitution requires that revenues from a sales tax on gasoline be allocated to specific transportation purposes.

Use Other Existing State Revenues. The Legislature could use existing revenues from other sources to fund transportation.

- For example, the state General Fund could be a revenue source.

- The Legislature could also allocate additional cap-and-trade auction revenues to meet its transportation needs in a manner that is consistent with requirements on the use of these funds.

Repay Outstanding Transportation Loans. There is currently about $900 million in outstanding transportation loans from state accounts that fund highways and roads—meaning funds that were loaned from various transportation accounts to the General Fund. Repaying these loans sooner than planned would provide additional one-time funds for transportation.
Improve Efficiency and Effectiveness of Transportation

☑️ **Ensure Funds Allocated to Most Cost-Effective Projects.** For example, the Legislature could increase funding for highway maintenance projects, which are more cost-effective and reduce the need for more expensive reconstruction projects. The Legislature could also require that funds be allocated to projects through a competitive process, as opposed to the current formulaic process for distributing funds.

☑️ **Require Project Level Accountability.** In order to help ensure that projects are planned and delivered with reasonable costs, scopes, and schedules, the Legislature could require greater project level accountability. For example, the Legislature could require the California Transportation Commission to perform specific oversight and project approval functions for projects, such as for SHOPP projects which currently have limited external oversight.

☑️ **Improve Project Delivery.** Finally, the Legislature could consider various steps to improve the delivery of projects. For example, the Legislature will want to ensure that Caltrans’ capital outlay support (COS) program is operating efficiently, including the level of resources and the type of resources (such as state staff versus private consultants). The Legislature could also consider whether local agencies should take a greater role in the delivery of projects.
It should come as no surprise that California’s transportation infrastructure is in trouble. Many Californians simply plan to sit in traffic at some point in their daily lives and most watch out for potholes or switch lanes to find a smoother ride. Time stuck in traffic and poor road conditions bring a tangible cost through lost family time and increased vehicle maintenance. This is not how things should be and it is time to make the investment to bring our transportation system into the 21st century.

Gov. Brown recently called for a Special Session of the Legislature to deal with the extreme funding shortage that has left California's streets, roads, highways and bridges in poor and dangerous condition. I have been working to achieve this goal and am pleased the governor has taken this step. A Special Session requires my colleagues and me to convene and discuss only bills related to addressing our failing system in this session.

Specifically, the governor proposed that the Legislature enact permanent and sustainable funding to maintain and repair the state’s transportation and critical infrastructure, improve the state’s key trade corridor and complement local infrastructure efforts.

In January, he estimated the state is short $59 billion in deferred maintenance. In the 2011 Statewide Transportation Needs Assessment, the California Transportation Commission estimated California will be $296 billion short by 2021. Clearly, our state's way of funding transportation has not kept up with our needs.

Several plans have already surfaced in the legislature to respond to this severe shortage, and I commend the authors for their work. I have joined Senate Republican Leader Bob Huff and most of my fellow Republican senators, in authoring Senate Constitutional Amendment 7 which would guarantee transportation taxes and fees that the state currently collects are actually spent on streets and roads. Right now, they are not. In fact, each year $1 billion of truck weight fees are transferred away from transportation and into California's general fund.

Senate Bill 16 by Transportation Committee Chairman Jim Beall is waiting action by the Legislature, and is estimated to increase funding available for transportation by $3 billion to $4 billion per year.

These are all good steps, but I challenge my colleagues in both houses of the legislature to be bold during this special session; California's drivers and taxpayers deserve no less.

My colleagues and I must work together to produce a plan for the governor that is large enough to help solve the transportation funding shortfall. The plan has to clear the deferred maintenance backlog, allow for necessary new infrastructure to help move freight and gridlocked drivers, and invest more green-house gas reduction funds to extend our mass transit system.

California needs nearly $88 billion per year just in maintenance costs alone. Unfortunately, we only have $2 billion in identified annual funding, meaning that every year, we are falling $6 billion further behind. A plan that only increases funding by $3 billion still leaves us $3 billion short and is not enough.

California's drivers and voters have expressed a willingness to support a mixed source of modest increases to help fix our ailing system. For the future of California, we have to take transportation seriously and truly fix the problems we are currently facing before it is too late and we fall further behind. It is the job of the legislature to lead this effort; not just rely on the Governor to drive the proverbial bus.

State Sen. Anthony Cannella, R-Ceres, represents the Salinas Valley.
AB 2 (Alejo): Community Revitalization Investment Authority  
Introduced: 12/1/14  
Last Amended: 7/7/15  
Status: 7/7/15- amended and re-referred to Sen. Com. on T. & H.  
Summary: Would authorize certain local agencies to form a community revitalization authority within a community revitalization and investment area to carry out provisions of the Community Redevelopment Law in that area for purposes related to infrastructure, affordable housing, and economic revitalization, and to provide for the financing of these activities by the issuance of bonds serviced by tax increment revenues. This bill would assist communities in developing blighted areas, including infrastructure projects and supportive transportation projects.  
Priority: 12S - Seek funding for transit-oriented development, complete streets, and active transportation projects.  
Position: SUPPORT (Letter sent 4/27)

AB 156 (Perea): California Global Warming Solutions Act of 2006: disadvantaged communities  
Introduced: 1/20/15  
Last Amended: 7/1/15  
Status: 7/1/15- amended and re-referred to Sen. Com. on E.Q.  
Summary: Current law requires the California Environmental Protection Agency (CalEPA) to identify disadvantaged communities and requires the Department of Finance (DOF) to develop a 3-year investment plan for the Greenhouse Gas Reduction Fund (GGRF), allocating a minimum of 25% of the funds to benefit disadvantaged communities. This bill would require the State Air Resources Board (ARB) to prepare and post on its website a report on the projects funded to benefit disadvantaged communities. Requires the ARB to establish a comprehensive technical assistance program for disadvantaged communities.  
Priority: 6S - Monitor and comment on Greenhouse Gas Reduction Fund (i.e., “cap and trade”) grant program guidelines, and seek regional transportation funding from the program.  
Position: Watch

AB 208 (Bigelow): Vehicles: highway: lane use  
Introduced: 1/29/15  
Last Amended: 7/9/15  
Status: 7/9/15-Read second time and amended. Ordered to Senate consent calendar.  
Summary: Would require, on a 2-lane highway where passing is unsafe due to specified reasons, any vehicle proceeding upon the highway at a speed less than the normal speed of traffic moving in the same direction at that time, behind which 5 or more vehicles are formed in line, to turn off the roadway at the nearest place designated as a turnout or wherever sufficient area for a safe turnout exists.  
Priority: NA – Bicycle Safety Bill.  
Position: Watch

AB 323 (Olsen): California Environmental Quality Act: exemption: roadway improvement  
Introduced: 2/13/15  
Last Amended: 4/6/15  
Summary: Extends the January 1, 2016, sunset date, until January 1, 2020, on an exemption from the California Environmental Quality Act (CEQA) for projects to repair, maintain, and make minor alterations to
existing roadways, if the project or activity is carried out by a city or county with a population of less than 100,000 persons to improve public safety and meets other specified requirements.

**Priority: 9S - Work with partner agencies to reach agreement on proposals for California Environmental Quality Act (CEQA) reform, while retaining environmental protections.**

**Position: SUPPORT (Letter sent 6/16)**

**AB 464 (Mullin): Transactions and use taxes: maximum combined rate**

**Introduced:** 2/23/15  
**Last Amended:** 6/17/15  
**Status:** 7/13/15-In Assembly. Concurrence in Senate amendments pending.  
**Summary:** Existing law authorizes cities and counties, subject to certain limitations and approval requirements, to levy a transactions and use tax for general purposes, in accordance with the procedures and requirements set forth in the Transactions and Use Tax Law, including a requirement that the combined rate of all taxes imposed in accordance with that law in the county not exceed 2%. This bill would increase that maximum combined rate to 3%. This section applies only to taxes and rates authorized to be imposed in accordance with this part in any county before January 1, 2016.  
**Priority: 3S - Support proposals to lower the voter threshold for local transportation sales tax ballot measures, without state spending restrictions, and monitor the need to seek a waiver to allow the County to exceed the 2% limit on local sales taxes for transportation.**

**Position: Watch**

**AB 604 (Olsen): Electrically motorized skateboards**

**Introduced:** 2/24/15  
**Last Amended:** 6/24/15  
**Status:** 7/9/15-In Assembly. Concurrence in Senate amendments pending.  
**Summary:** Defines "electrically motorized skateboard" and authorizes cities and counties to regulate their use. The boards could help with the first-mile, last-mile dilemma of public transit, getting people to and from transit stations.  
**Priority: NA – transportation implications for bike routes and transit access modes.**

**Position: Watch**

**AB 828 (Low): Vehicles: transportation network companies services**

**Introduced:** 2/26/15  
**Last Amended:** 7/14/15  
**Status:** 7/14/15- Read second time and amended. Re-referred to Sen. Com. on RLS.  
**Summary:** Would require the PUC to investigate whether existing statutes and regulations relating to transportation services serve the public interest, encourage innovation, and create a fair and competitive transportation market. Existing law defines “commercial vehicle” as a motor vehicle that is used or maintained for the transportation of persons for hire, compensation, or profit or designed, used, or maintained primarily for the transportation of property. Existing law defines a “transportation network company” to mean an organization that provides prearranged transportation services for compensation using an online-enabled application. This bill, until January 1, 2018, would exclude from the definition of “commercial vehicle” any motor vehicle operated in connection with a transportation network company.  
**Priority: NA – could help with first-mile/last-mile transit accessibility**

