

AMBAG EXECUTIVE/FINANCE COMMITTEE AGENDA

September 11, 2019

Corralitos Community Center
Padres Hall
35 Brown's Valley Road
Corralitos, CA 95076

5:00 pm

1. **Call to Order**

2. **Roll Call**

3. **Public Comment**

(A maximum of three minutes on any subject not on the agenda)

4. **Consent Agenda**

Recommended Action: APPROVE

Note: Action listed for each item represents staff recommendation. The Executive/Finance Committee may, at its discretion, take any action on the items listed in the agenda.

A. **Draft Minutes of the June 12, 2019 Meeting**

Approve the draft minutes of the June 12, 2019 meeting. (Page 3)

B. **Draft Minutes of the August 14, 2019 Meeting**

Approve the draft minutes of the August 14, 2019 meeting. (Page 7)

C. **List of Warrants as of June 30, 2019**

Accept the list of warrants. (Page 11)

D. **Accounts Receivable as of June 30, 2019**

Accept the accounts receivable. (Page 13)

5. **Financial Update Report**

Recommended Action: INFORMATION

-Errol Osteraa

Receive the financial update report which provides an update on AMBAG's current financial position and accompanying financial statements. (Page 15)

6. California Federal Surface Transportation Reauthorization Consensus Principles

Recommended Action: SUPPORT

-Maura Twomey

Support the California Consensus Federal Transportation Reauthorization Principles. (Page 21)

7. Other Items

8. Adjournment

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DRAFT
EXECUTIVE/FINANCE COMMITTEE MEETING

**Marina Library
Community Room
190 Seaside Circle
Marina, CA 93933**

June 12, 2019

Minutes

1. Call to Order

The meeting was called to order by President Funk at 5:03 p.m.

2. Roll Call

Present: Directors Freeman, Funk, McPherson, McShane and Petersen

Absent: Director Smith

Others Present: Maura Twomey, Executive Director, Errol Osteraa, Director of Finance and Administration and Heather Adamson, Director of Planning.

3. Public Comments

There were no comments from the public.

4. Consent Agenda

The following items were enclosed: 1) the minutes of the May 8, 2019 meeting; 2) warrants as of April 30, 2019; and 3) accounts receivable as of April 30, 2019.

Motion made by Director McShane seconded by Director Freeman to approve the consent agenda. Motion passed unanimously.

5. Financial Update Report

Errol Osteraa, Director of Finance and Administration, gave a report on AMBAG's current financial position. The accompanying financial statements were also discussed.

6. Update on Housing Planning and Production Grants Program

Heather Adamson, Director of Planning gave an update on the Housing Planning and Production Grants Program. Brief discussion followed.

7. Federal Safer Affordable Fuel Efficient (SAFE) Vehicles Rule

Maura Twomey, Executive Director gave a report on the Federal Safer Affordable Fuel Efficient (SAFE) Vehicles Rule. Brief discussion followed.

8. Other Items

No other items were discussed.

9. Adjournment

The meeting adjourned at 5:50 p.m.

DRAFT
AMBAG EXECUTIVE/FINANCE COMMITTEE MEETING
ATTENDANCE & VOTING RECORD

MEETING DATE: June 12, 2019

Attendance (X= Present; AB= Absent) Voting (Y= Yes; N=No; A=Abstain)						
MEMBER	AMBAG REP	Attendance	Item# 4 Consent	Item#	Item#	
Capitola	Kristen Petersen	X	Y	-	-	-
Gonzales	Scott Funk	X	Y	-	-	-
Monterey	Ed Smith	AB	-	-	-	-
Salinas	Steve McShane	X	Y	-	-	-
San Juan Bautista	John Freeman	X	Y	-	-	-
County – Santa Cruz	Bruce McPherson	X	Y	-	-	-

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DRAFT
EXECUTIVE/FINANCE COMMITTEE MEETING

**Marina Library
Community Room
190 Seaside Circle
Marina, CA 93933**

August 14, 2019

Minutes

1. Call to Order

The meeting was called to order by President Funk at 5:08 p.m.

2. Roll Call

Present: Directors Freeman, Funk, McPherson, and Smith

Absent: Directors McShane and Petersen

Others Present: Maura Twomey, Executive Director, Errol Osteraa, Director of Finance and Administration, and Heather Adamson, Director of Planning.

3. Public Comments

There were no comments from the public.

4. Consent Agenda

The following items were enclosed: 1) the minutes of the June 12, 2019 meeting; 2) warrants as of May 31, 2019; and 3) accounts receivable as of May 31, 2019.

Motion made by Director Smith seconded by Director McPherson to approve the consent agenda. The motion passed with Director Smith abstaining from Consent Item 4.A Minutes of the June 12, 2019 AMBAG Executive/Finance Committee Meeting.

5. Financial Update Report

Errol Osteraa, Director of Finance and Administration, gave a report on AMBAG's current financial position. The accompanying financial statements were also discussed.

6. Update on Local Government Planning Support Grants Program

Maura Twomey, Executive Director gave an update on the Local Government Planning Support Grants Program. Brief discussion followed.

7. Other Items

Maura Twomey, Executive Director reported that the Final SAFE Vehicle Rule effective date will be in September 2019.

Ms. Twomey also reported that AMBAG has been awarded the Certificate of Achievement for Excellence in Financial Reporting from the Government Finance Officers Association (GFOA) for the Comprehensive Annual Financial Report (CAFR) for FY 2017 – 2018. Brief discussion followed.

8. Adjournment

The meeting adjourned at 5:48 p.m.

