



# NEVADA COUNTY TRANSPORTATION COMMISSION

Grass Valley • Nevada City • Nevada County • Truckee

## MEMORANDUM

TO: The Nevada County Transportation Commission  
FROM: Daniel B. Landon, Executive Director  
SUBJECT: Executive Director's Report for the November 19, 2014 Meeting  
DATE: November 7, 2014

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### 1. DORSEY DRIVE INTERCHANGE



According to the website <http://dorseyinterchange.com>, nearly 100 people attended the official ribbon cutting ceremony for the Dorsey Drive Interchange on October 23<sup>rd</sup>. The project will be opened to traffic on November 10<sup>th</sup>, and construction will be completed on time and under budget. By early November Nevada County Transportation Commission (NCTC) had transferred 83% of the Redevelopment Agency (RDA) funds held for the construction of the Dorsey Drive Interchange and Grass Valley has expended 93% of the \$14.1 million allocated by the California Transportation Commission (CTC) for the project.

As construction draws to a close, Grass Valley staff is reviewing documentation to prepare final submittals to NCTC for payment of the remaining RDA funds, Regional Transportation Mitigation Fees, and Regional Surface Transportation Program funds allocated for this project.

### 2. REGIONAL TRANSPORTATION MITIGATION FEE UPDATE

With completion of the NCTC Travel Demand Model, NCTC staff has begun work on the update of the Regional Transportation Mitigation Fee (RTMF) program. The RTMF was first

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established in 2001 through the cooperative efforts of NCTC, Nevada County, Grass Valley, and Nevada City. By the end of FY 13/14, the program had collected over \$3.6 million for regional transportation improvements. The RTMF was last updated in 2008 (see NCTC website: <http://www.nctc.ca.gov/Reports/Regional-Transportation-Mitigation-Fee/index.html>) and since that time changes in demographics and economic conditions have necessitated an update of the program.

NCTC staff has developed a Request for Qualifications (RFQ) that will be sent out to prospective consultants on November 19, 2014. Nevada County and Grass Valley are also seeking proposals from consulting firms to complete updates of the County's Local Traffic Mitigation Fee and Grass Valley's Traffic Impact Fee programs. NCTC staff plan to coordinate with Grass Valley and Nevada County to select a single consultant to complete the work for all three agencies. However, each agency will enter into separate contracts with the selected consultant to complete their respective program updates. A preliminary schedule of activities for the project is shown below:

| ACTIVITIES               | DATE              |
|--------------------------|-------------------|
| Email RFQ                | November 19, 2014 |
| Proposals Due            | December 17, 2014 |
| Selection Interviews     | January 8, 2015   |
| Consultant Selection     | January 12, 2015  |
| Contract Approval        | January 21, 2015  |
| Consultant Work to Begin | February 1, 2015  |

### 3. CALIFORNIA STATEWIDE MODELING ADVISORY COMMITTEE

As noted in the attached letter (see Attachment 1) from Caltrans Acting Deputy Director for Planning and Modal Programs, William Figge, I have been invited to participate in a statewide modeling advisory committee. The committee will discuss statewide and interregional travel issues and priorities, recommend solutions and action items, and advanced analytic tools, such as the California State Travel Demand Model. It is planned that the committee will meet quarterly during the next three years.

### 4. RURAL COUNTIES TASK FORCE: STREETS AND ROADS PERFORMANCE MEASUREMENT DATA PROJECT

The project consultant, NCE, is completing the final report and graphics for the Rural Counties Task Force: *Streets and Roads Performance Measurement Data Project*. The report will be reviewed by the Rural Counties Task Force at their November 21<sup>st</sup> meeting. As reported in the September NCTC Executive Director's Report, NCE is developing three pavement maintenance scenarios for each of the 26 rural California counties.

A review of the preliminary data shows that for Nevada County, continuing expenditure of approximately \$8.6 million per year for rehabilitation and preventative maintenance will keep the Pavement Condition Index (PCI) at 72, and will reduce the level of deferred maintenance from the current \$82 million to \$48 million in 2034. If a policy of fixing the "worst roads first" is followed, the 20 year total cost of rehabilitation and preventive maintenance would increase from \$168.6 million to \$170.3 million, the level of deferred maintenance would increase from \$82 million to \$92.5 million, and the PCI would decline from 72 to 69. If countywide expenditures for rehabilitation and pavement maintenance are increased by \$775,000 per year,

the PCI would improve from 72 to 75, and deferred maintenance would be reduced from \$86 million to \$35.5 million in 2034. Graphics depicting Nevada County's final data and an overview of the findings in the final report will be presented at NCTC's January 21, 2015 meeting.