**Position: Watch**
AB 1250 (Bloom): Vehicles: buses: gross axle weight
Introduced: 2/27/15
Last Amended: 7/6/15
Status: 7/6/15- Read second time, amended, and re-referred to Sen. Com. on T. & H.
Summary: Existing law, operative January 1, 2016, provides that the gross weight on any one axle of a bus shall not exceed 20,500 pounds. Existing law exempts from this limitation a transit bus procured through a solicitation process pursuant to which a solicitation was issued before January 1, 2013. Would exempt from the 20,500 pound weight limitation buses procured from a solicitation issued prior to January 1, 2016. Establishes a declining maximum unladen weight per axle beginning at 25,000 pounds per axle for buses procured through a solicitation issued prior to January 1, 2018, and ending at 22,000 pounds for buses procured through a solicitation issued on or after January 1, 2022.
Priority: 14S - 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.
Position: SUPPORT (Letter sent 4/27)

Introduced: 2/27/15
Status: 6/18/15-Referred to Sen. Com. on E.Q.
Summary: Amends the California Global Warming Solutions Act of 2006 so as to eliminate the December 31, 2020, limit on applicability of a market-based mechanism to reduce greenhouse gas (GHG) emissions that may be adopted by the Air Resources Board (ARB).
Priority: 6S - Monitor and comment on Greenhouse Gas Reduction Fund (i.e., “cap and trade”) grant program guidelines, and seek regional transportation funding from the program.
Position: Watch

AB 1347 (Chiu): Public contracts: claims
Introduced: 2/27/15
Last Amended: 7/6/15
Status: 7/6/15-Read second time and amended. Re-referred to Sen. Com. on APPR.
Summary: Establishes a claim resolution process applicable to all public works contracts. Requires a public entity, upon receipt of a claim sent by registered mail, to review it and, within 30 days, provide a written statement addressing what parts of the claim are disputed and what parts are undisputed identifying the disputed and undisputed portions of the claim. Requires any payment due on an undisputed portion of the claim to be processed within 30 days. Provides an alternative procedure if the public entity fails to issue the written statement and would require that the claim be deemed approved in its entirety. Requires disputed parts of the claim to be subject to nonbinding mediation.
Priority: NA – contracting law
Position: Watch

AB 1360 (Ting): Charter-party carriers of passengers: individual fare exemption
Introduced: 2/27/15
Last Amended: 7/2/15
Summary: This bill allows charter-party carriers of passengers, including transportation network companies, to charge individual fares, rather than a single group fare when providing carpool services.
Priority: NA – could help with first-mile/last-mile transit accessibility
Position: Watch
ACA 4 (Frazier): Local government transportation projects: special taxes: voter approval

**Introduced:** 2/27/15  
**Status:** 7/14/15- Asm. Rev. & Tax: adopted and re-referred to Asm. Appr.  
**Summary:** Would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects requires the approval of 55% of its voters voting on the proposition. Would also provide that it shall become effective immediately upon approval by the voters and shall apply to any local measure imposing, extending, or increasing a special tax for local transportation projects submitted at the same election.  
**Priority:** 3S - Support proposals to lower the voter threshold for local transportation sales tax ballot measures, without state spending restrictions, and monitor the need to seek a waiver to allow the County to exceed the 2% limit on local sales taxes for transportation.  
**Position:** SUPPORT (Letter sent 4/27)

**SPECIAL SESSION BILLS - ASSEMBLY**

**ABX1-1 (Alejo): Transportation funding**

**Introduced:** 6/23/15  
**Status:** 6/24/15-From printer  
**Summary:** Reintroduction of AB 227 in special session: 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, would require the loans to be repaid by December 31, 2018.  
**Priority:** 7S - Encourage the state to stabilize and increase transportation funding and support the constitutional protection of all transportation funding resources.  
**Position:** SUPPORT (Letter sent 6/25)

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

**Introduced:** 6/25/15  
**Status:** 6/26/15 – from printer  
**Summary:** Reintroduction of AB 1265 in special session: Would extend Caltrans authorization to enter into Public-Private Partnerships indefinitely and would include 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 and design-build authority, expand mode eligibility, and allow for regional control of such projects.  
**Position:** SUPPORT (Letter sent 4/17)

**ABX1-3 (Frazier): Transportation funding**

**Introduced:** 7/9/15  
**Status:** 7/10/15 – from printer  
**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 infrastructure  
**Priority:** 7S - Encourage the state to stabilize and increase transportation funding and support the constitutional protection of all transportation funding resources.  
**Position:** Watch (spot bill)
ABX1-4 (Frazier): Transportation funding
Introduced: 7/9/15
Status: 7/10/15 – from printer
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: 7S - Encourage the state to stabilize and increase transportation funding and support the constitutional protection of all transportation funding resources.
Position: Watch (spot bill)

ABX1-6 (Hernandez): Affordable Housing and Sustainable Communities Program
Introduced: 7/16/15
Status: 7/16/15-Read first time. To print.
Summary: Would require 20% of moneys available for allocation under the Affordable Housing and Sustainable Communities Program to be allocated to eligible projects in rural areas.
Priority: 6S - Monitor and comment on Greenhouse Gas Reduction Fund (i.e., “cap and trade”) grant program guidelines, and seek regional transportation funding from the program.
Position: Watch

ABX1-7 (Nazarian): Public transit: funding
Introduced: 7/16/15
Status: 7/16/15-Read first time. To print.
Summary: Would continuously appropriate 20% of Greenhouse Gas Reduction Fund annual proceeds to the Transit and Intercity Rail Capital Program, and 10% of those annual proceeds to the Low Carbon Transit Operations Program, thereby making an appropriation.
Priority: 6S - Monitor and comment on Greenhouse Gas Reduction Fund (i.e., “cap and trade”) grant program guidelines, and seek regional transportation funding from the program.
Position: SUPPORT

ABX1-8 (Chiu): Diesel sales and use tax
Introduced: 7/16/15
Status: 7/16/15-Read first time. To print.
Summary: Would, effective July 1, 2016, increase the additional sales and use tax rate on diesel fuel to 5.25%. By increasing the revenues deposited in a continuously appropriated fund, the bill would thereby make an appropriation.
Priority: 7S - Encourage the state to stabilize and increase transportation funding and support the constitutional protection of all transportation funding resources.
Position: Watch

SB 9 (Beall): Greenhouse Gas Reduction Fund: Transit and Intercity Rail Capital Program
Introduced: 12/1/14
Last Amended: 7/7/15
Summary: Modifies the Transit and Intercity Rail Capital Program (TIRCP) to delete references to operational investments and instead provide for the funding of transformative capital improvements that will modernize California’s intercity, commuter, and urban rail systems and bus and ferry transit systems. Modifies the information required to be included in applications for grants under the program and authorizes an eligible applicant to submit multiple applications. Requires CalSTA, in selecting projects for funding, to consider the
extant to which a project reduces greenhouse gas emissions, adds additional factors to be considered in evaluating applications for funding, and expands certain factors considered to include bus and ferry transit service. Requires the Transportation Agency to approve, by July 1, 2016, a 5-year program of projects, and would require CalSTA to allocate funding to eligible applicants pursuant to the program of projects, with subsequent programs of projects to be approved not later than April 1 of each even-numbered year thereafter. Requires CalSTA, in cooperation with the CTC, to make a multiyear funding commitment for a project to be funded over more than one fiscal year, and would authorize the CTC to approve a Letter Of No Prejudice that would allow an applicant to expend its own moneys on a project in the approved program of projects, subject to future reimbursement from program moneys for eligible expenditures.

Priority: 6S - Monitor and comment on Greenhouse Gas Reduction Fund (i.e., “cap and trade”) grant program guidelines, and seek regional transportation funding from the program.

Position: SUPPORT (Letter sent 6/16)


Introduced: 12/1/14
Last Amended: 6/1/15
Summary: Requires the California Air Resources Board (ARB) to approve a statewide greenhouse gas (GHG) emissions limits of 40% below the 1990 level of GHG emissions, to be achieved by 2030, and 80% below the 1990 level, to be achieved by 2050.

Priority: 6S - Monitor and comment on Greenhouse Gas Reduction Fund (i.e., “cap and trade”) grant program guidelines, and seek regional transportation funding from the program.

Position: Watch

SB 64 (Liu): California Transportation Plan

Introduced: 1/5/15
Last Amended: 6/24/15
Summary: Requires the California Transportation Commission to review recommendations in the update to the California Transportation Plan prepared by the department in 2015, and every 5 years thereafter, to prepare specific, action-oriented, and pragmatic recommendations for transportation system improvements, and to submit a report in that regard to the Legislature and the Governor by December 31, 2016 and every 5 years thereafter.

Priority: NA – California Transportation Plan

Position: Watch

SB 122 (Jackson): California Environmental Quality Act: record of proceedings

Introduced: 1/15/15
Last Amended: 6/1/15
Status: 6/30/15- passed and re-referred to Asm. Com. on Appr.
Summary: Requires the lead agency, at the request of a project applicant and consent of the lead agency, to prepare a record of proceedings concurrently with the preparation of a negative declaration, mitigated negative declaration, EIR, or other environmental document for projects.

Priority: 9S - Work with partner agencies to reach agreement on proposals for California Environmental Quality Act (CEQA) reform, while retaining environmental protections.

