TRANSPORTATION & GOODS MOVEMENT COUNCIL MEETING
November 7, 2017
10-11:30am

1. **WELCOME & SELF-INTRODUCTIONS**

2. **SB 1: The Road Repair and Accountability Act of 2017**
   Progress and Implementation:
   *Brian Annis, Undersecretary, California State Transportation Agency*
   
   Repeal Efforts:
   Fix Our Roads Coalition letter (attached)
   California GOP Response (attached)

3. **PROJECT PRESENTATION**
   Mobility in the Cahuenga Pass
   *Steve Nissen, Senior Vice President, Legal & Government Affairs, NBCUniversal*
   *Joy Forbes, Vice President, Global Real Estate Planning, NBCUniversal*
   *David Grannis, President & CEO, pointC*

4. **UPDATES**
   - Metro Policy Advocacy Committee
   - Clean Air Action Plan
   - 2018 Planning

5. **ANNOUNCEMENTS**
   - State of infrastructure: November 8th
   - Congressman Garret Graves luncheon- November 21st
   - Chamber Holiday VIP reception: December 4th
   - 2018 Inaugural Dinner: January 31st **Note NEW date**
   - ACCESS DC 2018: Tues, March 13th- Thurs, March 15th (tent)

*Next Transportation & Goods Movement Council*
*January 2018 TBD*
Brian Annis
Undersecretary
California State Transportation Agency

In July 2013, Governor Edmund G. Brown Jr. appointed Brian as Undersecretary. Prior to this appointment, Brian served as Deputy Secretary for Transportation at the Business, Transportation and Housing Agency. Brian served in various positions for the Senate Committee on Budget and Fiscal Review, including deputy staff director, principal consultant and consultant. He also served in various positions at the California Department of Finance, including principal program budget analyst, staff finance budget analyst and research analyst. Brian has also been an adjunct professor of economics at American River College and an economist for the Bureau of Labor Statistics at the U.S. Department of Labor.

Brian holds a bachelor’s degree in political economy of natural resources from the University of California, Berkeley, and a master’s degree in economics from the University of Washington.
Steve Nissen  
Senior Vice President, Legal & Government Affairs  
NBCUniversal

Steve Nissen is Senior Vice President, Legal & Government Affairs for NBCUniversal. Based in Los Angeles on the Universal Studios lot, Steve is responsible for a local and state government policy agenda. In that capacity, Nissen works closely with the company’s legal, real estate, tax, communications and production executives as well as with external associations ranging from the Motion Picture Association of America to the Chamber of Commerce.

Prior to joining NBCU in 2008, Nissen was a litigation and government practice partner in the national law firm of Manatt, Phelps & Phillips; Staff Director and Special Assistant to Governor of California during that state’s energy crisis; CEO of the State Bar of California; and President of Public Counsel Law Center, which he built into the largest pro bono law firm in the nation. He serves on a number of nonprofit boards, including as 2017 Chairperson of the Los Angeles Area Chamber of Commerce and past Chair of LA BioMed (one of the largest independent medical research institutes in the country). He has been the recipient of numerous public service awards, including from the Association of Corporate Counsel as its Pro Bono Attorney of the Year.

Steve gained his undergraduate degree from Stanford University and his law degree from UC Berkeley (Boalt Hall) School of Law.
Joy Forbes
Vice President, Planning & Development Global Real Estate
NBCUniversal

In 2015, Joy was recruited by NBCUniversal to take on a newly created position which requires working with the local community, ensuring consistent build out of the Universal Studios Hollywood Lot, and maintaining strong relationships with government and business partners. Joy also provides planning and pre-development assistance to NBCU real estate projects throughout the country. Joy began her career with the City of Burbank in 1995 as an intern in the Community Development Department and promoted through the planning ranks.

Joy was appointed to Director of the Community Development Department in 2012 where she oversaw a staff of more than 70 and an annual budget of over $40 million. The department consisted of many disciplines including building and safety, transportation planning and transit operations, affordable housing, historic preservation, real estate, and economic development. Before becoming Director, she spent four years in the City Manager’s office as Deputy City Manager. In this capacity she worked closely with the Mayor and Council Members. She oversaw the public information office and provided support for all 13 departments in the City.
David Grannis
Founder and Partner
pointC, LLC

David Grannis cofounded pointC, LLC to bring a strategic private-public partnership approach to solving critical urban infrastructure and land use problems. David specializes in developing and implementing public-private partnerships resulting in approval, action and implementation of creative and effective solutions. A self-described “generalist,” David holistically evaluates problems and develops the strategies, the partners, and the actions needed to effect change. He also oversees the funding and implementation of those strategies to ensure economic and ecological benefit.