DRAFT
AMBAG EXECUTIVE/FINANCE COMMITTEE MEETING
ATTENDANCE & VOTING RECORD

MEETING DATE: August 14, 2019

Attendance (X= Present; AB= Absent) Voting (Y= Yes; N=No; A=Abstain)						
MEMBER	AMBAG REP	Attendance	Item# 4 Consent	--	--	--
Capitola	Kristen Petersen	AB	-	-	-	-
Gonzales	Scott Funk	X	Y	-	-	-
Monterey	Ed Smith	X	A - (Item 4.A)	-	-	-
Salinas	Steve McShane	AB	-	-	-	-
San Juan Bautista	John Freeman	X	Y	-	-	-
County of Santa Cruz	Bruce McPherson	X	Y	-	-	-

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Check Register
June 2019

Date	Check Number	Name	Description	Amount
06/05/2019	28302	Amaury Berteaud	Expense Report for May 2019	53.19
06/05/2019	28303	AT&T (Silver Cloud Ct VoIP)	Monthly Charges for VoIP Lines (Main Line, Staff Lines) and T-1 MIS - 05/19/19 - 06/18/19	508.72
06/05/2019	28304	Bobbie Grant	Mileage Reimbursement for May 2019	22.27
06/05/2019	28305	California Planning & Development Report	2019-2020 Subscription to California Planning & Development Report	238.00
06/05/2019	28306	Errol Osteraa	Travel Reimbursement for GFOA 2019 Conference Trip 05/18 - 05/22/2019 Los Angeles CA	1,765.86
06/05/2019	28307	Heather Adamson	Reimbursement for Expenses for Month of May 2019	633.34
06/05/2019	28308	Monterey Computer Corporation, Inc.	IT Support, Off-Site Replication Back-Up Service, and Spam Filtering for June 2019	1,071.75
06/05/2019	28309	Perry and Freeman	Legal Services for June 2019	1,125.00
06/05/2019	28310	Pitney Bowes Inc. - Machine Rental	Lease Postage Meter from June 30, 2019 - September 29, 2019	314.69
06/05/2019	28311	Rayne Water, Inc.	Water for the Period of 06/01/2019 through 06/30/2019	64.09
06/05/2019	28312	Sean Vienna	Reimbursement for Travel Expenses for April & May 2019	173.96
06/05/2019	28313	Staples Credit Plan, Inc.	Office Supplies	348.51
06/05/2019	28314	Verizon Wireless, Inc	Broadband Account for Broadband Devices and iPads New Plan	232.69
06/05/2019	EFT	Pers Retirement	May 2019 Retirement Contributions (from May 16, 2019 thru May 31, 2019) - Classic	7,441.95
06/05/2019	EFT	Pers Retirement	May 2019 Retirement Contributions (from May 16, 2019 thru May 31, 2019) - PEPPRA	2,020.99
06/13/2019	28315	Amaury Berteaud	Expense Report for June 2019	168.12
06/13/2019	28316	Ana Flores	Mileage Reimbursement for SWG Mtg 5/28 & PFWFPA BOD Mtg 6/7	74.47
06/13/2019	28317	Anthem Blue Cross of California	Small Group Life Insurance Coverage 07-01-19 to 08-01-19	341.25
06/13/2019	28318	AT&T (FAX Line)	Fax Line Billed in Advance From 06/02/19 - 07/01/19	92.99
06/13/2019	28319	BOD - Alissa Kispersky	BOD Meeting 6/12/19	50.00
06/13/2019	28320	BOD - Bruce McPherson	BOD Meeting 6/12/19	50.00
06/13/2019	28321	BOD - Carlos Victoria	BOD Meeting 6/12/19	50.00
06/13/2019	28322	BOD - Carol Lenoir	BOD Meeting 6/12/19	50.00
06/13/2019	28323	BOD - Derek Timm	BOD Meeting 6/12/19	50.00
06/13/2019	28324	BOD - Felipe Hernandez	BOD Meeting 6/12/19	50.00
06/13/2019	28325	BOD - Greg Caput	BOD Meeting 6/12/19	50.00
06/13/2019	28326	BOD - John Freeman	BOD Meeting 6/12/19	50.00
06/13/2019	28327	BOD - Justin Cummings	BOD Meeting 6/12/19	50.00
06/13/2019	28328	BOD - Kristen Petersen	BOD Meeting 6/12/19	50.00
06/13/2019	28329	BOD - Lance Walker	BOD Meeting 6/12/19	50.00
06/13/2019	28330	BOD - Louise Goetzelt	BOD Meeting 6/12/19	50.00
06/13/2019	28331	BOD - Mark Medina	BOD Meeting 6/12/19	50.00
06/13/2019	28332	BOD - Mary Adams	BOD Meeting 6/12/19	50.00
06/13/2019	28333	BOD - Mary Ann Carbone	BOD Meeting 6/12/19	50.00
06/13/2019	28334	BOD - Scott Funk	BOD Meeting 6/12/19	50.00
06/13/2019	28335	BOD - Steve McShane	BOD Meeting 6/12/19	50.00
06/13/2019	28336	Caltronics Business Systems, Inc	Copier Usage Bill for 05/05/19 - 06/04/19	347.90
06/13/2019	28337	Iron Mountain, Inc.	Offsite Document Storage for May 2019	43.23
06/13/2019	28338	Maura Twomey.	Expense Reimbursement for May 2019	92.50
06/13/2019	28339	Pers GASB OPEB	40th Partial Pre-funding Payment for Other Post Employment Benefits	13,706.72
06/13/2019	28340	Santa Cruz Sentinel(MediaNews Group, Inc.	Notice of EIR & ECQA Legal RFPs 5/16/19	115.20
06/13/2019	28341	The Herald (MediaNews Group, Inc)(Ads)	Notice of EIR & ECQA Legal RFPs 5/16/19	150.31
06/13/2019	28342	VISA Rabobank - 1628	Supplies, Office Equipment, Advertisement, Event Registration	1,158.16
06/13/2019	28343	VISA Rabobank - 3667	Travel, Storage, Meeting Expenses, Event Registration	3,060.12
06/13/2019	EFT	Pers Retirement	June Pmt for Annual Unfunded Accrued Liability as of 06/30/2016 Valuation - Classic	11,355.29
06/13/2019	EFT	Pers Retirement	June Pmt for Annual Unfunded Accrued Liability as of 06/30/2016 Valuation - PEPPRA	309.43

AMBAG
Check Register
June 2019

Date	Check Number	Name	Description	Amount
06/15/2019	EFT	Paychex, Inc.	Net Payroll and Taxes for Period Ending 06/15/2019	67,115.45
06/24/2019	28344	Caliper Corporation - WE 257	Supra-Regional ABM Framework Project Work for April 1-30, 2019	12,870.00
06/24/2019	28345	Cash	Replenish Petty Cash for August 13, 2018 - May 09, 2019	159.32
06/24/2019	28346	Comcast - Monterey	Account# 8155 10 023 0601969 - High Speed Internet for 0622/2019 - 07/21/2019	319.57
06/24/2019	28347	ESA	AMBAG Central Coast Highway 1 Climate Resiliency Study - Professional Services from 4/1/19 to 4/30/19	7,557.39
06/24/2019	28348	Monterey Computer Corporation, Inc.	HP Hardware Dirve, HP Elite Book Battery Replacement	63.52
06/24/2019	28349	Staples Credit Plan, Inc.	Office Supplies	565.68
06/24/2019	28350	The Nature Conservancy	Central Coast Highway 1 Climate Resiliency Study 1/1/2019 - 3/31/2019	7,695.92
06/24/2019	28351	Valero, Inc.	May 07, 2019 to May 29, 2019 Fuel Costs	20.98
06/24/2019	EFT	Pers Retirement	June 2019 Retirement Contributions (from June 1, 2019 thru June 15, 2019) - Classic	7,441.95
06/24/2019	EFT	Pers Retirement	June 2019 Retirement Contributions (from June 1, 2019 thru June 15, 2019) - PEPRA	2,013.05
06/30/2019	EFT	Paychex, Inc.	Net Payroll and Taxes for Period Ending 06/30/2019	67,523.29
			Total	221,726.82

