



DRAFT-2020 Legislative Program

State Priorities

- 1S. Preserve funding for transportation projects, maximize formula funding to regions, and preserve regional discretion and priority-setting.
- 2S. Pursue competitive grant or bond funding for highway safety, traffic congestion relief, trade corridors, passenger rail, and public transportation for Monterey County projects.
- 3S. Promote jobs-housing balance and alternative transportation modes as ways to reduce vehicles miles traveled, while maintaining statewide equity between urban and rural areas.
- 4S. 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.
- 5S. Support resolution to recognize the Coast Route as an active rail corridor that can help the State meet transportation and greenhouse gas emission reduction goals.
- 5S.6S. 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
- 6S.7S. Support legislation to increase safety and reduce ~~pedestrian and bicyclist~~ fatalities by modifying laws establishing speed ~~trap laws that prioritize higher automobile speeds~~ over limits to be based on safety considerations, with attention to enforcement of speed limits.
- 7S.8S. Support legislation to devote a permanent share of Cap and Trade funding to the Active Transportation Program.
- 8S.9S. Support streamlining project delivery, including simplifying grant program applications, raising encroachment permit thresholds, and accelerating project permit approvals.
- 9S.10S. Coordinate with the Monterey-Salinas Transit District to update Transportation Development Act (TDA) law.
- 11S. Support MST efforts to seek funding to implement the infrastructure needed to meet the deadlines of the Innovative Clean Transit (ICT) Regulation transition to a 100 percent zero-emission bus fleet by 2040.

10S.12S. Support legislation that promotes transit-oriented development (such as via redevelopment or opportunity zones), complete streets, alternative commutes, multi-modal transportation, and active transportation projects.

11S.13S. 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.



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Federal Priorities

- 1F. Support stabilizing and increasing transportation infrastructure funding sources to avoid the bankruptcy of the federal highway and transit trust funds in the multimodal transportation authorization bill:
 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, or wholesale energy taxes.
 3. Expand access to Transportation Infrastructure Finance and Innovation Act (TIFIA) loans.
 4. Remove procedural obstacles that impede expenditure of authorized federal funding, including cash flow options for small and rural grantees.
 5. Support the return of directed federal funding for transportation priorities.
 6. Coordinate with military installations in Monterey County to seek funding for transportation projects with a nexus to those installations.
 7. Support Monterey-Salinas Transit application for federal funding for the SURF Bus Line in the Monterey Branch Line corridor.
 8. Support applications for the Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grant program on the California Central Coast.
- 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.5F. 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.