- Serves as a strategic advisor/mobility consultant to public agencies, non-profit entities, and private sector companies working to address the interrelationship between land use and mobility sustainably. Among his clients are: Los Angeles World Airports; NBC Universal; Rancho Mission Viejo; and The Ratkovich Company

- Served as a strategic consultant to Los Angeles Metro, Gruen Associates and Grimshaw Architects for the Los Angeles Union Station Master Plan.

- Served as the developer, lead consultant and author/racconteur for Vision Los Angeles, a 25 year transportation/land-use and air quality plan designed to help Los Angeles County become the most accessible region in the Country.

- Served as a strategic advisor/consultant to The Hearst Corporation in its successful conservation agreement to protect the 80,000-acre Heart Ranch in perpetuity.

Professional History
- Founder and President, Planning Company Associates, Inc., Co-Founder, Trimtab Foundation, Deputy to Los Angeles City Council President Pat Russell

Education
- University of Southern California, Bachelor of Arts, Political Science; History, Cum Laude, 1980
September 14, 2017

The Honorable Ken Calvert
2205 Rayburn Building
Washington, DC 20515

Dear Congressman Calvert:

We have become aware that consideration is being given to sponsoring an initiative to repeal SB 1, a measure passed by the California State Legislature earlier this year to increase funding for state and local transportation programs and projects.

We appreciate that your primary goal is to protect all incumbent Republicans and increase the number of Republicans in the House as well as other elected bodies. We would not expect you to have any other fundamental objective.

However, a strategy to use an initiative to repeal SB 1 to reach your goal may be counterproductive to your objectives. Fundamentally, any attack on SB 1 amounts to an attack on improving our badly-deficient transportation system, endangering our economic growth and competitiveness, and increasing unemployment.

With so much at stake, our organizations will have no option but to mount a robust and powerful effort in opposition to this initiative, using the voices of California’s business community to counter your efforts. We don’t think your objective is to create new political adversaries.

The expected funding from SB 1 is critical to California, if it remains intact. Attached is a spreadsheet of transportation funding that will be sent to the cities and counties in your district to improve local streets and roads, state highways, and invest in local job-creating transportation improvement projects.

Rather than enter into a battle that is likely only to be a distraction from your primary objective and self-defeating, we would like to engage you in a conversation to discuss the pitfalls of this approach. Our polling tells us that the transportation package funding is more popular than may be perceived and, of course, by the time voting occurs, work all over the state to improve our transportation system will actually be underway.

As principal stakeholders in this matter, we would like to meet with you to discuss the issue and the political consequences involved before you decide on a course of action.

Thank you for your attention to this matter, we look forward to a dialogue.

Brad Diede, Executive Director
American Council of Engineering Companies California (ACEC California)

Lucy Dunn, President & CEO
Orange County Business Council

Tom Holsman, CEO
Associated General Contractors of California (AGC California)

Gary Toebben, President & CEO
Los Angeles Area Chamber of Commerce
Michael Quigley, Executive Director
California Alliance for Jobs

Gary W. Hambly, President & CEO
California Construction and Industrial Materials Association (CalCIMA)

Carolyn Coleman, Executive Director
League of California Cities

Mary Rotelli, Chief Operating Officer
Teichert Construction

Brock Lodge, President, Western Division
Vulcan Materials Company

Jim Wunderman, President and CEO
Bay Area Council

Russell W. Snyder, CAE, Executive Director
California Asphalt Pavement Association (CalAPA)

Sallie Houston, President
Western Regional Association for Pavement Preservation (WRAPP)

Matt Cate, Executive Director
California State Association of Counties (CSAC)

Roger Dickinson, Executive Director
Transportation California

Jim Roberts, President & CEO
Granite Construction

John Hakel, Executive Director
Southern California Partnership for Jobs

Stuart Waldman, President
Valley Industry & Commerce Association (VICA)

Eddie Sprecco, Chief Executive Director
Associated General Contractors, San Diego Chapter

Emily Cohen, Executive Vice President
United Contractors

Tracy Hernandez, Founding CEO
Los Angeles County Business Federation
October 4, 2017

Fix Our Roads Coalition
c/o Kelly Garman, American Council of Engineering Companies, California
1303 J Street, Suite 450
Sacramento, CA 95814

Dear Fix Our Roads Coalition Members,

Thank you for your letter regarding the proposed effort to repeal SB 1, legislation enacted earlier this year by the State Legislature that burdens Californians with an annual $5.2 billion tax increase. We appreciate the opportunity to respond.