AMBAG
A/R Aging Detail
As of June 30, 2019

Date	Num	Name	Memo	Due Date	Aging	Open Balance	Paid
05/31/2019	3990	Caltrans, D5	Calliper - \$8,250.00, ESA - \$14,401.04, PRB - \$383.46, MIIS \$11,300.20	06/30/2019		173,819.66	✓
06/30/2019	3962	San Benito COG:Transportation Performance (WE-611)	ALL AMBAG	06/30/2019		22,452.95	✓
06/30/2019	3992	PG & E-CEE Invoice Desk	All AMBAG	06/30/2019		29,647.69	✓
06/30/2019	3993	Western Riverside Council of Governments	ALL AMBAG	06/30/2019		61.95	✓
06/30/2019	3995	RAPS A/R	ALL AMBAG	06/30/2019		3,392.75	
06/30/2019	3996	RAPS A/R	ALL AMBAG	06/30/2019		2,538.10	
06/30/2019	3997	RAPS A/R	ALL AMBAG	06/30/2019		2,285.89	
06/30/2019	3994	Caltrans, D5	Calliper - \$12,370.00, ESA - \$18,924.30, PRB - \$1,554.29, MIIS - \$4,250.26, TNC - \$6,022.74	07/30/2019		191,591.02	✓
05/31/2019	3988	PG & E-CEE Invoice Desk	All AMBAG	05/31/2019	30	38,732.35	✓
05/31/2019	3991	RAPS A/R	ALL AMBAG	05/31/2019	30	1,252.05	
		Total Receivables				\$ 465,774.41	
		Less Contractor Receivables				\$ 77,456.29	
		Net AMBAG Receivables				\$ 388,318.12	

✓ Reflects payments received subsequent to June 30, 2019.

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MEMORANDUM

TO: Executive/Finance Committee

FROM: Maura F. Twomey, Executive Director

RECOMMENDED BY: Errol Osteraa, Director of Finance and Administration

SUBJECT: Financial Update Report

MEETING DATE: September 11, 2019

RECOMMENDATION:

Staff recommends that the Executive/Finance Committee receive the Financial Update Report.

BACKGROUND/ DISCUSSION:

The enclosed financial reports are for the 2018-2019 Fiscal Year (FY) and are presented as a consent item. The attached reports contain the cumulative effect of operations through June 30, 2019 as well as a budget-to-actual comparison. Amounts in the Financial Update Report are unaudited.

FINANCIAL IMPACT:

The Balance Sheet for June 30, 2019 reflects a cash balance of \$750,647.47. The accounts and contractors receivable balance is \$465,774.41, while the current liabilities balance is \$174,196.45. AMBAG has sufficient current assets on hand to pay all known current obligations.

Due to the implementation of Governmental Accounting Standards Board (GASB) Statement No. 68 in FY 2014-2015 and a restatement to Net Position for GASB Statement No. 82, AMBAG has a deficit Net Position in the amount of \$199,571.09. Although AMBAG's Balance Sheet as of June 30, 2019 reflects a deficit Net Position, AMBAG's Profit and Loss Statement reflects an excess of revenue over expense of \$64,915.11. As we make efforts to pay the outstanding pension liability, AMBAG's Net Position has and will continue to improve.

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The following table highlights key Budget to Actual financial data:

Budget to Actual Financial Highlights
For Period July 1, 2018 through June 30, 2019

Expenditures	Budget Through June 2019	Actual Through June 2019	Difference
Salaries & Fringe Benefits	\$ 2,604,581.00	\$ 2,156,112.30	\$ 448,468.70
Professional Services	\$ 943,196.00	\$ 367,200.82	\$ 575,995.18
Lease/Rentals	\$ 91,000.00	\$ 88,247.97	\$ 2,752.03
Communications	\$ 31,950.00	\$ 19,852.94	\$ 12,097.06
Supplies	\$ 108,618.00	\$ 31,098.19	\$ 77,519.81
Printing	\$ 9,850.00	\$ 6,473.92	\$ 3,376.08
Travel	\$ 82,000.00	\$ 33,996.28	\$ 48,003.72
Other Charges	\$ 464,515.00	\$ 336,632.63	\$ 127,882.37
Total	\$ 4,335,710.00	\$ 3,039,615.05	\$ 1,296,094.95
Revenue			
Federal/State/Local Revenue	\$ 4,397,489.00	\$ 3,104,530.16	\$ 1,292,958.84

Revenues/Expenses (Budget to Actual Comparison):

The budget reflects a linear programming of funds while actual work is contingent on various factors. Therefore, during the fiscal year there will be fluctuations from budget-to-actual.

Salaries and fringe benefits are under budget primarily due to positions that were vacant for portions of the fiscal year.

Professional Services are under budget primarily due to the timing of work on projects performed by contractors. These projects include the Central Coast Highway 1 Climate Resiliency Study and the development of an Activity-Based Model (ABM) Framework for the Central Coast Supra-Region (AMBAG, SLOCOG and SBCAG). These projects are in various phases of completion.

Since AMBAG funding is primarily on a reimbursement basis, any deviation in expenditure also results in a corresponding deviation in revenue. Budget-to-actual revenue and expenditures are monitored perpetually to analyze fiscal operations and propose amendments to the budget if needed.

