



## FINAL ~~2017~~2018 Legislative Program: State Issues

- 1S. ~~Increase and preserve~~Preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, maximize formula funding to regions, and preserve regional discretion and priority-setting.
- 2S. ~~Encourage the state to increase investments in~~Pursue competitive grant funding for traffic congestion relief, trade corridors, passenger rail, and bus transit projects and seek funding for public transportation for Monterey County projects.
- ~~3S.~~ Support legislation to transfer funding derived from the sale of excess rights-of-way purchased for the Prunedale Bypass project to priority projects in the region.
- ~~3S.~~ Support efforts to reauthorize Public Private Partnership authority, public tolling authority, and design-build authority, expand mode eligibility, and allow for regional control of such projects.
- 4S. Support legislation to expand the Capitol Corridor Joint Powers Authority to Salinas, and to expand the Los Angeles-San Diego Rail Corridor Agency (LOSSAN) to San Francisco.
- 5S. Support legislation that promotes transit-oriented development, complete streets, alternative commutes, and active transportation projects.
- 6S. Work with partner agencies to reach agreement on proposals for California Environmental Quality Act (CEQA) reform, while retaining environmental protections.
- ~~7S.~~ Support efforts to extend and expand Public Private Partnership authority, public tolling authority, and design-build authority, expand mode eligibility, and allow for regional control of such projects.
- ~~9S.~~7S. Support efforts to develop alternative funding sources to offset the reduction in gas tax revenues and ensure that any pay-by-the-mile funding is equitably assessed and distributed.
- ~~10S.~~8S. Support ~~redefinition a cohesive definition~~ of “disadvantaged communities” ~~in the Greenhouse Gas Reduction Fund (i.e., “cap and trade”)among all grant program guidelines to betterprograms to~~ reflect economic and rural area considerations, ~~and seek funding from the program for regional priority projects.~~
- ~~11S.~~9S. Support measures to allow the California Department of Fish and Wildlife to allow Caltrans to adopt appropriate avoidance and mitigation measures to protect the Santa Cruz Long-Toed Salamander from potential impacts of the Highway 156 project.
- ~~12S.~~ Support funding proposals to enable cities and counties to implement storm water runoff requirements for transportation projects.

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~~14S.~~10S. Support legislation that promotes transparency and access to information on rail transport of hazardous materials.

~~15S.~~11S. Support efforts to remove the Transportation Development Act's Unmet Transit Needs hearing requirement if 100% of the TDA funds are already allocated to transit.

~~16S. — Support continued advance, lump-sum payments of state funds.~~

~~18S.~~12S. Support member agencies' requests for state funding of regionally significant transportation projects and support partner agency legislative efforts as they interface with regional transportation priorities, when they are consistent with Transportation Agency for Monterey County priorities.



## **FINAL ~~2017~~2018 Legislative Program: Federal Issues**

- 1F. Support stabilizing and increasing transportation infrastructure funding sources to avoid the bankruptcy of the federal highway and transit trust funds:
  1. Increase and index the gas tax to inflation.
  2. Explore innovative funding mechanisms, such as a pay-by-the-mile user fee and public private partnerships.
  3. Expand access to Transportation Infrastructure Finance and Innovation Act (TIFIA) loans.
  - ~~3.4~~ Remove procedural obstacles that impede expenditure of authorized federal funding.
- 2F. Allow the California Environmental Quality Act (CEQA) to substitute for the National Environmental Policy Act (NEPA), without restrictions, and expand the definition of Categorical Exclusions, while retaining environmental protections.
- 3F. Support streamlining of federal rail funding and removal of funding barriers between commuter and intercity rail programs, with the goal of increasing passenger rail service for the traveling public.
- 4F. Support an adequate level of funding for Amtrak and support a fair share allocation to California for capital improvements and vehicle acquisition.
- 5F. Support efforts to change the update timeline for the Regional Transportation Plan from the current four years to eight years.
- 6F. Support member agencies' requests for federal funding of regionally significant transportation projects and support partner agency legislative efforts as they interface with regional transportation priorities, when they are consistent with Transportation Agency for Monterey County priorities.