## 5. NATIONAL RURAL TRANSPORTATION CONFERENCE

Through my participation in the Federal Highway Administration (FHWA) workshop regarding development of performance measures required under the 2012 Federal Transportation Act: Moving Ahead for Progress in the 21st Century (MAP-21), and my involvement in webinars and forums on this topic, the National Association of Development Organizations has asked me to make a presentation at the National Rural Transportation Conference, which will be held December 3<sup>rd</sup> to 5<sup>th</sup> in Cincinnati, Ohio. The audience for the conference includes directors and technical staff of regional planning and economic development organizations and small metropolitan or rural transportation planning organizations, state department of transportation staff, and U.S. Department of Transportation and other agency representatives. My presentation will be part of a session entitled, "Rural and Small Metropolitan Approaches to Performance Measurement". Other sessions during the Conference include:

- Collaboration to Improve and Integrate Transportation Decision-Making
- Emerging Models for Regional Transportation Planning
- Promising Practices in Regional Transit
- Transportation Safety
- Tackling Transportation Funding and Financing
- New Directions in Bike/Pedestrian Planning.

## 6. BAY TO BASIN STUDY

On October 29, representatives of the El Dorado County Transportation Commission, Tahoe Transportation District, Tahoe Regional Planning Agency, Nevada County Transportation Commission, and project consultants, Wood Rodgers, Inc. and Smith, Watts, and Martinez, LLC met with California State Transportation Agency (CalSTA) Undersecretary, Brian Annis, to discuss the *Bay to Tahoe Basin Recreation and Tourism Travel Impact Study* completed by El Dorado County Transportation Commission in September 2014. During the meeting Undersecretary Annis was provided with an overview of the study and its findings, and a discussion of its alignment with current state transportation goals.

At the conclusion of the discussion, the following items were presented to Undersecretary Annis as objectives that CalSTA can help to achieve:

- State formula and discretionary funding should be adjusted to account for "User Population" and not just the study area's relatively small local resident population.
- Criteria for allocating funds from the new Active Transportation Program (ATP) and Cap and Trade funds for sustainable transportation investments should address the needs of all areas of the state, and not just focus on the metropolitan areas.
- As part of the Greenhouse Gas (GHG) reduction strategies, consider including "modal shift" so that transit services to, from, and in the study area could receive funding for operations and capital investments.
- Dedicate more operations funding from the State Highway Operations Protection Program (SHOPP) to meet identified operational improvements, Intelligent

Transportation Systems, traveler information dissemination improvements, and wayfinding needs for interregional travelers to and within the rural regions.

- CalSTA should support interregional corridor planning and investment partnerships involving the study area with SACOG and other regional transportation agencies.
- Explore opportunities for cross-regional cost-sharing.

## 7. CALIFORNIA TRANSPORTATION INFRASTRUCTURE PRIORITIES: VISION AND INTERIM RECOMMENDATIONS

CalSTA established the California Transportation Infrastructure Priorities (CTIP) workgroup in April 2013 to answer the questions:

- What should California's transportation system look like in 10 years?
- How do we get there?

The CTIP workgroup is examining the current status of the state's transportation system and is discussing the challenges that are ahead. Their report provides a vision for California's transportation future and identifies a set of immediate action items toward achieving that vision that are centered around the concepts of **preservation, innovation, integration, reform, and funding**. A copy of the report is included in each of the Commissioner's packets (see Attachment 2; others see link below for report). The CTIP workgroup is made up of 66 individuals representing various transportation stakeholders across the State of California and participants are listed on pages 14 and 15 of the report.

<http://www.calsta.ca.gov/res/docs/pdfs/2013/CTIP%20Vision%20and%20Interim%20Recommendations.pdf>

Included below are excerpts that identify the focus and emphasis of the report:

**Section 2 - Vision:** While transportation funding in California is highly decentralized, often resulting in a mine-versus-yours tug-of-war between the state and local governments, we must remember that our collective investments must yield a single transportation system meeting the mobility needs of all Californians and the sustainability objectives so important to the state's fight against the effects of climate change. Healthy partnerships between the state, local transportation agencies, and the federal government should yield transportation investments in a single system that reflects local, regional, and state priorities.