Position: Watch
SB 254 (Allen): State highways: relinquishment
Last Amended: 6/2/15
Summary: Authorizes the California Transportation Commission (CTC) to relinquish portions of the state highway system to a county or city without legislative action.
Priority: NA – highway relinquishment
Position: Watch

SB 321 (Beall): Motor vehicle fuel taxes: rates: adjustments
Introduced: 2/23/15
Last Amended: 5/27/2015
Summary: Requires the State Board of Equalization to adjust the excise tax rate in a manner as to generate an amount of revenue equal to the amount of revenue loss attributable to the sales and use tax exemption, based on estimates made by the board that reflect the combined average of the actual fuel price over the previous 4 fiscal years and the estimated fuel price for the current fiscal year, and continuing to take into account adjustments required by existing law to maintain revenue neutrality. This bill aims to resolve the problem of wide fluctuations in gas tax adjustments required by the Fuel Tax Swap, and would average revenue over a five year period to reduce year-to-year volatility. Would facilitate better planning and programming by making the actual amount of funding in any given year more predictable.
Priority: 7S - Encourage the state to stabilize and increase transportation funding and support the constitutional protection of all transportation funding resources.
Position: SUPPORT (Letter sent 4/17)

SB 413 (Wieckowski): Public transit: prohibited conduct
Introduced: 2/25/15
Last Amended: 7/1/15
Status: 7/14/15- From Asm. Public Safety: passed and re-referred to Asm. Appr.
Summary: Specifies that local jurisdictions may pass ordinances that permit the issuance of infraction tickets for failing to yield a seat to an elderly or disabled person, or for playing sound equipment in an unreasonably loud manner, and allows transit operators to levy administrative penalties against minors for specified transit violations.
Priority: 14S - 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.
Position: SUPPORT (Letter sent 4/27)

SB 508 (Beall): Transportation funds: transit operators: pedestrian safety
Introduced: 2/26/15
Last Amended: 5/12/15
Status: 7/14/15- From Asm. Trans.: passed as amended. To Asm Second Reading.
Summary: Would delete the requirement for transit operators to maintain higher farebox recovery ratios based on the 1978-79 fiscal year; create parity in the list of exclusions from the definition of operating costs for both the farebox recovery ratio requirement and the STA program qualifying criteria; create new exemptions for health and pension costs, and standard facilities financing costs; and, eliminate the “pass/fail” nature of the STA program qualifying criteria in favor of a sliding scale or proportional approach to penalizing operators.
Priority: 14S - 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.

Position: SUPPORT (Letter sent 4/27)

SB 516 (Fuller): Transportation: motorist aid services

Introduced: 2/26/15
Last Amended: 7/1/15
Status: 7/9/15-Read second time. Ordered to Asm. consent calendar.
Summary: Provides discretion to Service Authorities for Freeway Emergencies (SAFEs) for use of revenue from the $1 vehicle registration surcharge to fund other elements of a motorist aid system, in addition to call boxes, including traveler information services, intelligent transportation systems, transportation demand management services, and safety-related hazard and obstruction removal.

Priority: 7S - Encourage the state to stabilize and increase transportation funding and support the constitutional protection of all transportation funding resources.

Position: SUPPORT (Letter sent 4/17)

SPECIAL SESSION BILLS - SENATE

SBX1-1 (Beall): Transportation funding

Introduced: 6/22/15
Last Amended: 7/14/15
Status: 7/14/15 - Amended and re-referred to Sen. Com. on Transportation and Infrastructure Development
Summary: Reintroduction of SB 16 in special session: Creates the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would provide for the program to be authorized every 5 years by the Legislature, and would provide that authorization for the 2015-16 through 2019-20 fiscal years. 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: 7S - Encourage the state to stabilize and increase transportation funding and support the constitutional protection of all transportation funding resources.

Position: SUPPORT (Letter sent 6/29)

SBX1-2 (Huff): Greenhouse Gas Reduction Fund

Introduced: 6/30/15
Status: 7/1/15 – from printer
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: 6S - Monitor and comment on Greenhouse Gas Reduction Fund (i.e., “cap and trade”) grant program guidelines, and seek regional transportation funding from the program.

Position: Watch
SBX1-3 (Vidak): Transportation bonds: highway, street, and road projects  
Introduced: 7/1/15  
Status: 7/2/15 – from printer  
Summary: Provides that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. Requires redirection of the unspent proceeds from outstanding bonds issued and sold for other high-speed rail purposes for use in retiring the debt incurred from the issuance and sale of those outstanding bonds. Requires the net proceeds of bonds subsequently issued and sold under the high-speed rail portion of the bond act to be made available for projects on state highways and local streets and roads. Makes no changes to the authorization under the bond act for the issuance of $950 million in bonds for rail purposes other than high-speed rail. These provisions would become effective only upon approval by the voters at the June 7, 2016, statewide primary election.  
Priority: N/A – High-Speed Rail  
Position: Watch

SBX1-4 (Beall): Transportation funding  
Introduced: 7/7/15  
Status: 7/8/15 – from printer  
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: 7S - Encourage the state to stabilize and increase transportation funding and support the constitutional protection of all transportation funding resources.  
Position: Watch (spot bill)

SBX1-5 (Beall): Transportation funding  
Introduced: 7/7/15  
Status: 7/8/15 – from printer  
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: 7S - Encourage the state to stabilize and increase transportation funding and support the constitutional protection of all transportation funding resources.  
Position: Watch (spot bill)

SBX1-6 (Runner): Greenhouse Gas Reduction Fund: transportation expenditures  
Introduced: 7/13/15  
Status: 7/14/15 - From printer  
Summary: Would delete the continuous appropriations from the Greenhouse Gas Reduction Fund for the high-speed rail project, and would prohibit any of the proceeds from the fund from being used for that project. Would continuously appropriate the remaining 65% of proceeds to the CTC for allocation to high-priority transportation projects, with 40% of those moneys to be allocated to state highway projects, 40% to local street and road projects divided equally between cities and counties, and 20% to public transit projects.  
Priority: 6S - Monitor and comment on Greenhouse Gas Reduction Fund (i.e., “cap and trade”) grant program guidelines, and seek regional transportation funding from the program.  
Position: SUPPORT
SBX1-7 (Allen): Diesel sales and use tax  
Introduced: 7/16/15  
Status: 7/16/15-Introduced. Read first time. Referred to Com. on T. & I.D. To print.  
Summary: Would, as of July 1, 2016, increase the additional sales and use tax rate on diesel fuel to 5.25%. By increasing the revenues deposited in a continuously appropriated fund, the bill would thereby make an appropriation.  
Priority: 7S - Encourage the state to stabilize and increase transportation funding and support the constitutional protection of all transportation funding resources.  
Position: Watch

SBX1-8 (Hill): Public transit: funding  
Introduced: 7/16/15  
Status: 7/16/15-Introduced. Read first time. Referred to Com. on T. & I.D. To print.  
Summary: Would continuously appropriate 20% of Greenhouse Gas Reduction Fund annual proceeds to the Transit and Intercity Rail Capital Program, and 10% of those annual proceeds to the Low Carbon Transit Operations Program, thereby making an appropriation.  
Priority: 6S - Monitor and comment on Greenhouse Gas Reduction Fund (i.e., “cap and trade”) grant program guidelines, and seek regional transportation funding from the program.  
Position: SUPPORT

SBX1-9 (Moorlach): Department of Transportation  
Introduced: 7/16/15  
Status: 7/16/15-Introduced. Read first time. Referred to Com. on T. & I.D. To print.  
Summary: Would prohibit Caltrans from using any nonrecurring funds, including, but not limited to, loan repayments, bond funds, or grant funds, to pay the salaries or benefits of any permanent civil service position within the department.  
Priority: 7S - Encourage the state to stabilize and increase transportation funding and support the constitutional protection of all transportation funding resources.  
Position: Watch

SBX1-10 (Bates): Regional transportation capital improvement funds  
Introduced: 7/16/15  
Status: 7/16/15-Introduced. Read first time. Referred to Com. on T. & I.D. To print.  
Summary: Would revise the process for programming and allocating the 75% share of state and federal funds available for regional transportation improvement projects programmed by the CTC. Would require Caltrans to annually apportion, by the existing formula, the county share for each county to the applicable regional agency, as a block grant. These transportation capital improvement funds, along with an appropriate amount of capital outlay support funds, would be appropriated annually through the annual Budget Act to regional agencies. Would require the regional agencies, in their regional transportation improvement programs, to identify the transportation capital improvement projects to be funded with these moneys, and would require the CTC to incorporate the regional transportation improvement programs into the state transportation improvement program. Would eliminate the role of the CTC in programming and allocating funds to these regional projects, but would retain certain oversight roles of the CTC with respect to expenditure of the funds.  
Priority: 7S - Encourage the state to stabilize and increase transportation funding and support the constitutional protection of all transportation funding resources.

Position: Watch
SBX1-11 (Berryhill): California Environmental Quality Act: exemption: roadway improvement
Introduced: 7/16/15
Status: 7/16/15-Introduced. Read first time. Referred to Com. on T. & I.D. To print.
Summary: CEQA, until January 1, 2016, exempts a project or an activity to repair, maintain, or make minor alterations to an existing roadway, as defined, other than a state roadway, if the project or activity is carried out by a city or county with a population of less than 100,000 persons to improve public safety and meets other specified requirements. This bill would extend the above-referenced exemption until January 1, 2025, and delete the limitation of the exemption to projects or activities in cities and counties with a population of less than 100,000 persons.
Priority: 9S - Work with partner agencies to reach agreement on proposals for California Environmental Quality Act (CEQA) reform, while retaining environmental protections.
Position: SUPPORT

SBX1-12 (Runner): California Transportation Commission
Introduced: 7/16/15
Status: 7/16/15-Introduced. Read first time. Referred to Com. on T. & I.D. To print.
Summary: Would exclude the CTC from the Transportation Agency, establish it as an entity in state government, and require it to act in an independent oversight role.
Priority: NA – CTC
Position: SUPPORT

SBX1-13 (Vidak): Office of the Transportation Inspector General
Introduced: 7/16/15
Status: 7/16/15-Introduced. Read first time. Referred to Com. on T. & I.D. To print.
Summary: Would create the Office of the Transportation Inspector General in state government as an independent office that would not be a subdivision of any other government entity, to ensure that all state agencies expending state transportation funds are operating efficiently, effectively, and in compliance with federal and state laws. Would provide for the Governor to appoint the Transportation Inspector General for a 6-year term, subject to confirmation by the Senate, and would provide that the Transportation Inspector General may not be removed from office during the term except for good cause.
Priority: NA – CTC
Position: Watch

SBX1-14 (Cannella): Transportation projects: comprehensive development lease agreements
Introduced: 7/16/15
Status: 7/16/15-Introduced. Read first time. Referred to Com. on T. & I.D. To print.
Summary: Would extend Caltrans authorization to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects, indefinitely and would include 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 and design-build authority, expand mode eligibility, and allow for regional control of such projects.
Position: SUPPORT
SCAX 1-1 (Huff): Motor vehicle fees and taxes: restriction on expenditures
Introduced: 6/19/15
Status: 7/8/15-Re-referred to Sen. Com. on Transportation and Infrastructure Development
Summary: Reintroduction of SCA 7 in special session: Would prohibit 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. The measure would also provide that none of those revenues may be pledged or used for the payment of principal and interest on bonds or other indebtedness.
Priority: 7S - Encourage the state to stabilize and increase transportation funding and support the constitutional protection of all transportation funding resources.
Position: SUPPORT (Letter sent 6/29)

Budget Trailer Bill: Highway Relinquishment
Summary: Ownership and management of transportation infrastructure should be placed at the most appropriate level of government. Transportation infrastructure primarily serving regional travel and not primarily facilitating interregional movement of people and goods is typically best managed by local and regional government entities. Transportation infrastructure, including interstate highways, that is needed to facilitate interregional movement of people and goods is typically best managed at the state government level. The Legislature intends for the department to identify routes, and segments of routes, that may be appropriate candidates for relinquishment and to streamline the process of approving relinquishments where the department and the city or county have entered into an agreement providing for the relinquishment.
Priority: NA – highway relinquishment
Position: Watch
1S. Preserve funding and delivery schedule of priority transportation projects.

