

WTS SACRAMENTO NEWSLETTER



Advancing Women in Transportation
Sacramento Chapter

WTS SACRAMENTO ANNUAL EVENT AND AWARDS DINNER

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Coming Events:

October 12, 2006—Norman Y. Mineta National Policy Summit on Transportation Finance: Tough Choices Down the Road

October 19, 2006—WTS Annual Awards Dinner at the Casa Garden Restaurant

December 2006—WTS/ITE Joint Meeting

January 31, 2007—**SAVE THE DATE!!!** WTS Annual Scholarship Dinner at the Sacramento Grand Sheraton

Please join us for the WTS Sacramento Annual Event and Awards Dinner to celebrate transportation leaders in our region, featuring our guest speaker

CARRIE POURVAHIDI
DEPUTY DIRECTOR
CALIFORNIA HIGH-SPEED RAIL AUTHORITY



DATE: Thursday, October 19, 2006
TIME: 5:30 PM Registration and No Host Bar
6:30 PM Speaker, Dinner and Awards

LOCATION: Casa Garden Restaurant
2760 Sutterville Road
Sacramento, CA 95820
916.452.2809

Operated by volunteers, all profits and gratuities of Casa Garden Restaurant benefit the Sacramento Children's Home.

COST: \$45—WTS Members
\$55— Non Members
\$600 Table Sponsorship
(table seats 7 and sponsors 1 guest)



2006 WTS SACRAMENTO AWARD RECIPIENTS

WOMAN OF THE YEAR

SUNNE WRIGHT McPEAK
SECRETARY, CALIFORNIA BUSINESS, TRANSPORTATION AND HOUSING AGENCY

EMPLOYER OF THE YEAR

UNIVERSITY OF CALIFORNIA, DAVIS

MEMBER OF THE YEAR

KATHRYN MATHEWS
EXECUTIVE DIRECTOR, EL DORADO COUNTY TRANSPORTATION COMMISSION

DIVERSITY LEADERSHIP AWARD

CITY OF SACRAMENTO

Please RSVP no later than October 12th to Beverly Mason at Beverly.Mason@dmjmharris.com or 916.567.8072

WTS SACRAMENTO 2006 MEMBER OF THE YEAR, KATHRYN MATHEWS



WTS Sacramento Chapter is honored to celebrate **Kathryn Mathews** as the 2006 Member of the Year. Kathryn is a well known transportation leader in the Sacramento region with 20 years of experience involving rural and regional transportation planning in Del Norte, Placer, and El Dorado Counties.

Kathryn is currently the Executive Director of the **El Dorado County Transportation Commission** (EDCTC) which was administratively reorganized and separated from El Dorado County in 1993. The EDCTC is organized under a Joint Powers Agreement between El Dorado County and the City of Placerville, which was executed on June 6, 1995. The current staff of five includes: the Executive Director, two Transportation Planners, an Administrative Services Officer, and an Executive Assistant.

The El Dorado County Transportation Commission (EDCTC) was designated as the Regional Transportation Planning Agency (RTPA) for El Dorado County on July 23, 1975. As the RTPA, the EDCTC serves as the planning and programming authority for transportation projects on the western slope of El Dorado County, excluding those areas within the Tahoe Regional Planning Agency boundaries. (Source: El Dorado County Transpor-

tation Commission website. <http://www.edctc.org/>)

Among her many career highlights, Kathryn is currently serving on all five of the **California Transportation Commission's Proposition 1B Transportation Infrastructure Bond** advisory committees. Kathryn is also the Chair on the **Rural Counties Task Force** for which she is an advocate of rural transportation issues and was successful at receiving an allocation of scarce transportation resources to rehabilitate local streets and roads in rural counties.

Under Kathryn's leadership in El Dorado County, the **2005 - 2025 Regional Transportation Plan** was developed - the first in over a decade. Other firsts include: the **El Dorado County and City of Placerville Bicycle Transportation Plans** and the **City of Placerville Pedestrian Plan**. Kathryn is a strong advocate for transit and alternative transportation - evidenced by the development and implementation of the **El Dorado Transit Short and Long Range Transit Plan**, the **County-wide School Pool** effort, and the **County of El Dorado Government Center** and **DST Transportation Demand Management** programs. Kathryn is an advocate of local decision-making and successfully negotiated the programming of federal funds at the RTPA level in El Dorado County.