Your letter suggests that our primary goal is “to protect all incumbent Republicans and increase the number of Republicans in the House.” In reality, our primary goal is representing the interests of our constituents. That is exactly why we have and will continue to voice our concerns with the passage of SB 1. We agree that we need to take significant steps to improve transportation in California; however, we object to the policy contained in SB 1 as well as to the process in which it was enacted. We have three overarching reasons for opposing SB 1 and supporting its repeal.

First, the passage of SB 1 represents a bailout for our transportation programs that have been habitually raided, mismanaged, and not made a priority in Sacramento. Nothing in SB 1 reverses any of the transportation funding diversions previously enacted by Democrats in the Legislature. Hard working California taxpayers should not be on the hook because Democrats in Sacramento have failed to make transportation a priority.

Your letter states that an effort to repeal SB 1 via an initiative “amounts to an attack on improving our badly-deficient transportation system, endangering our economic growth and competitiveness, and increasing unemployment.” Let’s be clear – the actions and policies advanced by Democrats in Sacramento for many years now have led to a badly-deficient transportation system, endangered our economic growth and competitiveness, and led to increased unemployment. We are not alone in this belief. It is one that many members of the Fix Our Roads Coalition have come to our offices to voice time and time again.

If Democrats in Sacramento are rewarded with a gas tax bailout now, what is to stop them from looking at the industries represented in your coalition to pay for the next fiscal crisis? These are principles we should stand shoulder-to-shoulder to defend.

Second, we believe California voters should approve significant tax and fee increases. Instead, SB 1 proponents in the Legislature chose to simply take more money out of the pockets of California taxpayers without asking them. Prior to the enactment of SB 1, California was already one of, if not the highest taxed states in the nation. Currently, California has:
• The highest top marginal state income tax rate in the country;
• The highest sales tax rate in the country; and
• The fifth highest state taxes and fees on gasoline in the country (even before the SB1 tax increases take effect and without factoring in the cap-and-trade "hidden gas tax" of around $0.45 per gallon).

The tax burden on the families we represent is especially high and dramatically impacts their quality of life. Over the last ten years, median income in California has steadily decreased and a number of homeowners in our districts live in relatively newer neighborhoods that have additional property tax assessments imposed upon them. Furthermore, many of the Californians that we represent have some of the longest commutes in the state, meaning they already pay more gas taxes than the average driver in the state. The tax increases in SB 1 will disproportionately impact these already highly-taxed commuters.

Third, SB 1 is bad policy. Like the commuters we represent, we are fully aware that we need to make significant improvements in our transportation infrastructure. That's why we are incredulous that SB 1 prohibits funds from being spent on projects that increase capacity and actually takes steps to implement “complete streets' design concept” policies that reduce the number of car lanes in favor of dedicated space for bike lanes and transit. What our constituents need is increased motorist capacity to reduce traffic and decrease the amount of time drivers spend on roads.

Further, SB 1 perpetuates the myth that we can solve our traffic woes by simply throwing more money at the problem. California’s outdated regulatory approval processes cause tremendous delays and add substantial costs to building transportation projects. As a result, fewer projects are funded and our current system is increasingly overburdened. To the dismay of California taxpayers, SB 1 lacks policy reforms that will hasten construction of transportation projects or decrease their price tags.

We stand with California taxpayers who know that Sacramento does not need more money for transportation projects, they just need to be better stewards of the taxes we already send them. We appreciate your warning that opposing SB 1 could "create new political adversaries" but we are far more concerned about SB 1 creating more financial burdens for the constituents we represent. When the Fix Our Roads Coalition is done making political threats and is interested in discussing real, long-term solutions to our transportation challenges, please know that our doors are always open.

Sincerely,

Rep. Ken Calvert
Rep. Kevin McCarthy

Rep. Dana Rohrabacher
Rep. Darrell Issa
Join us for an exciting look at the progress being made at Metro, Los Angeles World Airports, Metropolitan Water District and L.A. Department of Water and Power!