2S. Seek state funding for the Agency’s high priority projects, in priority order:
   1. State Route 156 improvements
   2. Rail Extension to Salinas
   3. MST Bus Replacements
   4. US 101 South County Frontage Roads
   5. Monterey Peninsula light rail transit and bus rapid transit
   6. Local streets and roads projects
   7. Coast Daylight train

3S. Support proposals to lower the voter threshold for local transportation sales tax ballot measures, without state spending restrictions, and monitor the need to seek a waiver to allow the County to exceed the 2% limit on local sales taxes for transportation.

4S. Support the California Passenger Rail Program Guiding Principles and the formation and/or continuation of California State Legislative Passenger Rail Select Committees.

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

6S. Monitor and comment on Greenhouse Gas Reduction Fund (i.e., “cap and trade”) grant program guidelines, and seek regional transportation funding from the program.

7S. Encourage the state to stabilize and increase transportation funding and support the constitutional protection of all transportation funding resources.

8S. Oppose efforts to shift transportation funding away from regions and oppose unfunded mandates for transportation agencies and local governments in providing transportation improvements and services.

9S. Work with partner agencies to reach agreement on proposals for California Environmental Quality Act (CEQA) reform, while retaining environmental protections.

10S. Support efforts to improve the ability of agencies to plan and deliver transportation projects in a timely and cost effective manner, including updates to storm water runoff requirements.

11S. Support and seek funding for Monterey County rail connections to the California High-Speed Rail project.

12S. Seek funding for transit-oriented development, complete streets, and active transportation projects.
13S. Support transparency and access to information on rail transport of hazardous materials.

14S. 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.
1F. **Seek federal authorization, appropriations, stimulus or other funding** for the Agency’s high priority projects, in priority order:
   1. State Route 156 improvements
   2. Rail Extension to Salinas
   3. MST Bus Replacements
   4. US 101 South County Frontage Roads
   5. Monterey Peninsula light rail transit and bus rapid transit
   6. Monterey Bay Sanctuary Scenic Trail
   7. Local streets and roads projects
   8. Coast Daylight train

2F. **Support the following priorities for federal transportation legislation:**
   1. Stabilize and increase transportation funding sources in order to avoid the bankruptcy of the federal highway and transit trust funds:
      a. Index the gas tax to inflation or increase the gas tax to meet the nation’s transportation needs.
      b. Identify additional funding sources for maintenance and operations on the existing network, such as a transition to a vehicle-miles traveled fee.
      c. Support removal of procedural obstacles that impede expenditure of authorized federal funding.
      d. Allocate funding for projects that support safety, economic development and job creation.
   2. Support enhanced infrastructure bank programs.

3F. **Seek funding for transit-oriented development, complete streets, and active transportation projects.**

4F. **Ensure that climate change legislation proposals are coordinated with California’s state requirements** and do not adversely affect transportation projects.

5F. **Support streamlining of federal rail funding** and removal of funding barriers between commuter and intercity rail programs, with the goal of increasing rail service for the traveling public.

6F. **Support an adequate level of funding for Amtrak** in the annual appropriations bill and authorization legislation and support a fair share allocation to California for capital improvements and vehicle acquisition.

7F. **Support member agencies’ requests** for federal 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.
Memorandum

To: Executive Committee

From: Christina Watson, Principal Transportation Planner

Meeting Date: August 5, 2015

Subject: Federal Legislative Update

**RECOMMENDED ACTION**

RECEIVE federal legislative update and RECOMMEND Board adoption of statewide Surface Transportation Reauthorization consensus principles.

**SUMMARY**

The current transportation authorization act expires on July 31. A number of proposals have been discussed at the federal level, although the funding for these bills remains the sticking point. This report summarizes activity as of July 22. Executive Director Hale will give a verbal update on the latest information at the meeting.

**FINANCIAL IMPACT**

Information only. No financial impact.

**DISCUSSION**

On July 15, the House passed another short-term authorization bill, the “Highway and Transportation Funding Act of 2015, Part II” (H.R.3038), to provide an extension of Federal-aid highway, highway safety, motor carrier safety, transit, and other programs funded out of the Highway Trust Fund, and for other purposes. This act reauthorizes surface transportation programs through December 18, 2015. It goes to the Senate next for consideration. Govtrack.us gives it only a 39% chance of enactment, although something will have to be enacted soon, as the existing authorization bill (“Part I”) expires on July 31. The funding for this extension comes from the usual shell game; according to the authors: “about $5 billion comes from provisions improving tax compliance and preventing people from underpaying obligations by understating their tax liabilities, with another $3 billion from reduced spending”. The House has yet to propose a long-term bill.

On the Senate side, the “Developing a Reliable and Innovative Vision for the Economy Act” (DRIVE, S. 1647) would spend $278 billion over the next six years on highway programs; this act currently is given a 24% chance of being enacted. On July 21, the Senate unveiled a 3-year funding title that uses funds from: interest rate changes, sales of reserved oil, customs fees, TSA fees, extending guarantees on mortgage-backed securities, and tax compliance measures. **Web Attachment 1** is an article in *The Hill* about the DRIVE act. The Senate has yet to identify the funding mechanism for a 6-year bill. **Web Attachment 2** is an opinion piece in the *Washington Post* supporting raising the gas tax. **Web Attachment 3** is a letter from various national organizations urging the Senate to pass a 6-year bill. A companion safety reform bill, the “Comprehensive Transportation and Consumer Protection Act of 2015” (S. 1732), which includes an extension to the December 2015 deadline for Positive Train Control implementation, is given a 26% chance of being enacted.
The 18.4-cents-per-gallon federal gas tax has been the main source of transportation funding for decades, but the tax has not been increased since 1993, and more fuel-efficient cars have sapped its buying power. The federal government typically spends about $50 billion per year on transportation projects, but the gas tax only brings in approximately $34 billion annually. Transportation advocates have pushed for a gas tax increase to pay for a long-term transportation bill, but Republican leaders have ruled out a tax hike. Some of the long-term transportation funding ideas that have been discussed — but are given very low (0-1%) chance of success — include:

- “Building and Renewing Infrastructure for Development and Growth in Employment Act” (BRIDGE, S. 1589) proposes the establishment of an Infrastructure Financing Authority.
- “Update, Promote, and Develop America’s Transportation Essentials Act” (UPDATE, H.R. 680) would phase in a 15 cent per gallon tax increase over three years on gasoline and diesel to provide $210 billion in the next decade.
- “Road Usage Charge Pilot Program Act” (H.R. 679) would study mileage-based fee systems.

The Senate “Railroad Reform, Enhancement, and Efficiency Act” (S.1626) reauthorizes Federal support for passenger rail programs, to improve safety, streamline rail project delivery, and for other purposes. This act is given a 39% chance of enactment by govtrack.us. The legislation authorizes Amtrak for the next four years at an average $1.65 billion a year. Additionally, $570 million in grant funding is authorized every year, highlighted by a grant program that consolidates previous separate, siloed authorizations into a streamlined, competitive program. These competitive grants would go toward programs related to capital improvements, alleviating rail congestion, improving grade crossings, implementing Positive Train Control, and other safety and infrastructure projects. Web Attachment 4 is an article from The Hill on this proposal.

Meanwhile, the annual appropriations bill for the fiscal year that ends September 30, 2016, the “Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2016” (H.R. 2577), passed the House on June 9, and the Senate Appropriations Committee marked up their version of the bill on June 25. It goes to the Senate floor next.

Caltrans is leading the effort to develop statewide Surface Transportation Reauthorization consensus principles (Attachment 1). Agency staff participated in a conference call on the topic and request the Committee recommend that the Board adopt these principles.

Staff is in regular contact with Congressman Sam Farr on federal transportation policy issues. Staff will continue to monitor all federal bills and may recommend letters as these bills progress through Congress.

Approved by: Debra L. Hale, Executive Director
Date signed: 7/22/15

Regular Agenda

Attachments:
1. Discussion draft California Consensus Principles dated July 8, 2015

Web Attachments:
3. July 20, 2015 letter to Senators, re: six-year reauthorization of the federal surface transportation program
Long-Term Reauthorization Bill

The State of California receives over $3.5 billion annually in Federal transportation funding, which creates or sustains 81,000 jobs and leverages additional state, local and private investment. In recent years, California has also made significant investments in transportation and infrastructure, and is eager to partner with the Federal government to advance important transportation projects, many of which are significant both for California and the entire Nation.

However, according to the Congressional Budget Office, Federal Highway Trust Fund outlays will exceed revenues by an average of almost $15 billion per year, or roughly $85 to $90 billion over a six-year period. A fundamental change must occur to better align revenues with the demand for a safe, reliable transportation system that moves both goods and people efficiently.

- California supports a multi-year Surface Transportation Reauthorization (four to six years) that will provide stability and certainty, and allow for more deliberate investment.

- Congress must consider user-based, pay-as-you-go funding options like increasing and indexing to inflation the excise taxes on motor fuels.

