



DRAFT-FINAL 2022 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, public transportation, infrastructure resiliency, and bicycle and pedestrian routes for Monterey County projects.
- 3S. Promote jobs-housing balance and alternative transportation modes as ways to reduce vehicles miles traveled, such as via funding reduced transit fares, while maintaining statewide equity between urban and rural areas.
- 4S. Support funding for alternative fuel initiatives that enhance mobility and accessibility while reducing greenhouse gas emissions, such as electric vehicle charging infrastructure, electric power storage capacity, and rebates-incentives for electric bike and vehicle purchases.
- 5S. Explore replacement funding mechanisms for transportation investments, such as a pay-by-the-mile user fee, public private partnerships, vehicle registration fee, or wholesale energy taxes, that are equitable to disadvantaged and rural areas.
- 6S. Support the promotion of telecommuting to reduce vehicle miles traveled funding to increase via broadband infrastructure capacity to help bridge the digital divide investments in rural areas and disadvantaged communities, support the inclusion of local government representation in the administration of broadband infrastructure funding, and support, including promoting new server farms in rural areas, and to encourage telecommuting to reduce vehicle miles traveled.
- 7S. Support the use of State rail funding to implement new state-supported passenger rail service on the Coast Route to help the State meet transportation and greenhouse gas emission reduction goals.

- 8S. 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
- 9S. Support legislation ~~to that~~ increases s roadway safety by implementing and reduce fatalities Vision Zero strategies and improving driver safety training ~~by modifying laws establishing speed limits to be based on safety considerations, with attention to enforcement of speed limits.~~
- 10S. Support legislation to devote more funding to the oversubscribed Active Transportation Program.
- 11S. Support streamlining project delivery, including simplifying grant program applications, raising encroachment permit thresholds, and accelerating project permit approvals.
- 12S. Coordinate with the Monterey-Salinas Transit District (MST) to update Transportation Development Act (TDA) law.
- 13S. 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.
- 14S. Support legislation that promotes transit-oriented development (such as via redevelopment or opportunity zones), complete streets, alternative commutes, multi-modal transportation, bikes on board trains and buses, and active transportation projects.
- 15S. Modernize the Brown Act to enhance transparency and wider public access to allow the use of remote access to public meetings without requiring noticing of all remote Board or committee member locations, provided the public can participate via remote access software or in-person.
- 16S. 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.



DRAFT-FINAL 2022 Legislative Program

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. Support an adequate level of funding for Monterey-Salinas Transit (MST) through advocacy on a new transportation bill with appropriations sufficient to ensure immediate access to funding.
 2. Increase and index the gas tax to inflation.
 3. Explore innovative funding mechanisms, such as a vehicle registration fee, pay-by-the-mile user fee, public private partnerships, or wholesale energy taxes, that are equitable to disadvantaged and rural areas.
 4. Expand access to Transportation Infrastructure Finance and Innovation Act (TIFIA) loans.
 5. Remove procedural obstacles that impede expenditure of authorized federal funding, including cash flow options for small and rural grantees.
 6. Support congressionally directed federal funding for Agency transportation priorities.
 7. Coordinate with military installations in Monterey County to seek funding for transportation projects with a nexus to those installations.
 8. Support MST application for federal funding for the SURF! Bus Line in the Monterey Branch Line corridor.
 9. Support applications for the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Transportation Discretionary Grant program for projects on the California Central Coast.
 10. Support funding for ~~resilient~~ infrastructure projects that provide resiliency for disaster preparedness and climate change impacts, such as- electric vehicle charging infrastructure or sea level rise adaptive projects.

- 2F.** Allow the California Environmental Quality Act (CEQA) to substitute for the National Environmental Policy Act (NEPA), and expand the definition of Categorical Exclusions, while retaining environmental protections.
- 3F.** Advocate for the Federal Communications Commission to regulate broadband/internet access as a utility to enable the increase of broadband infrastructure capacity to help bridge the digital divide and to encourage telecommuting.
- 4F.** Support streamlining of federal rail funding and removal of funding barriers between commuter and intercity rail programs, with the goal of increasing integrated passenger rail service for the traveling public.
- 5F.** Support an adequate level of funding for Amtrak and support a fair share allocation to California for capital improvements and vehicle acquisition.
- 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.