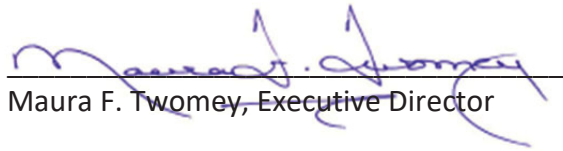
COORDINATION:

N/A

ATTACHMENTS:

1. Balance Sheet as of June 30, 2019
2. Profit and Loss: July 1, 2018 – June 30, 2019

APPROVED BY:



Maura F. Twomey, Executive Director

Balance Sheet - Attachment 1

As of June 30, 2019

	June 30, 2019	June 30, 2019
Assets		
Current Assets		
Cash and Cash Equivalents		
Rabobank - Special Reserve	250,144.08	24,966.83
Rabobank - Checking	496,415.68	77,456.29
Petty Cash	500.00	71,773.33
LAIF Account	3,587.71	0.00
Total Cash and Cash Equivalents	<u>750,647.47</u>	<u>174,196.45</u>
Accounts Receivable		
Accounts Receivable	388,318.12	
Contractors Receivable	77,456.29	
Total Accounts and Contractors Receivable	<u>465,774.41</u>	
Other Current Assets		
Due from PRWFPA/RAPS	233.21	
Prepaid Items	1,937.03	
Total Other Current Assets	<u>2,170.24</u>	
Total Current Assets	<u>1,218,592.12</u>	
Long-Term Assets		
Net OPEB Asset	86,032.00	
FY 2002-2003 Housing Mandate Receivable	82,186.00	
Allowance for Doubtful Accounts	(16,437.20)	
Deferred Outflows - Actuarial	667,822.49	
Deferred Outflows - PERS Contribution	287,132.59	
Total Long-Term Assets	<u>1,106,735.88</u>	
Capital Assets		
Capital Assets	161,500.28	
Accumulated Depreciation	(142,001.70)	
Total Capital Assets	<u>19,498.58</u>	
Total Assets	<u><u>2,344,826.58</u></u>	
Liabilities & Net Position		
Liabilities		
Current Liabilities		
Accounts Payable		24,966.83
Contractors Payable		77,456.29
Employee Benefits		71,773.33
Line of Credit		0.00
Total Current Liabilities		<u>174,196.45</u>
Long-Term Liabilities		
Deferred Inflows - Actuarial		274,291.95
Net Pension Liability (GASB 68)		2,006,211.69
OPEB Liability		0.00
Retainage Payable		6,967.58
Deferred Revenue		82,730.00
Total Long-Term Liabilities		<u>2,370,201.22</u>
Total Liabilities		<u>2,544,397.67</u>
Net Position		
Beginning Net Position		(264,486.20)
Net Income/(Loss)		64,915.11
Total Ending Net Position		<u>(199,571.09)</u>
Total Liabilities & Net Position		<u><u>2,344,826.58</u></u>

Profit & Loss - Attachment 2

July 2018 - June 2019

July 2018 - June 2019

Income		
	AMBAG Revenue	215,926.34
	Cash Contributions	60,157.69
	Grant Revenue	2,656,203.68
	Non-Federal Local Match	172,242.45
	Total Income	3,104,530.16
Expense		
	Salaries	1,418,871.00
	Fringe Benefits	737,241.30
	Professional Services	367,200.82
	Lease/Rentals	88,247.97
	Communications	19,852.94
	Supplies	31,098.19
	Printing	6,473.92
	Travel	33,996.28
	Other Charges:	
	BOD Allowances	6,650.00
	BOD Refreshments/Travel/Nameplates/Dinner/Other	7,293.47
	RCTF Expenses	58.98
	Workshops/Training	8,144.44
	GIS Licensing/CCIDC Support	9,868.28
	Energy Watch Travel/Classes/Events	54,153.55
	SB1/MTIP/MTP/SCS/OWP/Public Participation Expenses	3,908.03
	Recruiting	3,553.76
	Dues & Subscriptions	18,728.86
	Depreciation Expense	19,401.78
	Maintenance/Utilities	3,792.31
	Insurance	28,557.28
	Interest/Fees/Tax Expense	279.43
	Total Other Charges	164,390.18
	Non-Federal Local Match	172,242.45
	Total Expense	3,039,615.05
	Net Income/(Loss)	64,915.11

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MEMORANDUM

TO: Executive/Finance Committee

FROM: Maura F. Twomey, Executive Director

SUBJECT: California Federal Surface Transportation Reauthorization Consensus Principles

MEETING DATE: September 11, 2019

RECOMMENDATION:

The Executive/Finance Committee is asked to support the California Consensus Federal Transportation Reauthorization Principles.

BACKGROUND/ DISCUSSION:

The current federal transportation authorization act, Fixing America's Surface Transportation Act or the FAST Act, expires in September 2020. The California Transportation Federal Affairs Work Group, a multiagency work group of which AMABG is a member, has developed the California Federal Surface Transportation Reauthorization Consensus Principles (Consensus Principles) to inform the development of the next federal transportation reauthorization act. The Consensus Principles focus on addressing the long term solvency of the Highway Trust Fund, ensuring significant federal investments to preserve the nation's existing transportation assets, and delivering transportation infrastructure improvements that will create jobs, increase safety, improve mobility, address climate resiliency and keep the economy growing. The Consensus Principles are consistent with the goals in AMBAG's adopted Metropolitan Transportation Plan and Sustainable Communities Strategy.

ALTERNATIVES:

The Executive Committee could choose to not support the Consensus Principles.

FINANCIAL IMPACT:

NA

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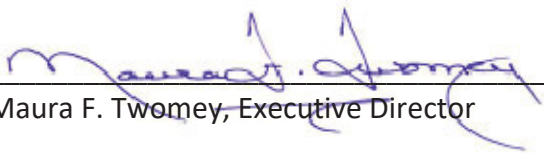
COORDINATION:

AMBAG has worked as a member of the California Transportation Federal Affairs Work Group to develop the Consensus Principles.

ATTACHMENTS:

1. California Federal Surface Transportation Reauthorization Consensus Principles
2. California Transportation Federal Affairs Work Group Members

APPROVED BY:



Maura F. Twomey, Executive Director

Attachment 1

California Federal Surface Transportation Reauthorization Principles

Final Draft – DEADLINE TO SIGN ON FRIDAY 9/13/2019

Transportation is vital to California's economy the world's fifth *largest economy* -representing 12 percent of the U.S. population. Measured by value, more international goods enter California than any other state moving through its 12 seaports, 12 major cargo-handling airports and 3 land ports of entry with Mexico. So, *investment in California's transportation infrastructure powers the entire national economy, and Californians are stepping up and doing their part to support infrastructure investment.*

- California has joined cities, counties, regions and states across the country to increase infrastructure funding. Senate Bill (SB) 1, the landmark *Road Repair and Accountability Act of 2017*, which was backed by a broad coalition of supporters, invests \$54 billion over the next decade - \$5.4 billion annually - to fix roads, freeways, bridges, and put more dollars toward transit, safety programs and active transportation infrastructure in communities across California.
- What is more, residents of California's "Self-Help Counties", representing more than 88 percent of the state's population, have voted to fund regional transportation improvements. Twenty-five California counties have passed measures that will provide over \$194 billion in funding over the next 30 to 40 years for multimodal transportation improvements across the State.