- The Federal government should also explore innovative transportation revenue mechanisms, such as a road user charge or other user-based revenues, and provide financial support to states willing to research or pilot innovative revenue programs.

Fix-It-First and Safety

More than half of California’s highway lanes are either in distressed condition or in need of preventative maintenance; more than one in four culverts necessary to manage storm water runoff are in need of repair; and more than 30 percent of the technical equipment (e.g., ramp meters, vehicle detectors, and video cameras) used to operate the highway system are not in working condition. At the same time, most California counties experience average local road conditions in an “at risk” classification, with up to 25 percent of roads projected to be in “failed” condition by 2022. This is adversely affecting the operational efficiency of our key transportation assets, hindering mobility, commerce, quality of life and the environment. Further, poor roadway conditions affect the safety of all road users, including bicyclists and pedestrians. Californians recognize that the preservation and maintenance of the State’s existing system of roadways and bridges is a priority.

California also recognizes that traffic safety involves saving lives and reducing injuries. Congress must provide robust funding that can be applied to safety projects aimed at reducing fatalities, including rural areas where fatality rates are the highest.

- Congress should increase funding for all of MAP-21’s core highway formula programs, and in particular the Federal Highway Administration’s National Highway Performance Program, Surface Transportation Program, and Highway Safety Improvement Program. These programs support California’s State Highway Operations Protection Program, the preservation of local roads and bridges, and needed safety improvements for all road users throughout the State.
**Funding and Finance**

Public-private partnership (P3) procurement methods are not a substitute for robust direct Federal transportation investment nor a solution for Federal infrastructure funding challenges. Rather, the financing element of P3 projects, in some instances, may leverage private sector resources in addition to mitigating design, construction, maintenance, and operations risks for the public sector. These arrangements often involve a project-related revenue stream, such as vehicle tolling and/or federal credit assistance programs.

- Congress should create a U.S. Department of Transportation (U.S. DOT) clearinghouse to provide technical assistance and share P3 best practices with State, local, and tribal governments.

- Congress should allow tolling for Interstate System reconstruction, and also the conversion of any existing toll-free highway lanes (including on the Interstate System) to toll facilities that manage demand through variable tolling. Further, Congress should allow toll revenues to be used for public transportation services that contribute to the improved operation of the toll facility or highway, or to mitigate toll facility related adverse impacts identified under the National Environmental Policy Act process.

- Congress should maximize the use and flexibility of Federal funds by eliminating requirements for non-Federal matches.

- Congress should provide robust funding for Transportation Infrastructure Finance and Innovation Act (TIFIA) program, which provides Federal credit assistance to states, local governments, toll authorities and P3s. Additionally, Congress should consider creating a limited pilot program that would make TIFIA requirements more accessible to bike and pedestrian project sponsors.

- Congress should review tax-exempt Private Activity Bond eligibility and consider raising the cap on qualified surface transportation projects. Additionally, Congress should consider creating a new “America Fast Forward” qualified tax credit bond.

**Freight / Goods Movement**

California is the nation’s international trade leader, in terms of value and quantity of goods handled by its seaports, airports, railroads and roadways; and California’s commitment to improving its freight system is unmatched in the U.S. California strongly urges Congress to invest more in the national freight transportation system, which is of critical importance to the national economy. Additionally, impacts to local and regional economies, the environment, and communities must be mitigated simultaneously when making freight system improvements.

- Congress should authorize dedicated, sustainable funding for a multi-modal freight program. These funds should be derived from revenue sources across all modes of freight transportation.

- Congress should restore the National Cooperative Freight Research program. The program should retain its multi-modal focus on efficiency, reliability, safety and security of the nation’s freight transportation system, and it should span all modes to ensure multi-modal technological and innovative improvement. In addition, sustainability and network performance should be included in the program’s focus.
Congress should provide funding for technology innovation, development and deployment; and for support of Intelligent Transportation Systems research to generate and accelerate improvement in freight efficiencies.

Congress should permanently authorize the Transportation Investment Generating Economic Recovery grant program and the application process should be streamlined. Congress should also authorize a major projects contract authority program that funds large-scale projects (including multi-modal freight projects) with significant national and regional economic impacts.

The U.S. DOT must complete the National Freight Strategic Plan required by MAP-21 and it should be consistent with state freight plans. Implementation of a National Freight Strategic Plan should be supported by a minimum $2 billion per year contract authority grant program, possibly allocated through both competitive and formula-based criteria.

A freight grant program must focus on the freight system as a whole, and it must include support for major urban trade gateways and corridors; highways and local roads that make up the ‘first-and-last mile’ connections to seaports, rail, airports, cargo facilities, intermodal yards, and commercial ports of entry; and also the rural and local freight networks that enable the transport of agricultural and natural resources. In addition, projects to reduce freight impacts to communities and the environment must be eligible for funding.

**Sustainability and Climate Preparedness**

California is committed to improving the quality of life for all Californians by supporting multi-modal investment and increasing accessibility to all modes of transportation. The 2012 California Household Travel Survey revealed that nearly 23 percent of household trips were taken by walking, biking or using public transportation, compared with 11 percent in 2000; and the California Department of Transportation (Caltrans) recently set strategic sustainability targets for dramatically increasing walking, biking and public transportation trips by 2020. Additionally, California’s landmark “California Sustainable Communities and Climate Protection Act of 2008” (SB 375) requires that California Metropolitan Planning Organizations (MPOs) develop and implement Sustainable Communities Strategies that generally promote compact, mixed-use commercial and residential development that will be walkable, bikeable, close to public transportation, jobs, schools and recreation.

California is also a leader of technological innovation, including environmentally-friendly “green” technologies. As such, California has adopted a policy of encouraging the use of zero-emission vehicles, and promoting private sector investment in zero-emission vehicle infrastructure (Executive Order B-16-2012). California also allows High-Occupancy Vehicle (HOV) lane access to low emission and energy-efficient vehicles to incentivize their use and promote the State’s sustainability and climate preparedness objectives.

There is a strong Federal interest in promoting sustainability and multi-modal investment, so Federal policy should reward states like California that have made significant multi-modal investments to advance sustainability strategies.

Congress should authorize an incentive grant program that rewards states, tribal governments and MPOs that have already adopted “Best Practices” to reduce greenhouse gas emissions and
integrate transportation planning and investment decisions with other land-use and economic development decisions, and also provide financial incentives for rural sustainability initiatives.

- Congress should provide assistance for data collection, and determining and quantifying greenhouse gas emissions, and other important data for addressing climate change through the analysis of various transportation plan alternatives in long-range transportation plans done in coordination with local land use plans.

- California supports an overall increase in Federal transportation spending, including a proportional increase in funding for the Congestion Mitigation and Air Quality Improvement Program to reduce congestion, improve air quality and meet the requirements of the Clean Air Act.

- California urges Congress to amend current Federal regulatory restrictions to encourage private investment in zero-emission vehicle infrastructure and facilitate its successful deployment along Interstate and Federal-aid highways.

- California urges Congress to revise the current HOV degradation standard (45 mph 90 percent of the time), and provide more flexibility for state and local agencies to comply and continue allowing HOV lane access to low emission and energy efficient vehicles.

**Public Transportation**

In recent years, California has also made significant investments in public transportation to address sustainability, economic (e.g., access to employment) and social (e.g., providing a safety net for those that cannot drive) policy objectives, and Caltrans is seeking to double transit ridership by 2020 as a strategic sustainability target. At the same time, the California Transportation Commission’s *Statewide Transportation System Needs Assessment* and *California Unmet Transit Funding FY 2011–FY 2020 Needs* report identified a 10-year unmet operating and maintenance gap $22.2 billion and a capital gap of $42.1 billion for California transit.

- The U.S. DOT’s GROW AMERICA Act includes a 70 percent increase in Federal funding for transit programs. California urges Congress to significantly increase Federal investment in transit programs to maintain the current system in a state of good repair and help the State meet its sustainability, economic and social objectives.

- Traditionally, about 80 percent of the funding for the Federal public transportation program has come from the mass transit account of the Highway Trust Fund, and Congress must continue funding public transportation from the Highway Trust Fund.

- Congress should restore funding for Bus and Bus Facilities (49 U.S.C. § 5339) program to pre-MAP-21 levels and include a transparent and efficient discretionary element as recommended by American Public Transportation Association. To alleviate unnecessary workload for regional and state agencies, Congress should amend the Bus and Bus Facilities program to clarify that small and large urban transit operators may be the direct recipients of Bus and Bus Facility funds, just as they are for other Federal Transit Administration (FTA) programs.

- California urges Congress to increase funding to the rural components of the Federal transit program for both Non-Emergency Medical Transportation for the Elderly and Disabled (49 U.S.C.
§ 5310 and Rural Transportation (49 U.S.C. § 5311). For § 5310, Congress should increase funding and/or reconsider the funding split to urban and rural areas as identified under MAP-21 to ensure equitable distribution, and consider restoration to a State administered program (the current 60-20-20 split leaves very little for rural § 5310 and is difficult to administer). For § 5311, if funding for the Bus and Bus Facilities program were increased, Congress should ensure an equitable portion is distributed to states for rural transit; any new rural Bus and Bus Facility program funds should be rolled into the § 5311 program to ensure administrative efficiency and program effectiveness.

- Congress should amend current law to remove disincentives to states that build new high-occupancy toll (HOT) lanes or convert their existing HOV lanes to HOT lanes. Express bus service operating on HOT lanes should be treated no differently than express bus service operating on HOV lanes for the purpose of calculating an area’s FTA State of Good Repair (49 U.S.C § 5337) funding allocation.

- Congress should amend current law to allow states to relinquish Park and Ride lots located on Federal-aid highways to local agencies who seek to invest, improve, and integrate them into regional transit systems.

**Rail Reauthorization**

California has also invested in expanding high-capacity and high-performance intercity and commuter passenger rail services for many years, which is a critical component of a long-term, sustainable, multi-modal transportation strategy.

- Congress should reauthorize both the Rail Safety Improvement Act of 2008 (RSIA, P.L. 110-432) and the Passenger Rail Investment and Improvement Act (PRIIA, P.L. 110-432).