**Section 3 - A Transformative Time for Transportation in California:** A key challenge for today's transportation system is how to continue to achieve important mobility and safety goals while achieving necessary state sustainability goals. ... We include in this report a set of interim recommendations that provide an emphasis on four core concepts to improve the state's transportation system, preservation, innovation, integration, and reform.

**Section 4 - Preservation:** Our state highway system was largely built in the two decades following World War II. This system is reaching or exceeding its original useful life. The system remains under huge demand with more vehicles driving more miles on it than ever before. While there is always pressure to expand the state highway system, expansion must remain a second priority to investing in the management, preservation and efficient operation of our existing assets. The same is true for local governments and transit operators with respect to their assets (i.e., local streets and roads and public transit equipment).

**Section 5 - Innovation:** Innovation, including the use of technology to improve the performance of our transportation system and to provide modes of travel that are faster and cleaner than traditional modes, is the key to charting a sustainable path forward. The implementation of high-speed rail in California, the utilization of working Intelligent Transportation System (ITS) equipment to manage congestion and improve the operation of our highway system, the exploration of autonomous vehicles, and other convenient mobility services (e.g., automated car-sharing, integrated transit passes, transit time information) are all examples of innovative components of California's future transportation system.

**Section 6 - Integration:** The primary challenge in this area is how the state can best support the implementation of regional strategies, and how to integrate the regional strategies with the state's strategies for interregional travel in California. This integration is how we develop one statewide transportation system that improves travel for system users, utilizes scarce resources most efficiently, and provides a path to meet statewide greenhouse-gas emission-reduction and sustainability objectives. Greater integration encompasses many elements of our system including planning, advanced mitigation, goods movement, and rail modernization.

Planning- Caltrans has commenced its update to the California Transportation Plan. The vision for California Transportation Plan 2040 is to achieve a fully integrated, multimodal, and sustainable transportation system in California that delivers on the "3E's"-- a prosperous economy, a quality environment, and social equity. ... The CTP 2040 will come before the Secretary of the Transportation Agency for approval in December 2015.

Advanced Mitigation - Is compensatory environmental investment that takes place prior to the permitted transportation project. Advanced mitigation allows for larger and better-integrated mitigation parcels to maximize the biological benefit. Both San Diego and Orange Counties have implemented successful advanced mitigation, and Caltrans and high-speed rail are advancing efforts to expand its use by the state.

Goods Movement - California must integrate strategies for moving people with those for moving goods. Therefore, California must take a statewide, integrated planning approach to goods movement. This means identifying priority corridors for investment and available funds to invest.

Rail Modernization - Perhaps the best single opportunity for statewide integration is in the development of high-speed rail in California. As an interregional mode of travel, it must integrate with the expansion of public transit systems and appropriate land use as called for in adopted Sustainable Community Strategies.

**Section 7 - Reform:** Over the course of the last 15 years, laws seeking to transform transportation in California have largely left it to regions to spend state funds on new transportation projects (SB 45, 1998) and to provide the vision for our transportation future through regional planning (SB 375, 2008). Moreover, the emergence of local-sales tax measures for transportation have created billions of dollars for local transportation priorities, including capacity increases on the state highway system that the state helps deliver, then maintains and preserves with scarce state funds. Seemingly left out of the equation for how the state's transportation system will achieve statewide mobility, safety, and sustainability objectives is the very state department charged with doing just that - Caltrans.

Caltrans has demonstrated its capability to meet the expanded demands of a modern transportation system. Over the years, Caltrans has provided local jurisdictions with a series of research grants and technical assistance to advance efficient land use, transit, and active transportation. It should strive to expand these efforts by making efficiency and sustainability a core principle of its operations and by being a national leader among state departments of transportation in this area.

Of course, for an organization to lead, it must have credibility and instill confidence in those it serves. Perhaps, because of its seemingly decreasing role in a "regionalized" transportation world, Caltrans has been marginalized and a bit adrift. Stakeholders have commented that the department's focus is outdated, leaving the organization lost in terms of mission and challenges in the areas of communication, performance, and accountability.