With the passage of SB 1 and local sales tax measures, Californians have prioritized funding for transportation projects – *including nationally significant projects and the preservation of federal-aid highways*. California is eager to partner with the federal government, and we stand ready and willing to match increased federal infrastructure investment.

Yet state, local and tribal governments across America continue to need a strong federal partner to make needed "fix it first" investments to preserve our existing assets, deliver transportation infrastructure improvements that will create jobs, increase safety, improve mobility, address emerging issues including climate change resiliency and keep the economy growing in California and across the nation. We also believe that federal infrastructure investment should recognize and reward states like California that come to the table with new funding to support successful partnership with the federal government.

We recommend the principles below guide the development of Surface Transportation Reauthorization legislation. We would also note that the U.S Senate Environment and Public Works Committee has already advanced the *America's Transportation Infrastructure Act of 2019* reauthorization legislation, which moves in certain policy directions that are consistent with a number of principles we have outlined.

Restore Highway Trust Fund Solvency and Provide a Multi-Year Surface Transportation Reauthorization

To simply maintain the current federal Highway Trust Fund spending levels adjusted for inflation after the Fixing America's Surface Transportation Act (FAST Act, P.L. 114-94)

California Federal Surface Transportation Reauthorization Principles

Final Draft – DEADLINE TO SIGN ON FRIDAY 9/13/2019

expires in federal fiscal year (FFY) 2020, Congress will need to identify an additional \$114 billion for a six-year surface transportation reauthorization bill. At the same time, it is crucial that federal transportation programs provide long-term funding stability for transportation projects that can take multiple years to plan and construct.

- Any new Surface Transportation Reauthorization legislation should include new sustainable, user-based revenues to ensure the long-term solvency of the Highway Trust Fund and provide for increased, multi-year direct federal investment. Federal revenue options can draw upon the experience of California and 30 other states that have successfully enacted transportation revenue packages since 2012.
- California supports a six-year Surface Transportation Reauthorization bill that will provide funding stability and certainty and allow for deliberate infrastructure planning and investment.
- In addition to robust General Fund support, Surface Transportation Reauthorization legislation should ensure that the Federal Transit Administration (FTA) programs continue to receive their historical funding share from the Highway Trust Fund.
- The California Department of Transportation (Caltrans) conducted the nation's largest vehicle miles traveled (VMT) road charge pilot to date, which included 5,000 participating vehicles travelling more than 37 million miles. Congress should continue proving funding to states willing to research or pilot innovative transportation user-based revenue mechanisms.

Build on Bipartisan FAST Act Structure and Address Emerging Issues – Climate Resiliency and New Mobility Technologies

California strongly supported the passage of the bipartisan FAST Act. Adopted in 2015, the FAST Act provides long-term certainty needed to advance multi-year highway, transit, passenger rail and multimodal freight improvements. Any new Surface Transportation Reauthorization legislation should increase funding for the core highway, transit, passenger rail, and multimodal freight programs authorized by the FAST Act. Congress should also explore ways to improve core FAST Act programs to provide states greater flexibility to achieve national goals, such as improving safety. Policy recommendations follow:

- Congress should repeal FAST Act section 1438 that requires the rescission of \$7.57 billion in unobligated contract authority for core FAST Act highway programs; the American Association of State Highway and Transportation Officials (AASHTO) estimates that California may have approximately \$693.2 million in unobligated contract authority subject to rescission in FFY 2020 because of FAST Act section 1438. Congress should also exclude any rescission in the next Surface Transportation Reauthorization.

- California supports maintaining the federal and local match for transportation projects, so that the required local match for projects does not increase unless state or local grantees opt to voluntarily increase their match. Additionally, Congress should maximize the use and flexibility of federal funds by eliminating requirements for non-federal matches, particularly in rural and tribal areas that have less resources.
- California supports increasing Highway Safety Improvement Program (HSIP) funding, consistent with our request to grow the core highway programs, and we recommend restoring flexibility to HSIP funds to be used for non-infrastructure safety programs such as behavioral efforts, public awareness, education, enforcement, research, improving system resilience, and pilot or experimental projects. To improve safety for bicyclists and pedestrians, Congress should consider targeting a portion of HSIP funding to address vulnerable user safety in areas where user fatalities are above the national average.
- California has maintained the Highway Bridge Program for locally-owned bridges that was eliminated by the Moving Ahead for Progress in the 21st Century Act (MAP-21, P.L. 112-141). Consistent with our request to grow core highway programs, California supports increased funding for the National Highway Performance Program (NHPP) and Surface Transportation Program Block Grant Program (STBG program), which support California's local Highway Bridge Program. California also supports maintaining the flexibility Congress provided in the FAST Act to use NHPP funding for bridges on non-National Highway System federal-aid roads. The current California local Highway Bridge Program need greatly exceeds the \$300 million allocated annually to the program. Any new bridge program Congress creates must distribute funding on needs-based criteria.

While California supports the FAST Act program structure as the starting point for a Surface Transportation Reauthorization bill, Congress should also consider new funding programs, flexibility or policies to ensure our infrastructure is prepared for rapidly emerging issues, including: *making our infrastructure more resilient to climate change* and preparing it for *new mobility technologies*.

In recent years, California has experienced extreme weather exacerbated by climate change. Through emergency repair work in the aftermath of the 2017 winter storms and 2018 wildfires, California incurred hundreds of millions in Federal Highway Administration (FHWA) Emergency Relief-eligible costs. Sea level rise due to climate change, in combination with storm surges, has the potential to inundate hundreds of miles of the coastal highway by the end of the century. California's 2018 4th Climate Change Assessment shows that increasing temperatures are expected to increase road construction costs between 3 and 9 percent.

- Congress should increase planning funds to help state and local governments identify and address complexities around climate change.