- California supports Congressional efforts to fund intercity rail capital investment grants (chapter 244 of Title 49); all funding for this program must be available to eligible projects in every state.

- California supports APTA’s call for a dedicated and indexed revenue source, other than the motor fuel taxes that support the Highway Trust Fund, for planning, design and construction of High-Speed and Intercity Passenger Rail; and also the GROW AMERICA Act proposal to create trust funded programs for current passenger rail services (e.g., Amtrak) and rail service improvements (e.g., construction of new high-performance passenger rail networks).

- California also supports Congressional efforts to reform the Railroad Rehabilitation and Improvement Financing program to make it more accessible to borrowers.

- California also supports Congressional efforts to provide Federal grant funding for PTC implementation by both Amtrak and commuter railroads. Congress must also increase the Federal commitment for highway-rail grade crossing safety.

- California supports Congressional efforts to require Amtrak to provide timely information and greater transparency into revenues and costs related to state supported rail corridors so that states can effectively manage services and verify proper implementation of PRIIA Section 209 requirements.
Congress must also provide adequate funding of Amtrak’s long distance train service, which provides an important transportation alternative in and between rural communities often not served by other intercity transportation options.

**Transportation Alternatives Program**

The Federal Transportation Alternatives Program (TAP) provides funding for important programs and projects, including, but not limited to, on-road and off-road pedestrian and bicycle facilities, recreational trail program projects, and safe routes to school projects. Caltrans recently set a strategic sustainability target of doubling pedestrian and tripling bicycle trips by 2020. TAP funding supports California’s consolidated Active Transportation Program, which furthers the State’s sustainability and climate preparedness objectives and improves the quality of life and public health of Californians.

California supports an overall increase in Federal transportation spending, including a proportional increase in funding for TAP. Additionally, TAP should continue to be funded from the Highway Trust Fund.

**Performance Management**

MAP-21 directs the U.S. DOT to establish performance measures related to statutory goals for safety, infrastructure condition, freight movement, environmental sustainability and other areas. States and other Federal-aid highway grantees (e.g., MPOs) are expected to set and maintain targets based on the U.S. DOT performance measures, collect data, and report their progress in meeting these targets. While performance-based decision making may guide more efficient and cost-effective investment in the long-term, a recent U.S. Government Accountability Office report revealed nationwide concerns regarding the costs and challenges associated with Federal performance management data collection and implementation; Federal funding must increase to match new Federal requirements and responsibilities.

California urges Congress to provide additional funding for training, tools, and data collection related to performance management implementation.

Congress should allow performance management rulemakings to run their course, and avoid enacting new policies that will delay the implementation of these rules or undermine the work that has been already done.

**Regional Planning**

California recognizes that regional planning and programing is an essential feature of an innovative, successful national transportation system. Therefore, California urges Congress to retain the current designation of MPOs at 50,000 and to recognize and fund a Regional Transportation Planning Organization designation for rural counties with populations under 50,000. California created a similar designation in 1971 for Regional Transportation Planning Agencies, which have been successfully operating as the regional transportation planning entity for rural communities since their inception.
Streamlining Planning, Programs and Project Delivery

California supports continued efforts to streamline surface transportation project delivery. This can be achieved by further opportunities for state stewardship through delegation programs, increasing states’ flexibility for using alternative project delivery methods, and integrating planning, project development, review, permitting, and environmental processes to reduce delay.

Moreover, environmental mitigation is a component of many transportation projects. “Advance mitigation” is a compensatory environmental investment that takes place prior to the environmental review and permitting of one or more transportation projects. Advance mitigation allows for more efficient project approvals than project-by-project mitigation, where mitigation options are often sought near the end of the environmental review process.

- California supports streamlining of Federal regulations to facilitate more expeditious project delivery.

- California supports efforts to increase transparency and accountability in the Federal environmental review and permitting process such as establishing an Internet-based reporting process to provide the status of Federal reviews, approvals and permits.

- To expedite project delivery, Congress should give local agencies the ability to incur project expenses at their own risk in advance of receiving a formal authorization to proceed through the Federal funding obligation process. This would enable project sponsors to accelerate various phases of the project, including preliminary engineering, right-of-way, advertising, and construction, thereby providing an opportunity to provide benefits to the public sooner and at lower cost. To ensure no actions are taken that pre-judge the outcome of the environmental process, advertising, right-of-way, and construction phases would not be allowed to commence until the National Environmental Policy Act process is complete.

- Federal policy should encourage and incentivize advance mitigation opportunities for transportation infrastructure projects because they accelerate project delivery and increase the quality of mitigation efforts.

- California supports an overall increase in Federal transportation spending, including funding that can be applied to advance mitigation for transportation projects. Further, Congress should authorize a Federal interagency effort to provide technical assistance and identify funding opportunities, or innovative financing techniques, for large-scale advance mitigation programs.

Tribal Transportation

California supports the underlying principles represented in the Tribal Transportation Unity Act, which include easing the transfer of Federal aid funds for tribal transportation projects, improving Bureau of Indian Affairs Right of Way management, and improving the speed and efficiency in getting emergency relief funding to tribes. California supports an overall increase in Federal transportation spending, including an increase in funding for the Tribal Transportation Program.
Senators file $275 billion highway bill

A bipartisan group of senators has introduced legislation that would spend $275 billion over the next six years on the nation's roads, as lawmakers scramble to prevent an interruption in federal infrastructure spending next month.

The measure, known as the Developing a Reliable and Innovative Vision for the Economy (DRIVE) Act, calls for appropriating nearly $43 billion per year to the federal government's highway program. The spending would be contingent upon lawmakers coming up with a way to pay for it.

The federal government's transportation spending is typically funded by a combination the gas tax and transfers from other areas of the budget. Lawmakers face a July 31 deadline for the expiration of the current infrastructure measure but are deadlocked on how to pay for an extension.

The sponsors of the Senate bill said it is time for Congress to find a long-term solution to the problem.

"Our nation's roads and highways have suffered under too many short-term extensions, which have led to higher costs, more waste, and less capability to prioritize major modernization projects to address growing demands on our interstates," said Sen. James Inhofe (R-Okla.), who is chairman of the Senate Environment and Public Works Committee.

"The DRIVE Act will provide states and local communities with the certainty they deserve to plan and construct infrastructure projects efficiently," he added.

Democrats who are co-sponsoring the multiyear transportation funding bill offered similar praise but also sought to put pressure on Republican appropriators to come up with a way to pay for the measure.

"One of the most important things we do as members of Congress is to help provide Americans with a transportation system that is worthy of this country," Sen. Tom Carper (D-Del.) said in a statement.

"Our work, however, is not finished," Carper continued. "In order to make the DRIVE Act a reality, we must provide full funding so that city, state and local governments have the certainty they need to make the investments we've outlined in this bill."

Lawmakers have grappled for the better part of a decade with a gap in transportation funding that is estimated to be about $16 billion per year.

The federal gas tax, which is currently 18.4 cents per gallon, has been the traditional source of transportation funding since its inception in the 1930s. But the tax has not been increased since 1993, and improvements in auto fuel efficiency have sapped its purchasing power.

The federal government typically spends about $50 billion per year on transportation projects, but the gas tax only brings in approximately $34 billion annually.

As a result of the shortfall, Congress has not passed a transportation bill that last longer than two years since 2005.
The Congressional Budget Office has estimated it will take about $100 billion in addition to the gas tax revenue to close the gap long enough to pay for a six-year transportation funding bill, such as the measure offered in the Senate.

Transportation supporters have pushed for a gas tax increase to pay for a long-term transportation bill, but Republican lawmakers have ruled out such a hike.

Lawmakers have turned to other areas of the federal budget to close the transportation funding gap in recent years, resulting in temporary fixes, such as a two-month patch that was approved by lawmakers last month.

Transportation advocates have complained that temporary extensions prevent state and local governments from completing badly needed long-term infrastructure projects.

The sponsors of the long-term bill that was introduced on Tuesday have said they are deferring to appropriators in the Senate on how the multiyear transportation bill should be financed.

Democrats on the Public Works Committee said the introduction of a multiyear policy proposal should put pressure on appropriators in the Senate to come up with a road funding fix.

“The clock is ticking, and action in the EPW Committee is a major first step — the other committees also need to act,” said Sen. Barbara Boxer (D-Calif.), who is the top ranking Democrat on the Public Works panel.

The DRIVE Act calls for spending $42.9 billion per year on the Federal-Aid Highway Program.

The measure also includes $675 million per year for the popular Transportation Infrastructure Finance and Innovation Act program, which allows states to apply for federally backed, low-interest loans to help pay for large construction programs.

The measure also includes approximately $240 million per year for the National Park Service and about $1.3 billion per year for federal lands and tribal transportation programs.

Inhofe, Boxer, Carper and Sen. David Vitter (R-La.) are sponsoring the bill.

The full text of the bill can be read here.

TAGS: Jim Inhofe, Tom Carper, Barbara Boxer, Highway bill, Gas Tax, Highway Trust Fund, MAP-21 Reauthorization, DRIVE Act
Congress faces a highway funding cliff. But there’s a simple solution.

By Editorial Board  July 12

THE HIGHWAY Trust Fund, which pays for the country’s roads and rails, is nearly out of money. Unless Congress does something, it will stop paying out on Aug. 1. What that something would be, though, remains worryingly unclear.

Some lawmakers are looking at scraping together some money to keep things going for another handful of years — a plan that holds appeal for Republicans calculating that a GOP president will be in office when the extension ends. Others in Congress want to negotiate a more ambitious, six-year, bipartisan transportation deal based on a complicated tax reform. A few lawmakers, meanwhile, still cling to the hope that Congress will do the most rational thing and increase the federal gasoline tax.

The best approach would be to increase the gas tax. The tax-reform scheme is a second-best approach. Merely extending the status quo for another few years without significant new revenue is the worst idea out there, and President Obama should make clear he won’t accept it.