**Section 8 - Funding:** Of course, these strategies do not answer the obvious challenge of funding. And when it comes to transportation policy in California, funding is always a challenge. Simply put, needs always outpace available revenues.

Clearly, the state has unfunded needs, but our objective is not to "chase a number." Instead, it is to lay out a vision for providing a transportation system capable of meeting our mobility, safety, and sustainability objectives, and aligning resources to meet those goals.

Make no mistake: we do need additional long-term, flexible, pay-as-you-go sources of funding dedicated to transportation improvements, including for the preservation and improved operations of the state highway system.

**Section 9 - Near-Term Crosscutting Recommendations:** We describe these recommendations as "crosscutting" because, collectively, they further the concepts of preservation, innovation, integration, and reform necessary to meet the state's transportation objectives. Moreover, these recommendations stressed the importance of "partnership" in funding and delivering transportation improvements in California. Our immediate recommendations include the following:

9.1 Put Cap and Trade funds to work on carbon reducing transportation investments.

9.1.1 Rail Modernization - Fund an ongoing program to modernize passenger rail in California.

9.1.2 Sustainable Communities Implementation - Fund a program with a focus on the implementation of SB 375. Cap and Trade funds should be used to provide resources for regions seeking to implement their integrated transportation and land-use plans through investments that include, but are not limited to, the following: public transit, bicycle and pedestrian facilities, low income housing near transit, and agricultural land preservation at the urban edge.

9.1.3 Low Carbon Transportation - Fund a program to accelerate the transition to clean vehicles.

9.2 Accelerate Repayment of Loans for Transportation Priorities.

9.2.1 Repayment of Highway User Tax Account Loans - Repay loans for highway preservation.

9.2.2 Repayment of Active Transportation and Environmental Mitigation Loans - Repay loans for active transportation and environmental mitigation.

9.3 Appropriate Remaining Proposition 1B Bond Funds.

9.3.1 Bond Dollars for Local Transit - Appropriate the remaining \$793 million from the Proposition 1B Public Transportation Modernization, Improvement, and Service Enhancement Account for public transit capital improvement statewide.

9.3.2 Bond Dollars for Intercity Rail - To further rail modernization, appropriate the remaining \$160 million in the Proposition 1B Public Transportation Modernization, Improvement, and Service Enhancement Account.

9.3.3 Reinvest Bond Savings - Reinvest savings of \$113 million, and possibly more, from various Proposition 1B programs into new projects in the Trade Corridor Improvement Fund and other Proposition 1B programs.

9.4 Implementation Reforms - There are multiple efforts underway to reform Caltrans by improving performance management and implementing new sustainability practices.

## **Section 10 - Longer-Term Crosscutting Recommendations.**

10.1 Support efforts to maintain and expand the availability of local funds dedicated to transportation improvements. The governor's proposed 2014-15 budget includes a proposal to make it easier for local governments to form Infrastructure Financing Districts (IFD's) to make improvements to local infrastructure, including transportation projects. Under the governor's proposal, IFD's can be formed with the support of 55% of affected voters rather than the two thirds vote required under current law. This approach may assist local governments in their efforts to make necessary investments for expanded economic development.

In the wake of the disillusion of redevelopment agencies in California, it is anticipated that efforts will be undertaken over the next couple of years to preserve the availability of funding or enhance the ability of local governments to invest in housing, education, transportation, and other infrastructure vital to expanding economic development. As these economic development and tax reform discussions move forward, the CTIP workgroup recommends continued consideration of lowering the vote-threshold for local sales taxes dedicated to transportation purposes from two-thirds voter approval to either 55% or majority vote. This very flexible source of transportation revenue brings in between \$3 billion and \$4 billion annually for a wide variety of transportation improvements, including improvements to local streets and roads, public transit systems, bicycle and pedestrian facilities, and the state highway system.