- *Congress should create a new needs-based multi-modal formula program that will make our transportation networks resilient in the face of a changing climate.*
- *AASHTO has noted that certain federal requirements slow the delivery of transportation projects using the FHWA's Emergency Relief funds, and it has called for the program to be streamlined. At the same time, federal regulations require Emergency Relief eligible projects to be ready for funding obligation within two years of the disaster event. California believes the Emergency Relief Program should be streamlined, and that state and local governments should be provided five to six years to obligate federal Emergency Relief funds, as called for in H.R. 3193, Transportation Emergency Relief Funds Availability Act.*

California is also a national leader in technology and intelligent transportations systems. We urge Congress to consider emerging transformative technologies - including connected and autonomous vehicles; app-enabled crowd-sourced data gathering; and integrated, automated multi-modal ticketing that will ease accessibility to all modes of transportation - and the need to take advantage of and prepare our infrastructure for these technologies.

- Congress should create a new flexible program to fund transportation capital and operational investments to take advantage of and prepare our transportation infrastructure for emerging technologies that are transforming the way people and goods are moved.

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; In fact, more than 40 percent of the total containerized cargo entering the U.S. arrives through California and almost 30 percent of the nation's exports flow through ports in the Golden State. The State's agricultural sector, supported by California's rural freight infrastructure, is a critical source of goods for export and is the largest producer of food in the U.S. With the passage of SB 1 and local sales tax measures, California is coming to the table with significant new, non-federal funding to keep goods moving efficiently and boost national economic growth.

Nevertheless, in 2017 and 2018, the U.S. Department of Transportation (U.S. DOT) Announced \$2 billion in discretionary *Better Utilizing Investments to Leverage Development* (BUILD) grants. In those two years, California received five BUILD grants totaling \$81.5 million, representing *only 4 percent* of the total funding from the 132 grants awarded nationwide. Likewise, during that period California was awarded two *Infrastructure for Rebuilding America* (INFRA) grants totaling \$97 million, representing *only 6.3 percent* of the \$1.53 billion awarded. Congress and the U.S. DOT can do better to ensure federal freight/goods movement programs prioritize eligibility for regions with nationally significant freight flows – *which clearly include several parts of California!*

- California supports freight funding programs to address critical issues facing our nation’s major freight corridors and mitigating the impacts on local transportation systems and public health. A Surface Transportation Reauthorization bill should increase funding for freight/goods movement programs and discretionary freight funding programs should prioritize eligibility for regions with nationally significant freight flows, major port complexes and rural/agricultural freight networks, including support for short line rail freight operators to maintain the region’s economic competitiveness.
- California supports increasing funding for the National Highway Freight Program (NHFP), removing the 10 percent cap on non-highway investment and providing flexibility for states to use discretion in determining the amount of NHFP formula funding dedicated to multimodal freight projects identified in the state’s freight investment plan. Congress should also consider apportioning NHFP funding based on need. Additionally, Congress should remove the caps on the INFRA Program used for grants to freight rail, water (including ports), or other freight intermodal projects.
- Congress should reestablish the National Cooperative Freight Research Program (NCFRP) to provide research products to assist states in their delivery of freight transportation projects with funding beyond the amount prescribed for the federally managed Research Technology & Education Programs, and State Planning & Research funded programs.

Sustainability and Climate Action

California is a national leader in efforts to address climate change, with more than decade of policy leadership that includes the *Sustainable Communities and Climate Protection Act (SB 375)*, which requires metropolitan planning organizations (MPOs) to create “sustainable communities strategies” to reduce Greenhouse Gas (GHG) in their long-range transportation plans. California state and local agencies are working to reduce the transportation sector’s GHG emissions consistent with state goals, and to adapt the system so it is more resilient to climate risk.

Additionally, some California agencies are investigating pricing strategies, such as tolled express lanes, toll bridges, and cordon pricing, as a means of reducing VMT and providing revenue for transit and active transportation improvements, to subsidize transportation costs for low income households, or to attract private investment.

Moreover, California supports policies that will empower and reward transportation agencies for operating, investing in and managing the transportation system to more efficiently move people and goods with lower environmental, health and climate impacts, through higher vehicle occupancy, support of Zero-Emission Vehicles (ZEV) technology, increased use of rail, transit, cycling and walking, and other strategies.

We are very concerned that the National Highway Traffic Safety Administration (NHTSA) and the U.S. Environmental Protection Agency (EPA) recently proposed to amend Corporate Average Fuel Economy (CAFE) and GHG emissions standards for passenger

cars and light trucks. The *Safer Affordable Fuel Efficient (SAFE) Vehicles Proposed Rule for Model Years 2021-2026* (SAFE Vehicle Rule) would also revoke California's waiver of preemption to set more stringent vehicle emissions standards than the federal government, and potentially harm the delivery of transportation projects that must demonstrate conformity with air quality plans.

- Federal policy should further reward states like California that have made significant multi-modal investments to improve air quality and advance sustainability strategies.
- Congress should authorize an incentive grant program that rewards states, local governments, tribal governments and MPOs that have adopted or are willing to adopt "Best Practices" to reduce VMT and GHG emissions (including congestion pricing) and integrate transportation planning and investment decisions with other land-use, economic development, pricing and other strategies, and also provide financial incentives for rural sustainability initiatives.
- Congestion Mitigation and Air Quality Improvement (CMAQ) program funds, STBG and other flexible highway and transit programs support California in implementing innovative carbon reduction strategies and, as noted earlier in our letter, we support growing those core programs.
- Congress should provide assistance for data collection, and determining and quantifying GHG emissions, and other important data for addressing climate change. Congress should also provide funding, training, tools, and uniform standards for the collection and sharing of roadway and traffic data specifically for local, rural and tribal roadways, including assistance and funding for data collection required by federal performance management rules.
- Current federal restrictions on commercial activity (and the charging of fees) along interstate right-of-ways (23 U.S.C. § 111) inhibit public-private partnerships to deploy ZEV charging infrastructure. California continues to urge Congress to provide the flexibility needed to encourage private investment in ZEV infrastructure and facilitate its successful deployment along the federal-aid and interstate right-of-way. California also supports S. 674, the *Clean Corridors Act of 2019*, which would provide grant funding for the installation of electric vehicle charging stations and hydrogen fueling infrastructure along designated corridors across the National Highway System.
- A new Surface Transportation Reauthorization bill should facilitate the expanded use of tolling by lifting restrictions on tolling existing interstate general purpose surface lane capacity. California also supports reversing the FTA policy of excluding bus service provided in HOT lanes from the 49 U.S.C. § 5337 "High Intensity Motorbus" funding program; this policy reduces funding for regions across California that convert high-occupancy vehicle lanes to High Occupancy Toll (HOT) Lanes.

