



February 20, 2018

TO: Board Members, Transportation Agency for Monterey County  
FROM: Gus Khouri, Principal, Khouri Consulting

**RE: STATE LEGISLATIVE UPDATE – FEBRUARY**

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On January 3, legislators reconvened from the Winter Recess. Many changes have occurred given the resignation of three Assembly Democrats, while two more have been placed on leave. While the three vacancies occurred in safe Democrat-controlled seats, and the Senate action may be undefined, the party has temporarily lost its supermajority in both houses. A special election will occur on April 3 to fill some of the vacant seats.

On January 9, the Senate Democratic Caucus selected Senator Toni Atkins to succeed Kevin de Leon as its new President pro Tempore. She will be formally elected on the Senate Floor and take office on March 21. Atkins had previously served as Speaker during her tenure in the Assembly. A reshuffling of committee assignments will follow.

**2018 Outlook and Priorities**

In 2017, the legislature was highly productive on addressing transportation issues as it enacted SB 1 and extended the Cap and Trade program. In 2018, TAMC will apply for funding available through the various SB 1 competitive programs. Below is a summary of the competitive programs we will be pursuing.

**Local Partnership Program (LPP)** — SB 1 provides \$200 million per year (\$100 million by formula; \$100 million competitive) as matching funds for projects in jurisdictions that generate local transportation revenues. The California Transportation Commission (CTC) will be making grant awards on May 16, 2018. For the competitive program, the CTC will program \$300 million over three fiscal years for Cycle 1. TAMC submitted a request for \$19 million for the Imjin Parkway project. On January 31, the CTC adopted the plan for the formulaic portion. TAMC's share of funding is \$1,513,000 and will fund the following projects:

- Ford Ord Regional Trail and Greenway \$1,100,000
- State Route 156 Safety Improvements - Blackie Road Extension \$250,000
- Regional Wayfinding Program \$163,000

**Solution for Congested Corridors Program (SCCP)** — SB 1 provides \$250 million per year for projects to improve the state’s most congested corridors. Cycle 1 will provide \$1 billion over four fiscal years. The CTC will announce grant recipients on May 16, 2018. Typical projects include highway widening, high occupancy vehicle lanes, and improved on-ramp and off-ramp projects. While intended for the large urban areas in the state, there could be a desire to spread funding across the state for jurisdictions that have shovel-ready projects that can break ground prior to November. TAMC submitted a request for \$19 million for the Imjin Parkway project.

**Trade Corridor Enhancement Program (TCEP)** — Over \$1.34 billion will be programmed over a three-year period to fund port improvements, highway railroad grade separations, highway widening, and double tracking for freight rail. The program sets up “targets” for funding. Caltrans has a target of \$536 million, while \$805 million is divided up as follows to regional corridors:

○ Los Angeles/Inland Empire	\$467,000,000 (58%)
○ Bay Area/ Central Valley	\$217,000,000 (27%)
○ San Diego/border	\$89,000,000 (11%)
○ Central Coast	\$16,000,000 (2%)
○ Other	\$16,000,000 (2%)

The targets are not a guarantee of funding, they are a guideline for the CTC. TAMC does not currently have a request for Cycle 1 but is working via the Central Coast Coalition to prioritize State Route 156 Safety Improvements for Cycle 2.

**Transit and Intercity Rail Capital Program (TIRCP)** — This program, administered by the California State Transportation Agency (CalSTA), combines funding from SB 1 and the Cap and Trade program to provide \$2.4 billion over a five-year period for transit or rail projects. CalSTA anticipates making awards on April 30, 2018. TAMC requested \$65 million to fully fund the Rail Extension to Monterey County project. Monterey Salinas Transit requested \$7.1 million to modernize the Salinas Bus Operations and Maintenance Facility to allow more efficient fleet maintenance and support zero emission buses.

**Active Transportation Program (ATP)** — SB 1 provides \$100 million per year in competitive grants to supplement a variety of state and federal funding pots for bicycle and pedestrian facility projects. Currently, the CTC is conducting workshops for Cycle 4. The CTC will adopt guidelines and call for projects on May 16, with awards in January 2019.