Any effort to achieve this objective should be accompanied by legislation that ties the lower vote threshold to an improved partnership between the state and local agencies, particularly as related to investments affecting the highway system. Caltrans should be involved early in the development of local expenditure plans for these taxes and should enter cooperative agreements with the locals to address, at a minimum, the following issues:

- An agreed to timeline for the delivery of projects on the state highway system;

- Life-cycle cost estimating for highway projects that estimate long-term maintenance costs and a cost-sharing agreement between the state and locals for these improvements;
- Cost-sharing for highway operational improvements, like the installation and maintenance of ITS equipment, to better manage congestion, monitor flow, and improve performance of the regional system; and
- A process to ensure the projects funded by the local tax revenues and contained in the local expenditure plan further the purpose of the regionally-adopted Sustainable Communities Strategy.

10.2 Explore a voluntary pilot program to study, review, and consider the viability of a Mileage-Based User Fee (MBUF) in California. This would have California join other Western states to explore a new source of transportation funding. Taxes on gasoline and diesel fuel comprise the largest single revenue source for investments in the state's transportation systems and fund a broad range of investments, including highways, local roads, active transportation, and transit. However, this revenue source is expected to decline in both real and nominal terms due to significant progress toward low-emission and zero-emission vehicles.

Recognizing this trend, several western states have initiated efforts to study more direct user fees for road usage. Oregon, in particular, has been a national leader, with the implementation of a demonstration program that explore different technologies for privacy protection and user convenience. California should similarly advance the research and understanding of options for direct road usage fees.

10.3 Work with the legislature to expand the department's use of pricing and express lanes to better manage congestion and the operations of the state highway system, while generating new revenues for preservation and other corridor improvements.

10.4 Work with stakeholders to ensure the State Transportation Improvement Program (STIP) is funding projects that meet a set of performance measures to meet the states mobility, safety, sustainability, and economic objectives.

The STIP is primarily funded with the State Highway Account, and allowable uses under the Constitution and under statute include investments in highway, local roads, and fixed-guideway rail. State statute directs 75% of the STIP for county shares of the Regional Transportation Improvement Program (RTIP) and 25% for the Caltrans-programmed Interregional Transportation Improvement Program (ITIP). State statute requires 60% of the ITIP to be directed to highway projects outside urban areas and a minimum of 15% of the ITIP be directed to intercity rail projects.

The CTIP workgroup should continue discussion of the STIP to answer this question: How should the STIP be modified to best meet today's transportation priorities, and how can that best be measured?

10.5 Work to address the recommendations of the California Freight Advisory Committee (CFAC). The California Freight Mobility Plan will identify statewide trade corridors of significance and outline strategies for minimizing freights impact on communities and achieving state environmental objectives through a more sustainable freight policy. CFAC is also serving as a single stakeholder policy forum to develop a statewide consensus



around advocacy principles for communicating with the federal government about the National Freight Network and this year's federal funding reauthorization bill.

## **Section 11 - Conclusion**

The CTIP workgroup's vision for transportation is one that provides for the efficient flow of people and goods across our state and within our communities, while achieving our goals of mobility, safety and sustainability. The advice of the workgroup influenced the spending priorities in the Governor's 2014-15 budget, with additional funding directed toward highways and road maintenance, rail modernization, active transportation, and SB 375 implementation. While the budget proposals represent a good first step, the work of the CTIP workgroup will continue into 2014 with a focus on the implementation of reforms and identification of sustainable pay-as-you-go funding mechanisms.

A careful review of this report brings out the need for cities, counties and rural transportation agencies to stay engaged with CalSTA, California Air Resources Board, the California Strategic Growth Council, and their respective representatives in the California legislature.

### **8. SB 1077 (DeSaulnier) VEHICLES: ROAD USAGE CHARGE PILOT PROGRAM**

The gas tax is an ineffective mechanism for meeting California's long-term revenue needs, because it will steadily generate less revenue as cars become more fuel efficient and alternative sources of fuel are identified. By 2030, as much as half of the revenue that could have been collected by the gas tax will be lost to fuel efficiency. SB 1077, authored by Senator Mark DeSaulnier, and approved by Governor Brown, requires the Chair of the California Transportation Commission (CTC) to create a fifteen member Road Usage Charge (RUC) Technical Advisory Committee in consultation with the Secretary of CalSTA. In selecting the members of the Technical Advisory Committee, the CTC chair shall consider individuals who are representative of the telecommunications industry, highway user groups, the data security and privacy industry, privacy rights advocacy organizations, regional transportation agencies, and national research and policymaking bodies. The Technical Advisory Committee is to study RUC alternatives to the gas tax and to make recommendations to the CalSTA Secretary on the design of a pilot program. The Technical Advisory Committee will also make recommendations on the criteria to be used to evaluate the pilot program. CalSTA is to identify and evaluate issues related to the potential implementation of an RUC program in California by January 1, 2017 and then prepare and submit a report of its findings to the Technical Advisory Committee, the CTC, and the appropriate fiscal and policy committees of the Legislature by June 30, 2018. The CTC is to include recommendations regarding the pilot program in its annual report to the Legislature.