- California supports funding for wildlife crossings and programs to prevent wildlife-vehicle collisions.
- California strongly opposes the NHTSA/EPA *SAFE Vehicle Rule's* revocation of California's waiver of preemption to set more stringent vehicle emissions standards than the federal government.

Fund Multimodal Mobility Solutions

The transportation sector in California accounts for 50 percent of the state's total GHG when accounting for associated fuel production, making it the single largest source of emissions in the state. At the same time, cities across California suffer from tremendous gridlock – in fact, 5 of the 20 most congested cities in North America are in California. Additionally, California's population is aging: between now and 2026, the number of Californians 65 or older is expected to climb by 2.1 million; An ageing state requires transportation solutions for those who cannot drive. And when 50 percent of California households cannot afford the cost of housing in their local markets, the transportation system must still provide access to jobs and opportunity for those who do not have cars.

Changing this reality requires a multimodal approach to mobility and increased investment – from all levels of government – in proven solutions like public transportation, active transportation and passenger rail. In California, we are doing our part – SB 1, the state's landmark transportation funding package, directs significant funding annually to public transportation, active transportation, and passenger rail; and counties across the state are choosing to tax themselves to invest in an "all of the above" approach to mobility.

Public Transportation: California urges Congress to ensure that the next Surface Transportation Reauthorization bill recognizes California's significant commitment to public transportation programs, and we request that Congress craft policies to reward California's public transit agencies for this commitment.

Additionally, in December 2018 the California Air Resources Board adopted the Innovative Clean Transit regulation (ICT). The regulation establishes a zero-emission bus purchase mandate, beginning as soon as 2030 (2023 for large transit agencies), with the goal of converting all transit buses in California to zero-emission (battery-electric, fuel cell) technologies by 2040. The successful implementation of the ICT will eliminate climate-changing fossil fuels from more than 10,000 buses in California. Components and supply chains developed for transit buses, as a result of the ICT, may one day support electrification in other heavy-duty sectors.

- California supports growing core federal transit programs and transit-eligible highway programs, which have proven effective in delivering essential funds to transit operators to address their pressing state of good repair and capital investment needs. Specifically, the Surface Transportation Reauthorization legislation should increase funding for the following formula programs: FTA's Section 5307 and Section 5311 Urbanized Area and Non-Urbanized Area formula;

FTA's Section 5337 State of Good Repair; FTA's Section 5339 Bus and Bus Facilities; FHWA STBG and CMAQ Programs.

- California supports increased investment in the FTA's Capital Investment Grants (CIG) Program (greater than \$2.6 billion annually) to fully fund existing Full Funding Grant Agreements (FFGAs) and support new FFGAs. California also supports legislative language directing the U.S. DOT to expeditiously execute FFGA and administer CIG Program as intended by Congress.
- California urges Congress to increase funding of the federal transit program for Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities (49 U.S. § 5310) to address the growing transportation needs for these target populations.
- The Surface Transportation Reauthorization bill should help states and transit agencies transitioning to ZEVs by tailoring FTA's Low Emission/No Emission Program to incentivize and reward pursuing aggressive climate change solutions, while also increasing the funding authorized for the Program.
- California supports actions to grow on the successes found through the FTA's Mobility on Demand (MOD) Sandbox Pilot Program. Mobility on Demand and/or Micro Transit projects implemented by local transit agencies and/or transit agency partnerships with shared mobility providers are proving successful for enhancing mobility for the traveling public. These solutions could not be possible without the advent of travel planning application technology. These tools are enabling on-demand ride-hailing-sharing services, and in many cases proving to increase transit's share of overall transportation trips taken regionally and interregionally.
- The FTA's Section 5311(f) Program allocates discretionary grants to California's rural transit agencies. These agencies use this funding to provide critical intercity bus services that connect rural and urban populations. However, funding for this program is not adequate. Caltrans routinely receives more applications than the program can fund. As California's population continues to grow, and the need for transportation between California's communities continues to grow, funding for intercity bus services will become critical to the interregional transportation systems that move people across the State and beyond. California therefore requests an increase to the 5311(f) Program without decreasing the regional apportionments currently allocated to rural transit agencies for services funded through the 5311(f) parent program – FTA's Section 5311.
- California supports initiatives to develop and retain the workforce necessary to successfully deliver transit services, including additional flexibility on the use of federal funds like FTA's sections 5307 and 5311 for training purposes, as well as a significant increase in the funding authorized for FTA's Section 5314 Program. This funding could be used for apprenticeship and other workforce development programs and to expand funding for regional and statewide training consortium

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programs that provide advanced transit specific training through local community colleges, transit associations and similar educational institutions.

- California supports flexibility in the State of Good Repair Program, including reduction of the waiting period for eligibility to access Section 5337 fixed guideway funds. Flexibility will allow public transit agencies that receive funding under both the High-Intensity Fixed Guideway and High-Intensity Motorbus Elements to apply their formula shares toward their highest-priority state of good repair needs.

Active Transportation: Investing in active transportation furthers the State’s sustainability and climate preparedness objectives and improves the quality of life and public health of Californians. California has made a major commitment to walking and bicycling through investment in our Active Transportation Program, and we want to continue to increase that investment with new federal funding.

- California supports increasing funding for both the STBG Program, including proportionate growth for the Transportation Alternatives (STBG-TA) set-aside, and HSIP. Funding from STBG-TA and HSIP support California’s Active Transportation Program. Congress should ensure that active transportation projects continue to be eligible for funding from the Highway Trust Fund.
- To address the low obligation rate of STBG-TA funding, Congress should take steps to ease the obligation of STBG-TA funds, including: allowing up to 5 percent of these funds to be used for staff or consultant technical assistance to strengthen potential grant applications and allowing HSIP funding to serve as a state or local match for STBG-TA projects that address a safety concern.
- Congress should authorize a competitive grant program to fund planning, design and construction of regional active transportation networks and long-distance inter-regional cycling infrastructure. Congress should also authorize a study to determine best available estimate of the total amount of nonhighwayrecreational fuel taxes received by the Department of the Treasury and transferred to the Highway Trust Fund to support the Recreational Trails Program.