This year’s State of L.A. Infrastructure event will feature a dynamic slate of speakers, including:

**PUBLIC SECTOR KEYNOTE**

PHILLIP A. WASHINGTON
CEO, Metro

**MARTIN L. ADAMS**
Chief Operating Officer, LADWP

**SAMANTHA BRICKER**
Deputy Executive Director, Project Development and Coordination, Los Angeles World Airports

**ASSEMBLYMAN JIM FRAZIER**
Chair, California Assembly Transportation Committee

**JEFF KIGHTLINGER**
General Manager and CEO, Metropolitan Water District of Southern California
Join the Los Angeles Area Chamber of Commerce and executives, leaders and policy makers of Los Angeles' largest corporations and government agencies for the fourth annual half-day summit on the state and future of infrastructure investment in the region.

This year's event will feature discussions and sessions, including:

- Framing the Situation
- Public Official Keynote Address
- Opportunities & Challenges Overview
- Best Practices Discussion
- Private Sector Keynote Address
- Infrastructure Needs Panel Discussion
- Call to Action & Next Steps

**WEDNESDAY, NOV. 8**
7:30 a.m. Registration
8:30 a.m. Program
Noon Lunch

**INTERCONTINENTAL HOTEL**
900 Wilshire Blvd., Los Angeles, CA 90017

**COST**
$125 Members
$200 General Admission

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Southern California Partnership for Jobs

**PARTNER**

Mobility 21

as of 10.17.17

For more information, contact Sarah Quigley, 213.580.7561.
PLEASE JOIN

FRIENDS OF
CONGRESSMAN GARRET GRAVES

FOR A

LUNCHEON HONORING

Congressman Garret Graves
House Transportation and Infrastructure Committee
House Natural Resources Committee

12:00 p.m. on Tuesday, November 21st

Los Angeles Chamber of Commerce
350 South Bixel Street
Los Angeles, CA

RSVP:
Nancy Peele at
nancy@garretgraves.com
or 202-285-2723

Make Checks Payable to:
Garret Graves Victory Fund
PO Box 64845, Baton Rouge, LA 70896

Paid for by Garret Graves Victory Fund, a joint fundraising committee authorized by and composed of Garret Graves for Congress and Do Right Bayou PAC
YES! I/We would like to attend the Garret Graves Victory Fund Event.

- **GUEST:** $500
- **FRIEND:** $1,000
- **PAC:** $2,500

For questions or to RSVP, please contact Nancy Peele at Nancy@garretgraves.com or (202) 285-2723

Name: __________________________________________

Address: _______________________________________

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☐ Enclosed is my personal or PAC check for $________ (up to $10,400 per individual, $20,800 per couple or $15,000 per federal multi-candidate PAC)

Please make checks payable to:
GARRET GRAVES VICTORY FUND
P.O. Box 64845, Baton Rouge, LA 70896

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Paid for by Garret Graves Victory Fund, a joint fundraising committee authorized by and composed of Garret Graves for Congress and Do Right Bayou PAC
Garret Graves Victory Fund Fundraising Notice

Contributions are not tax deductible as a charitable donation for federal income tax purposes. Federal Election Law requires political committees to report the name, mailing address, occupation and name of employer for contributions where aggregate is in excess of $200 in an election cycle. Contributions from corporations, foreign nationals, labor unions and federal government contractors are prohibited. Partnership checks are welcome, but please provide a written statement as to whom the contribution should be attributed. U.S. citizens, permanent residents and multi-candidate PACs may contribute. Garret Graves Victory Fund ("GGVF") is a joint fundraising committee on behalf of Garret Graves for Congress ("Graves") and Do Right Bayou PAC ("DRBPAC"). Joint fundraising proceeds shall be allocated among the committees as follows: (i) The first $2,700 of any contribution by an individual or non-multicandidate PAC ($5,000 for a multicandidate PAC) shall be allocated to Graves's 2018 Primary Fund. (ii) The next $2,700 of any contribution by an individual or non-multicandidate PAC ($5,000 for a multicandidate PAC), shall be allocated to Graves's 2018 General Fund. (iii) The next $5,000 of any contribution by an individual or non-multicandidate PAC, ($5,000 for a multicandidate PAC), shall be allocated to DRBPAC. (iv) The next $2,700 of any contribution by an individual or non-multicandidate federal PAC, ($5,000 for a multicandidate PAC), shall be allocated to Graves's 2018 Runoff Fund. Notwithstanding this allocation formula, a contributor may designate his or her contribution for a particular participant. The maximum amount an individual may contribute to GGVF is $13,100. The maximum amount a multicandidate PAC may contribute is $20,000, non-multicandidate PACs may contribute $13,100.