Through membership in the Rural Counties Task Force, NCTC staff has been made aware that the selection of members of the Technical Advisory Committee is underway.

**DEPARTMENT OF TRANSPORTATION**

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November 5, 2014

Daniel Landon  
Executive Director  
Nevada County Transportation Commission  
101 Providence Mine Road, Suite 102  
Nevada City, CA 95959

Dear Mr. Landon:

The California Department of Transportation and the California State Transportation Agency in collaboration with the California Air Resources Board and the Governor's Office of Planning and Research strive to continue developing tools and methods to better inform transportation decision making. The California State Travel Demand Model (CSTDm) represents a continued effort to forecast and analyze potential transportation policies.

You are invited to serve on the California Statewide Modeling Advisory Committee (Committee). The Committee will consist of core representatives from State and regional agencies that have interest in the statewide and interregional travel forecasting and analysis.

The Committee will serve as a forum for discussing and recommending solutions and action items related to statewide and interregional travel issues and priorities and advance analytic tools such as application of the CSTDm. We expect that the Committee will meet quarterly or as determined by the Committee. Enclosed is a draft Committee charter for your review. The inaugural meeting will be held on Wednesday, November 19, 2014, 10:00 a.m. – 11:30 a.m. at the Caltrans Headquarters building located at 1120 N Street, Sacramento, California. Provisions for remote meeting participation will be made available for Committee members who are unable to attend in person. The meeting agenda will be sent to you prior to the meeting.

We look forward to your acceptance to serve on this Committee. To accept this invitation and confirm your attendance at the initial meeting, please email Reza Navai at [reza.navai@dot.ca.gov](mailto:reza.navai@dot.ca.gov) or call (916) 654-3330 by Monday, November 10, 2014. The outlook calendar invitation is forthcoming.

Daniel Landon  
November 5, 2014  
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If you have any questions, please contact me or Reza Navai.

Sincerely,

A handwritten signature in cursive script that reads "Bill Figge".

**WILLIAM FIGGE**  
Acting Deputy Director  
Planning and Modal Programs

Enclosures:

- (1) Draft Statewide Modeling Advisory Committee Charter
- (2) Proposed Statewide Modeling Advisory Group

c: Brian Annis, Undersecretary, California State Transportation Agency  
Kate White, Deputy Secretary for Environmental and Housing, California State  
Transportation Agency  
Kome Ajise, Chief Deputy Director, California Department of Transportation



# DRAFT CHARTER

## California Statewide Modeling Advisory Committee

### **BACKGROUND**

The California Department of Transportation (Caltrans) and the California State Transportation Agency (CalSTA) in collaboration with other state agencies are forming the California Statewide Modeling Advisory Committee (Committee) to bring a focus on interregional and statewide travel forecasting and analysis.

Over the last few years a range of legislative and policy initiatives have significantly altered the state policy framework and priorities, necessitating substantial improvement in statewide travel forecasting and data analysis to support a sustainable, integrated and efficient transportation system to enhance California's economy and livability. These changes include SB 375 (sustainable community), SB 743 (CEQA reform), and SB 391 (California Transportation Plan) that require more robust quantitative and analytic evaluation to describe the relative performance of transportation policies, strategies, and programs. The internal and external reviews of Caltrans programs, reflecting stakeholders and expert opinion specify the need for Caltrans to enhance its modeling and data analysis capability. Also, the Caltrans Improvement Project (CIP) recommends improving Caltrans tools and techniques to inform transportation planning and programming.

Caltrans has been working on strengthening its travel modeling tools and recently rolled out the California Statewide Travel Demand Model (CSTDM). Caltrans is making the CSTDM available to state and regional agencies and other stakeholders who are interested in statewide and interregional travel modeling and analysis.