Passenger Rail: California is making significant investments in intercity passenger and commuter rail, and therefore supports dedicated long-term federal investment in passenger rail programs. Modernizing the state’s passenger rail system will: reduce emissions by enabling more Californians to switch from driving and flying to traveling by clean, fast and efficient rail service; open freight capacity to enhance the flow of goods from our fields and ports; connect regional economies (e.g., the Central Valley and the Coast) and sustain an innovative state economy that will help drive America’s economic competitiveness. Any new Surface Transportation Reauthorization legislation should provide significant funding for the High-Speed Intercity Passenger Rail program, establish dedicated funding for intercity passenger and commuter rail, increase funding for the FHWA’s Railway-Highway Crossings Program (23 U.S.C. § 130), and reauthorize and fully fund FAST Act authorized Federal Railroad Administration intercity passenger

rail grant programs, including the Consolidated Rail Infrastructure and Safety Improvements (CRISI) Grant Program and State of Good Repair (SOGR) Program.

- Congress should establish a dedicated formula capital funding program for intercity passenger rail that is additive to existing transit formula programs. The program should cover capital projects to improve and expand passenger rail service and capital maintenance of equipment. Eligible project costs should be made available under multi-year federal support agreements, with partial funding of project elements (without independent utility) not impacting future applications for additional allocations.
- Railroad crossing incidents are the second leading cause of rail-related deaths in America. California supports strengthening Section 130 to accelerate the number of critically important safety projects that are constructed each year and providing 100 percent federal contribution for Section 130 projects. Many communities are doing what they can to improve safety at at-grade crossings, but the most effective method – grade separation - is often expensive. Additionally, recent requirements for 10 percent non-federal matching funds has created significant challenges as railway-highway grade crossing projects often involve railroad companies, small cities or counties with little or no resources. Increasing Section 130 federal participation to 100 percent would help ensure the selection of projects for this program would continue to be data driven and not influenced by the availability, or lack of, the 10 percent matching funds.
- California supports reauthorizing the CRISI Grant Program, and the SOGR, at no less than FFY 2018 funding levels. California also supports expanding the eligibility of the SOGR Program. The current program is limited to publicly owned assets. This restriction limits the ability for States to partner with private freight railroads to invest in critical assets that are required to serve passenger rail. The program should expand eligibility to allow for funding for non-public assets with the requirement that such funding results in some guaranteed level of public access (e.g., railroad slots) or shared public ownership. Such an approach will incentivize privately owned railroads to partner with public agencies and potentially expand the provision of passenger railroad service.
- California supports creating a legislative resolution to the issue of “States as Railroads” and System Safety Program responsibility. States who sponsor, but do not operate, intercity passenger rail services, are not railroads nor are they railroad carriers. Section 225 of the Railroad Advancement of Innovation and Leadership with Safety (RAILS) Act includes language that clarifies that States are not rail carriers if they do not operate a rail service.
- Congress should include a multi-billion dollar, dedicated and sustainable Positive Train Control Operations and Maintenance support program for intercity passenger and commuter rail operators.

- California stands with the American Road and Transportation Builders Association, the American Public Transportation Association, the Associated General Contractors of America, the International Brotherhood of Teamsters and the Transportation Trades Department AFL-CIO and others in requesting Congress prohibit the U.S. DOT from terminating its cooperative grant agreements with the California High-Speed Rail Authority.

Shorten Project Delivery Time and Provide Flexibility To Fully and Efficiently Utilize Federal Funds

California transportation agencies are proactively identifying efficiencies and policy improvements to responsibly manage the public’s money and assets. For example, under Assembly Bill (AB) 1282, the California State Transportation Agency has convened a multi-agency Transportation Permitting Task Force to establish reasonable deadlines for transportation project permit approvals and provide for greater certainty of permit approval requirements. Additionally, SB 1, the *Road Repair and Accountability Act of 2017*, requires Caltrans to achieve \$100 million in annual efficiencies that can be redirected towards maintaining and rehabilitating the State Highway System. And since 2007, Caltrans has performed federal responsibilities for environmental decisions and approvals under the National Environmental Policy Act (NEPA) for highway projects in California funded by the FHWA. Through “NEPA Assignment,” Caltrans has been able to cut the regulatory burden on thousands of road projects, achieving time savings of months and years in reviewing and approving environmental documents.

- California strongly supports efforts to streamline federal regulations to facilitate more expeditious project delivery without diminishing environmental standards and safeguards.
- Given California’s successful track record in the NEPA Assignment Program, California supports extending statutory term of years for NEPA Assignment agreements from five to ten years.

Public/Private Partnerships and Financing

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.

- California supports innovative financing tools and urges Congress to fund and streamline the application process for the Transportation Infrastructure Finance and Innovation Act (TIFIA) and Railroad Rehabilitation and Improvement Finance (RRIF) Programs, ensuring continuing eligibility for Transit Oriented Development

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(TOD) projects in both programs, and clarify that federal loans should be classified as local funds on federal grant applications.

- California supports expanding tolling options on the interstate highway system, and authorizing the America Fast Forward Transportation Bonds and Build America Bonds to provide a powerful new finance tool for transportation agencies to use when financing major capital projects, and restoring tax exemption for advance refunding bonds.
- California supports new and increased funding for FTA's Section 3005(b) Expedited Project Delivery Program.

Tribal Transportation

California has 109 federally recognized Native American tribes and is home to 750,000 Native Americans, the highest population of any state. There are over 580,000 acres of Tribal trust lands found throughout California. Tribal governments provide transportation infrastructure, including road and bridge construction and maintenance.

In many states, the Native American population is disproportionately represented in fatalities and crash statistics. Native Americans' risk of motor-vehicle related death is about four times that of the general population. The risk is even higher for the population between 4 and 44 years old. Tribal communities must have the tools and funding to provide safe and efficient infrastructure.

- California supports an overall increase in federal transportation spending, including an increase in Tribal Transportation Program (TTP) and TTP planning funds.
- California administers a tribal set-aside for projects using HSIP funding, and California supports an overall increase in HSIP funding that can be used to improve tribal transportation safety.
- The California Native American Advisory Committee has expressed concerns with the new centralized formatting of the Tribal Transportation Technical Assistance Program (TTAP), including reduced quality of training, a lack of one-on-one interaction with trainers, a lack of relevant training subject matter for California tribal transportation programs, and inconvenient course locations. California urges Congress to review recent changes to the TTAP to ensure that it meets the needs of tribal customers, including possibly authorizing a Government Accountability Review of TTAP. Additionally, the TTAP curriculum should include quality instruction on grant application writing and grant administration.
- California supports tribal transit pass programs or other mobility support for tribal members in areas with existing public transit services.

California Transportation Federal Affairs Work Group Members - Attachment 2

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