There’s little doubt about the need for federal infrastructure spending. Even though they don’t know how to pay the price tag yet, Senate leaders in both parties have worked out a framework to spend almost $300 billion over six years on various transportation projects. That’s significantly less than a six-year, $478 billion transportation proposal Mr. Obama offered in March. But the Senate’s spending framework nevertheless represents a realistic compromise, and it would allow transportation officials to plan further out than a couple of years.

It is, of course, easier to plan to spend money than it is to find the necessary revenue, and Congress needs to find an awful lot to get any six-year transportation plan out the door: some $100 billion more than what the existing gas tax will bring in, according to the Congressional Budget Office. Congress’s recent habit of finding small, temporary funding patches won’t work. One alternative, to shift the way the federal government taxes the foreign profits of U.S. corporations, was hashed out by Sen. Rob Portman (R-Ohio) and Sen. Charles E. Schumer (D-N.Y.), with buy-
in from Rep. Paul Ryan (R-Wis.). The new system would result in a large, one-time tax windfall that Congress could invest in infrastructure. Policy-savvy Republicans and Mr. Obama favor this idea, making it the most politically realistic plan on the table.

Alas, the tax repatriation scheme still would not be the best policy. Though it would provide a lot of money for medium-term spending, the foreign tax reform windfall eventually would run out. That’s why the best solution is for Congress to raise the federal gas tax, which paid for the nation’s infrastructure for decades, until lawmakers neglected it; the 18.4 cent-per-gallon tax hasn’t increased since 1993.

If Congress would admit the simple logic of the gas tax, which raises money from drivers to pay for the roads they use, it could fix the country’s immediate transportation mess and go a long way to putting the nation’s infrastructure budget on sound long-term footing. Some lawmakers, including Republicans such as Sen. Bob Corker (R-Tenn.), are willing to say this publicly. It’s time for others to speak up.

Read more about this topic:

The Post’s View: With oil prices low, now’s the perfect time for Congress to raise the gas tax

The Post’s View: President Obama flinches from an easy decision on the gas tax

Charles Krauthammer: Raise the gas tax. A lot.
Dear Senator:

The undersigned organizations representing every sector of the U.S. economy urge all members of the Senate to pass a six-year reauthorization of the federal surface transportation program in 2015 that increases investment in highway and public transportation improvements.

America’s transportation infrastructure network is the foundation on which the nation’s economy functions. American manufacturers, industries and businesses depend on this complex system to move people, products and services every day of the year. It is also a direct contributor to enhanced personal mobility and quality of life for all Americans.

With unanimous approval of S. 1647, “Developing a Reliable and Innovative Vision for the Economy (DRIVE) Act” on June 24, the Senate Environment & Public Works Committee demonstrated a bill with common sense policy reforms and robust investments can achieve broad bipartisan support and enthusiasm. The DRIVE Act should serve as a vehicle to complete a comprehensive reauthorization process this year.

The U.S. economy and all Americans require a surface transportation infrastructure network that can keep pace with growing demands. A six-year federal commitment to prioritize and invest in our aging infrastructure and safety needs is essential to achieve this goal.

Temporary program extensions and eight years of recurring Highway Trust Fund revenue crises do not provide a path to future economic growth, jobs and increased competitiveness. We urge you to end this cycle of uncertainty by advocating and voting for a six-year surface transportation program reauthorization bill during 2015.

Sincerely,

National Association of Manufacturers
U.S. Chamber of Commerce
American Road and Transportation Builders Association
Associated General Contractors of America
U.S. Travel Association
National Retail Federation
American Farm Bureau Federation
American Trucking Associations
AAA
American Public Transportation Association (APTA)
Association of Equipment Manufacturers
International Union of Operating Engineers
Laborers International Union of North America
United Brotherhood of Carpenters
American Association of State Highway and Transportation Officials
American Society of Civil Engineers
American Association of Port Authorities
North America’s Building Trades Unions
MADD
Airports Council International - North America
American Highway Users Alliance
American Public Works Association (APWA)
National Association of Development Organizations (NADO)
American Council of Engineering Companies
The National Industrial Transportation League
National Stone, Sand & Gravel Association
Energy Equipment and Infrastructure Alliance
Commercial Vehicle Safety Alliance
National Railroad Construction & Maintenance Association
Construction & Demolition Recycling Association
International Bridge, Tunnel and Turnpike Association
American Concrete Pavement Association
The Association of Union Constructors (TAUC)
National Electrical Contractors Association
American Rental Association
American Supply Association
National Precast Concrete Association
United Motorcoach Association
National Tank Truck Carriers, Inc.
NAIOP, the Commercial Real Estate Development Association
National Utility Contractors Association
Associated Equipment Distributors
Precast/Prestressed Concrete Institute
National Recreation and Park Association
National Electrical Manufacturers Association (NEMA)
American Iron and Steel Institute
Coalition for America's Gateways & Trade Corridors
Concrete Reinforcing Steel Institute
National Safety Council
Industrial Minerals Association - North America
Specialized Carriers & Rigging Association
American Institute of Steel Construction (AISC)
National Steel Bridge Alliance (NSBA)
North American Equipment Dealers Association (NAEDA)
National Asphalt Pavement Association
American Concrete Pipe Association
Corn Refiners Association
American Traffic Safety Services Association
National Association of Truck Stop Operators
American Society of Landscape Architects
Farm Equipment Manufacturers Association
Governors Highway Safety Association
Institute of Makers of Explosives
Metropolitan Planning Council of Chicago
Asphalt Emulsion Manufacturers Association
Asphalt Recycling & Reclaiming Association
International Slurry Surfacing Association
National Ready Mixed Concrete Association (NRMCA)
Senators introduce $9B Amtrak bill after deadly crash

Two senators are introducing legislation to spend nearly $9 billion on Amtrak after a deadly crash last month reignited a debate in Washington about the company’s federal funding.

The measure, which is sponsored by Sens. Roger Wicker (R-Miss.) and Cory Booker (D-N.J.), calls for spending approximately $1.65 billion annually over the next four years on the rail service, as well as $570 million per year on rail grants.

The introduction of the “Railroad Reform, Enhancement, and Efficiency Act” comes one month after an Amtrak train derailed near Philadelphia in a crash that killed eight passengers.

Wicker and Booker said it was important to give Amtrak funding to make safety improvements, especially on its heavily traveled tracks in the Northeast Corridor.

“The nation’s passenger rail system serves as an integral part of our overall transportation structure and our economy,” Wicker said in a statement.

“The tragic accident in Pennsylvania last month was a heartbreaking reminder that the system is far from perfect,” he continued. “This bipartisan measure would make robust improvements to safety programs, improve existing infrastructure, and empower state and local officials. The bill also leverages private sector investment, cuts red tape, and increases transparency to make our critical infrastructure dollars go further.”

Booker agreed, saying lawmakers need to invest in Amtrak not only because of safety but to help the flow of U.S. business.

“To help the United States compete globally, we must invest in a safe and reliable passenger rail system that Americans can depend on. But too often our rail system falls short due to a lack of adequate infrastructure investment,” he said.

“Our bipartisan bill takes important steps to improve rail safety in the wake of last month’s tragic derailment, modernize our aging passenger rail network, and maximize investments in infrastructure through improved financing and grant programs,” Booker continued. “The legislation allows Amtrak to reinvest Northeast Corridor profits back into improving Northeast Corridor infrastructure, including throughout New Jersey.”

Lawmakers in the House moved last month to cut Amtrak’s funding by about $300 million a day after the Philadelphia derailment, a move that was heavily criticized by Democrats and safety groups in Washington.

The lower chamber had previously passed a $7.8 billion bill for Amtrak that was known as the Passenger Rail Reform and Investment Act.

The Senate’s version of the measure would give Amtrak a slight increase from the present level of funding. The rail service’s last appropriations bill in 2008 provided about $1.3 billion to the company for a combination of operations, construction and debt service.
By comparison, the House's earlier Amtrak measure provides about $982 million per year for Amtrak's national network and another $470 million annually for its popular Northeast U.S. routes.

The bill, which would expire in 2019, appropriates another $300 million per year for construction on Amtrak routes in the rest of the country and about $24 million per year for the company's inspector general.

Rail supporters said they greatly prefer the Senate's version of the Amtrak funding measure because it does not cut the federal government's spending on the company.

"Unlike the Passenger Rail Reform and Investment Act recently passed by the House, this is a forward looking bill," Richard Harnish, Executive Director of the Midwest High Speed Rail Association (MHSRA), said in a statement.

"It creates the structure for a growing passenger rail network throughout the country," he continued. "We are happy with the increase in funding, but much more is required to meet the goals of the bill."

Harnish said the Senate rail bill would allow Amtrak to make improvement to all of its services, not just in the popular Northeast Corridor.

"Most importantly this bill would reorganize Amtrak's board of directors to ensure regional representation, giving more voice to regions outside the NE Corridor," he said. "It would also begin to address the issues surrounding running faster, more frequent and more dependable trains on freight railroads. This bill is a win for passenger rail advocates across the country."

Since its inception in 1971, Amtrak has historically received about $1 billion per year from the government for operations and construction projects. The funding has become controversial in recent years, however, as some Republicans have pushed to eliminate the subsidies and privatize Amtrak's most profitable routes.

-This story was last updated with new information at June 19 at 9:33 a.m.

TAGS: Roger Wicker, Cory Booker, Amtrak bill, PRRIA, Railroad Reform, Enhancement, and Efficiency Act, Amtrak Northeast Corridor
Memorandum

To: Executive Committee

From: Rita Goel, Director of Finance & Administration

Meeting Date: August 5, 2015

Subject: Voluntary Form of Equal Employment Opportunity Plan

RECOMMENDED ACTION:

REVIEW the proposed Voluntary Form of Equal Employment Opportunity Plan and RECOMMEND the Board adoption of the Plan.

SUMMARY:

The Executive Committee requested that staff develop an Equal Employment Opportunity Plan for the Agency. There is no legal requirement for the Agency to have this plan. However, the voluntary adoption of it will ensure a policy of nondiscrimination in employment practices.