### **PURPOSE, ROLES, AND RESPONSIBILITIES**

The intent of the Committee is to create a forum to discuss statewide and interregional travel issues and priorities, recommend solutions and action items, and advance analytic tools such as CSTDM to support development of plans and projects of statewide significance.

The Committee will:

- Advise on the further refinement, application and broad use of CSTDM – including cloud access to CSTDM.
- Help identify and advise on statewide and interregional travel issues of significance such as real-time data collection and access, freight modeling and travel data, modeling informing planning scenarios and corridor/project specific studies, and capturing interregional travel.
- Help coordinate statewide and interregional transportation modeling priorities with state and regional agencies such as how state and regional models intersect.
- Help identify near term (5-10 year) statewide transportation modeling and travel data needs.

### **DESIRED OUTCOMES**

Desired outcomes, at a minimum, include:

- Establish a collaborative and coordinated statewide, interregional transportation modeling effort.

- Provide consistency in statewide travel forecasting and data analysis.
- Enhance quality and analytic capabilities in statewide and interregional travel analysis.

### **MEMBERS**

The Committee consists of core representatives from state and regional and local agencies who lead or oversee their respective travel forecasting functions and have stake in interregional and multiregional modeling and data analysis. The private sector consulting services may also be represented to provide additional expert point of views per committee's direction. The initial list of committee members have been compiled by the sponsored agencies. The Committee will recommend additional members as appropriate. The committee will also recommend the replacement if any member of the Committee is unable to serve for any reason. The Committee Chairperson will be selected by the Committee. The term of the Chairperson will be one year, at the discretion of the Committee. Member of the Committee will serve a three-year term.

### **SPONERSHIP**

The Committee is sponsored jointly by Caltrans and CalSTA in collaboration with California Air Resources Board and the Governor's Office of Planning and Research.

### **ADMINISTRATIVE AND LOGISTICAL SUPPORT**

The Chief, Caltrans Division of Transportation Planning and the Office of Multi-Modal System Planning are responsible for coordination and providing administrative support for this advisory committee.

### **OPEN MEETING LAW AND INCOMPATIBLE ACTIVITIES**

The Chairperson is responsible to ensure that the Committee operates in a manner that seeks consensus among the members. The Committee may present multiple recommendations with supportive arguments for each position. The Committee Chairperson is responsible to ensure differing positions are heard.

The Committee is entirely advisory in nature, and has no governmental powers in and of itself. Although the Committee is not subject to state open meeting laws, it will conduct its business in an open manner, whereby any interested person is permitted to observe any meeting of the Committee.

The members are expected to refrain from any activity that could reasonably be construed as, or give the appearance of, an incompatible activity or a conflict of interest. Members shall not seek any personal preference in any business matter involving Caltrans, by virtue of their participation on this Committee. However, membership shall not bar any member from otherwise conducting business with Caltrans.

### **FREQUENCY OF MEETINGS**

The Committee will meet quarterly or as defined by the Committee over the next three years. The Committee may reconstitute the terms of the Advisory Committee beyond November 2017 with a majority vote. Meetings are held in Sacramento and provisions for remote meeting participation will be made for members unable to travel.

**Attachment 2**  
**Proposed Statewide Modeling Advisory Group**

Sponsors

CalSTA  
Caltrans

State

Jonathan Taylor, ARB  
Chris Ganson, OPR  
Reza Navai, Caltrans  
Katie Benouar, Caltrans  
Steve Cliff, Caltrans  
Scott Jarvis, HSR  
Nesamani Kalandiyur, ARB  
Bob McBride, CEC  
Caroline Rodier, UCD  
Mike McCoy, SGC

MPOs/RTPAs

Gordon Garry, Bruce Griesenbeck, SACOG  
David Ory, MTC  
Ping Chang & Guoxiong Huang, SCAG  
Clint Daniels, SANDAG  
Central Valley COG: Rob Ball, Kern COG or Mike Bitner, Fresno COG  
Peter Imhof, Santa Barbara  
Bill Higgins , CALCOG  
Dan Landon, Nevada County  
Charles Field, Amador County Transportation Commission  
Marlin Feenstra, Riverside County Transportation Commission

Consultants (as feasible)

Ron Milam and Jerry Walters, Fehr & Peers  
Ron West, Cambridge Systematic  
Cecily Way, HSR