Furthermore, Kathryn is currently working with the cities of Elk Grove, Rancho Cordova and Folsom, and the County of Sacramento, on the **Elk Grove-Rancho Cordova-El Dorado Connector**, which will be a new transportation corridor to serve the growing travel demand between these emerging urban areas.

On the national level, Kathryn also represents the Sacramento region while attending many of the Sacramento Region's Cap-to-Cap (Sacramento to Washington DC) annual lobbying efforts.

WTS thanks Kathryn Mathews and her career efforts to advance transportation in the Sacramento region.

PROFILE: KATHRYN MATHEWS, AICP

Executive Director

El Dorado County Transportation Commission

EDUCATIONAL BACKGROUND:

- Bachelor of Science Degree in Business Administration
- Master of Public Administration
- Certified Planner, American Institute of Certified Planners

WORK HISTORY:

- 20 years of rural, regional transportation planning experience
- Del Norte County – 1986 - 1998
- Placer County – 1998 - 2002
- El Dorado County – 2002 - 2006

PROFESSIONAL ORGANIZATIONS:

- Chair, California Transportation Commission's Rural Counties Task Force
- Member, Regional Transportation Planning Agencies Group
- Member, Women's Transportation Seminar
- Member, California Association for Coordinated Transportation
- Member, American Planning Association
- Member, 50 Corridor Transportation Management Association
- Member, South Shore Transportation Management Association

CIVIC ORGANIZATIONS:

- Past President, Del Norte Business and Professional Women
- Past President, Del Norte League of Women Voters
- Past President, 41st District Agricultural Association
- Board Member, El Dorado County Job One

PERSONAL:

- Mother of two daughters (a 5th grade teacher and a Special Ed teacher)
- Grandmother of three



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NOVEMBER 7TH BALLOT INFORMATION ABOUT PROPOSITION 1A AND 1B: DON'T FORGET TO VOTE

Source: Legislative Analyst's Office, California's Nonpartisan Fiscal and Policy Advisor, November 7, 2006 Ballot Propositions

http://www.lao.ca.gov/ballot_source/Propositions.aspx

PROPOSITION 1A

Transportation Funding Protection. Legislative Constitutional Amendment.

Background

California spends about \$20 billion a year to maintain, operate, and improve its highways, streets and roads, passenger rail, and transit systems. About one-half of the funding comes from various local sources, including local sales and property taxes, as well as transit fares. The remainder comes from the state and federal levels, largely from gasoline and diesel fuel taxes, and truck weight fees.

Currently, the state levies two types of taxes on motor fuels: 1) An excise tax of 18 cents per gallon on gasoline and diesel fuel. (This is generally referred to as the gas tax.); and 2) A statewide 6 percent tax on the sale of gasoline and diesel fuel ("sales tax").

Gas Tax. Revenues from the state excise tax on gasoline and diesel fuel used on public roads total about \$3.4 billion per year. The State Constitution restricts the use of these revenues to specific transportation purposes. These include constructing, maintaining, and operating public streets and highways, acquiring right of way and constructing public transit systems, as well as mitigating the environmental effects of these facilities.

Sales Tax. The state's sales tax on gasoline and diesel fuel currently provides about \$2 billion a year. Until 2002, most of the revenues from the state sales tax on gasoline were not used for transportation purposes.

Instead, these revenues were used for various general purposes including education, health, social services, and corrections. Proposition 42, which was approved by voters in 2002, amended the State Constitution to dedicate most of the revenue from the sales tax on gasoline to transportation uses. Specifically, Proposition 42 requires those revenues that previously went to the General Fund be transferred to the Transportation Investment Fund to provide for improvements to highways, streets and roads, and transit systems. Proposition 42, however, allows the transfer to be suspended when the state faces fiscal difficulties. Proposition 42 is silent as to whether suspended transfer amounts are to be repaid to transportation.