FINANCIAL IMPACT:

There is no direct financial impact of adopting the Equal Employment Opportunity Plan. However, it will require additional staff time to collect, maintain and update data.

DISCUSSION:

The Transportation Agency for Monterey County is an equal opportunity employer and does not discriminate based on race, color, ancestry, citizenship, medical condition, sex (including pregnancy, childbirth and related medical conditions), physical or mental disability, veteran or military status, sexual orientation, age (over 40), gender characteristics, genetic classification, national origin, religious affiliation, political affiliation, Union membership, marital status, Workers’ Compensation in California, gender identity, or any other classification protected under federal, state, or local law. Currently, it has a diverse workforce. It also has an adopted Equal Employment Opportunity Policy, which has been in place since 2000. However, at the request of the Executive Committee, staff has developed a more comprehensive Voluntary Form of Equal Employment Opportunity Plan. The plan will provide guidance in administration and management of equal opportunity employment practices and will help ensure outreach and continued recruitment of a diverse population. This plan covers all facets of employment,
including but not limited to, recruitment, training, selection, promotions, transfers, compensation, demotions and terminations.

It is not the intent of this policy to permit or require the lowering of bona fide job requirements or qualification standards in order to give preference to any employee or applicant for employment. Selection, hiring, placement and promotion decisions will be based on valid requirements and criteria that are job related, essential and necessary functions of the job.

Approved by: ____________________________ Date: 6/24/15
Debra L. Hale, Executive Director

Regular Agenda

Counsel Approval: Yes
Finance Approval: N/A

Attachment: Voluntary Form of Equal Employment Opportunity Plan
Voluntary Form of Equal Employment Opportunity Plan

Approved by the Board of Directors

On August 26, 2015
TAMC Voluntary Equal Employment Opportunity Plan

The Transportation Agency for Monterey County ("TAMC") is an equal opportunity employer and does not discriminate based on race, color, ancestry, citizenship, medical condition, sex (including pregnancy, childbirth and related medical conditions), physical or mental disability, veteran or military status, sexual orientation, age (over 40), gender characteristics, genetic classification, national origin, religious affiliation, political affiliation, Union membership, marital status, Workers’ Compensation in California, gender identity, or any other classification protected under federal, state, or local law. It has an adopted Equal Employment Opportunity Policy, which has been in place since 2000.

TAMC is not required to adopt an Equal Employment Opportunity Plan under State and Federal laws and regulations. Notwithstanding the lack of legal requirement, TAMC wishes to promote equal employment and has decided to adopt this plan as a means of demonstrating to the public TAMC’s commitment to equal employment opportunity. This Plan covers all facets of employment, including but not limited to, recruitment, training, selection, promotions, transfers, compensation, demotions and terminations.

It is not the intent of this Plan to permit or require the lowering of bona fide job requirements or qualification standards in order to give preference to any employee or applicant for employment. Selection, hiring, placement and promotion decisions will be based on valid requirements and criteria that are job related, essential and necessary functions of the job.

TAMC will provide, when necessary, reasonable accommodations to applicants' and/or employees' disabilities, when doing so will enable them to successfully perform the essential functions of the job for which they are qualified, consistent with applicable law.

TAMC prohibits retaliatory actions against employees or applicants for employment, who make a charge of employment discrimination, testify, assist or participate, in any manner, in a hearing, proceeding or investigation of employment discrimination.

TAMC is an equal opportunity employer and believes that every employee has the right to work in surroundings which are free from all forms of unlawful discrimination. It is the policy of TAMC to be fair and impartial in all of its relations with employees and to recognize the dignity of the individual. TAMC strives to maintain an environment ensuring recognition of each employee's efforts, achievements and cooperation. Employees will be treated in a fair and non-discriminatory manner and allowed, without prejudice, to advance in the organization, as their abilities warrant and as openings
occur. TAMC will promote and afford equal treatment and service to all employees and citizens.
The following is a list of the job categories and definitions used in this Plan:

**Officials/Managers** - Occupations in which employees set broad policies, exercise overall responsibility for execution of these policies, or direct individual departments. This category includes titles such as department heads, executive directors, deputy directors, etc.

**Professionals** - Occupations, which require specialized and theoretical knowledge, which is usually acquired through college training or through work experiences and other training which provides comparable knowledge; Includes: accountants, planners, engineers, interns etc.

**Administrative Support** - Occupations in which workers are responsible for internal and external communications, recording and retrieval of data and/or information and other paperwork required in an office; Includes: customer service, accounting clerks, administrative assistants, receptionists, etc.
Tables A and B provide an analysis of TAMC’s workforce, classified by job category, gender, and race/national origin. The tables show the workforce in total employment numbers and percentages, which reflect the portion of employees in each job category of a given sex and race/national origin.

These tables are based upon the Agency’s employee data as of May 2015. Employment numbers are for all employees (including part-time employees).

**Table A**

**TAMC Workforce Analysis- Number of Employees**

<table>
<thead>
<tr>
<th>Job Category</th>
<th>TOTAL EMPL</th>
<th>MALE</th>
<th>TOTAL MALE</th>
<th>FEMALE</th>
<th>TOTAL FEMALE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>W  B  H/L  AS  AI/AN</td>
<td>W  B  H/L  AS  AI/AN</td>
<td>W  B  H/L  AS  AI/AN</td>
<td>W  B  H/L  AS  AI/AN</td>
<td>W  B  H/L  AS  AI/AN</td>
</tr>
<tr>
<td>Officials/Managers</td>
<td>3  1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>Professionals</td>
<td>8  4</td>
<td>4</td>
<td>2</td>
<td>1</td>
<td>4</td>
</tr>
<tr>
<td>Admin. Support</td>
<td>3</td>
<td>1</td>
<td>1</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>TOTALS</td>
<td>14 5</td>
<td>5</td>
<td>4</td>
<td>3</td>
<td>1 9</td>
</tr>
</tbody>
</table>

**Table B**

**TAMC Workforce Analysis-Percentage Shares**

<table>
<thead>
<tr>
<th>Job Category</th>
<th>MALE</th>
<th>TOTAL MALE</th>
<th>FEMALE</th>
<th>TOTAL FEMALE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>W  B  H/L  AS  AI/AN</td>
<td>W  B  H/L  AS  AI/AN</td>
<td>W  B  H/L  AS  AI/AN</td>
<td>W  B  H/L  AS  AI/AN</td>
</tr>
<tr>
<td>Officials/Managers</td>
<td>33.3%</td>
<td>33.3%</td>
<td>33.3%</td>
<td>66.7%</td>
</tr>
<tr>
<td>Professionals</td>
<td>50.0%</td>
<td>50.0%</td>
<td>25.0%</td>
<td>12.5%</td>
</tr>
<tr>
<td>Admin. Support</td>
<td>0.0%</td>
<td>33.3%</td>
<td>66.7%</td>
<td>100%</td>
</tr>
<tr>
<td>TOTALS</td>
<td>35.7%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
</tr>
</tbody>
</table>

W  White  
B  Black or African American  
H/L  Hispanic or Latino Ethnicity  
AS  Asian/Pacific Islander  
AI/AN  American Indian or Alaska  
Native
Analysis
Table B shows that 64.3% of the Agency’s staff is female and 35.7% are male. Two-thirds (two individuals) of the Agency’s Officials/Managers are women and 1/3 (one individual) is Asian/Pacific Islander. The professionals are evenly divided between males and females. All male professionals are white, while half of the women are White, one is Black/African American and one is Hispanic Latino. All of the Administrative Support staff are women, of whom 2/3 (two individuals) are Hispanic/Latino and 1/3 (one individual) is White. Nine (or 64.3%) of the Agency staff are White and five (or 35.7%) are non-white.

Responsibility for Implementation
The Executive Director of the Agency has the overall responsibility for ensuring that TAMC provides Equal Employment Opportunity. The Director of Finance & Administration, who reports directly to the Executive Director, is designated as the Equal Employment Officer. A continuing review will be conducted to ensure that promotions and job opportunity decisions are made in accordance with the Equal Employment Opportunity policies and that these decisions are based upon valid relevant factors with respect to ability, performance, potential and bona fide occupational qualification.

The following steps will be taken to achieve these objectives:

- Send job opening announcements to partner agencies, community and state colleges, minority organizations, persons with disabilities groups, women’s organizations, civil rights organizations; post on the Agency website, and advertise in the local newspaper to maximize outreach to all potential applicants.

- Periodically review Transportation Agency for Monterey County recruitment and hiring methods, practices and policies, ensuring that protected groups have an equal opportunity for employment with the Transportation Agency for Monterey County.

- Review all performance evaluations to foster fairness and equity across departments, and supervisors.

- Continually evaluate the employee selection process including the application forms, interviewing procedures, and the final selection process to strengthen job relatedness and validity.

- Continue to review all job descriptions to ensure no unnecessary barriers exist that would adversely affect protected groups.
External Outreach

- All applications for employment will contain an Equal Employment Opportunity (EEO) policy statement.

- The Agency website will contain the statement "Equal Opportunity Employer" and employment advertisements will also contain the statement. Pictures showing a diverse workforce shall be shown.

- The EEOP will be posted on the Agency website to ensure easy access by the community.

- Job announcements will be distributed to the recruiting sources identified above, encouraging them to refer qualified applicants.

Internal Communications

- "Equal Employment Opportunity is the Law" posters will be posted on appropriate employee bulletin boards.

- Supervisors and employees involved in recruiting will be trained in the EEO policies and procedures and applicable laws.

- A memo will be posted on employee bulletin boards regarding how to obtain a copy of the EEOP at any time.

- Board members, department heads and supervisory personnel will be given a copy of the EEOP to ensure they are familiar with the EEOP.
Monitoring

The Director of Finance & Administration will maintain statistics on the following information:

- Applications, received by race and gender, provided this information is available through a voluntary Affirmative Action form or visual observation.
- New employees by job category, race, and gender.
- Interviews by race and gender.
- Terminations by job classification, race, gender, and the reason for termination.
- Tables A and B will be updated annually by the Director of Finance & Administration for review by the Board.