Since 2002, the state has suspended the Proposition 42 transfer twice because of the state's fiscal condition. In 2003-04, the transfer was suspended partially, and in 2004-05, the full amount of the transfer was suspended. Existing law requires that these suspended amounts, with interest, be repaid to transportation by 2008-09 and 2007-08, respectively.

Proposal

This measure amends the State Constitution to further limit the conditions under which the Proposition 42 transfer of gasoline sales tax revenues for transportation uses can be suspended. Specifically, the measure requires Proposition 42 suspensions to be treated as loans to the General Fund that must be repaid in full, including interest, within three years of suspension. Furthermore, the measure only allows suspension to occur twice in ten consecutive fiscal years. No suspension could occur unless prior suspensions (excluding those made prior to 2007-08)

have been repaid in full.

In addition, the measure lays out a new schedule to repay the Proposition 42 suspensions that occurred in 2003-04 and 2004-05. Specifically, the suspended amounts must be repaid and dedicated to transportation uses no later than June 30, 2016, at a specified minimum annual rate of repayment.

Fiscal Effects

This measure would have no direct revenue or cost effect. By limiting the frequency and the conditions under which Proposition 42 transfers may be suspended in a ten-year period, the measure would make it more difficult to use Proposition 42 gasoline sales tax revenues for nontransportation purposes when the state experiences fiscal difficulties. As a result, the measure would increase the stability of funding to state and local transportation in 2007 and thereafter. However, the state's authority to direct available funds to meet other non-transportation priorities in the event the state faces fiscal difficulties would be somewhat reduced.

PROPOSITION 1B

Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006.

Background

California spends about \$20 billion a year from a combination of state, federal, and local funds to maintain, operate, and improve its highways, streets and roads, passenger rail, and transit systems. These expenditures are primarily funded on a pay-as-you-go basis from taxes and user fees.

There are two primary state tax sources that fund state transportation programs. First, the state's 18 cent per gallon excise tax on gasoline and diesel fuel (generally referred to as the gas tax) generates about

\$3.4 billion annually. Second, revenues from the state sales tax on gasoline and diesel fuel currently provide about \$2 billion a year. Additionally, the state imposes weight fees on commercial vehicles (trucks), which generate roughly \$900 million a year. Generally, these revenues must be used for specific transportation purposes, including improvements to highways, streets and roads, passenger rail, and transit systems. These funds may also be used to mitigate the environmental impacts of various transportation projects. Under specified conditions, these revenues may be loaned or used for non-transportation uses.

Since 1990, voters have approved roughly \$5 billion in state general obligation bonds to fund transportation. These bond proceeds have been dedicated primarily to passenger rail and transit improvements, as well as to retrofit highways and bridges for earthquake safety. As of June 2006, all but about \$355 million of the authorized bonds have been spent on projects.

In addition to state funds, California's transportation system receives federal and local money. The state receives about \$4.5 billion a year in federal gasoline and diesel fuel tax revenues for various transportation purposes. Collectively, local governments invest roughly \$9.5 billion annually into California's highways, streets and roads, passenger rail, and transit systems. This funding comes mainly from a mix of local sales and property taxes, as well as transit fares. Local governments have also issued bonds

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NOVEMBER 7TH BALLOT INFORMATION ABOUT PROPOSITION 1A AND 1B: DON'T FORGET TO VOTE

(CONTINUED FROM PAGE 3)

backed mainly by local sales tax revenues to fund transportation projects.

Proposal

This measure authorizes the state to sell about \$20 billion of general obligation bonds to fund transportation projects to relieve congestion, improve the movement of goods, improve air quality, and enhance the safety and security of the transportation system. (See “[An Overview of State Bond Debt](http://www.lao.ca.gov/ballot/2006/bond_11_2006.htm)” for basic information on state general obligation bonds. http://www.lao.ca.gov/ballot/2006/bond_11_2006.htm)

Figure 1 summarizes the purposes for which the bond money would be used. The bond money would be available for expenditure by various state agencies and for grants to local agencies and transit operators upon appropriation by the Legislature:

Congestion Reduction, Highway and Local Road Improvements—\$11.3 billion—for capital improvements to reduce congestion and increase capacity on state highways, local roads, and public transit for grants available to locally funded transportation projects, as well as for projects to rehabilitate state highways and local roads.

Public Transportation—\$4 billion—to make capital improvements to local transit services and the state’s intercity rail service. These improvements would include purchasing buses and rail cars, as well as making safety enhancements to existing transit facilities.

Goods Movement and Air Quality—\$3.2 billion—for projects to improve the movement of goods—through the ports, on the state highway and rail sys-

| Figure 1 - Proposition 1B: Uses of Bond Funds | Amounts |
|---|-----------------|
| Congestion Reduction, Highway and Local Road Improvements | \$11,250 |
| Reduce congestion on state highways and major access routes | \$4,500 |
| Increase highways, roads, and transit capacity | 2,000 |
| Improve local roads | 2,000 |
| Enhance State Route 99 capacity, safety, and operations | 1,000 |
| Provide grants for locally funded transportation projects | 1,000 |
| Rehabilitate and improve operation of state highways and local roads | 750 |
| Public Transportation | \$4,000 |
| Improve local rail and transit services, including purchasing vehicles and right of way | \$3,600 |
| Improve intercity rail, including purchasing railcars and locomotives | 400 |
| Goods Movement and Air Quality | \$3,200 |
| Improve movement of goods on state highways and rail system, and in ports | \$2,000 |
| Reduce emissions from goods movement activities | 1,000 |
| Retrofit and replace school buses | 200 |
| Safety and Security | \$1,475 |
| Improve security and facilitate disaster response of transit systems | \$1,000 |
| Provide grants to improve railroad crossing safety | 250 |
| Provide grants to seismically retrofit local bridges and overpasses | 125 |
| Provide grants to improve security and disaster planning in publicly owned ports, harbors, and ferry facilities | 100 |
| Total | \$19,925 |

tems, and between California and Mexico—and for projects to improve air quality by reducing emissions related to goods movement and replacing or retrofitting school buses.

Safety and Security—\$1.5 billion—for projects to increase protection against a security threat or improve disaster response capabilities on transit systems; as well as for grants to improve the safety of rail crossings to seismically retrofit local bridges, ramps, and overpasses; and to improve security and disaster planning in publicly owned ports, harbors, and ferry terminals.

Fiscal Effects

Bond Costs. The costs of these bonds would depend on interest rates in effect at the time they are sold and the time period over which they are repaid. The state would likely make principal and interest payments from the state’s General Fund

over a period of about 30 years. If the bonds are sold at an average interest rate of 5 percent, the cost would be about \$38.9 billion to pay off both the principal (\$19.9 billion) and interest (\$19.0 billion). The average repayment for principal and interest would be about \$1.3 billion per year.

Operational Costs. The state and local governments that construct or improve transportation infrastructure with these bond funds (by, for example, building roads and bridges or purchasing buses or railcars) will incur unknown additional costs to operate and maintain them. A portion of these costs would be offset by revenues generated by the improvements, such as transit fares and tolls.





Advancing Women in Transportation
Sacramento Chapter

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EVENTS CALENDAR

October 12, 2006– Norman Y. Mineta National Policy Summit on Transportation Finance, Tough Choices Down the Road, Thursday, October 12, 2006, 8:30 a.m. - 3:00 p.m., Fairmont Hotel, 170 S. Market St., San José, CA 95113

October 19, 2006–WTS Annual Awards Dinner at the Casa Garden Restaurant

December 2006–WTS/ITE Joint Meeting

January 31, 2007–**SAVE THE DATE!!!** WTS Annual Scholarship Dinner at the Sacramento Grand Sheraton



For any comments or questions about the Sacramento Chapter WTS Newsletter, please contact **Judy Matsui Drury** at jmatsui@ch2m.com.