



Regional Transportation Planning Agency - Local Transportation Commission
Monterey County Service Authority for Freeways & Expressways
Monterey County Regional Development Impact Fee Joint Powers Agency
Email: info@tamcmonterey.org

MEASURE X CITIZENS OVERSIGHT COMMITTEE

Tuesday, August 17, 2021

****2:00 PM****

REMOTE CONFERENCE ONLY

There will be NO physical location of the meeting.

Please see all the special meeting instructions at the end of the agenda.

Join meeting online at

<https://us02web.zoom.us/j/819167755?pwd=VE91U1FBK1lwOEQzMGHpdEMvY2tndz095>

OR

Via teleconference at +1 669 900 6833

Meeting ID: 819 167 755

Password: 614363

1. ROLL CALL

Call to order and self-introductions. If you are unable to attend, please contact Elouise Rodriguez, Senior Administrative Assistant. Your courtesy to the other members to assure a quorum is appreciated.

2. PUBLIC COMMENTS

Any member of the public may address the Committee on any item not on the agenda but within the jurisdiction of the Committee. Under this item, each member of the public is allowed three minutes to address concerns. Comments in items on this agenda may be given when that agenda item is discussed. Persons who wish to address the Committee for public comment or on an item on the agenda are encouraged to submit comments in writing to Maria at maria@tamcmonterey.org by 5:00 pm the Friday before the meeting, and such comments will be distributed to the Committee before the meeting.

3. BEGINNING OF CONSENT AGENDA

Approve the staff recommendations for items listed below by majority vote with one motion. Any member may pull an item off the Consent Agenda to be moved to the end of the **CONSENT AGENDA** for discussion and action.

- 3.1 **APPROVE** the draft minutes of the April 20, 2021 committee meeting.

- Wright

END OF CONSENT AGENDA

4. **RECEIVE** preliminary concepts of the US 101- South of Salinas corridor study and proposed public outreach.

-Bilse

US 101 between the Chualar interchange and the Airport Boulevard interchange in the City of Salinas has several at-grade intersections that directly serve side roads. Transportation Agency staff is working with Caltrans, City of Salinas, County of Monterey, and the South of Salinas (SOS) US 101 Traffic Safety Alliance to study options to improve safety along this busy agricultural route. The study will consider alternatives to the existing uncontrolled exit and entrance points along US 101. This will involve upgrading existing interchanges and utilizing a network of frontage roads to serve the rerouted traffic. The study team is ready to conduct public outreach to share design options that address the safety issues along this corridor.

5. **RECEIVE** update on Cycle 2 of the Measure X Senior and Disabled Program's fiscal year 2020-2021 activities.

- Jacobsen

The Senior & Disabled Transportation Services Program is a grant program funded by Measure X. The Transportation Agency accepts grant applications from non-profit organizations to fund activities that increase transportation services for seniors and people with disabilities. Four non-profit organizations were awarded funding in the second cycle of the program. Staff will provide an update on the grantee's first fiscal year activities.

6. **RECEIVE** presentation on California's State Climate Action Plan.

- Zeller

On March 10, 2021, the California State Transportation Agency (CalSTA) unveiled the draft Climate Action Plan for Transportation Infrastructure. The plan details

how the state recommends investing billions of discretionary transportation dollars annually to aggressively combat and adapt to climate change while supporting public health, safety and equity. The final Plan was adopted on July 12, 2021.

7. **RECEIVE** report on federal infrastructure proposals

- Hale

Staff will present a federal legislative update.

8. **ANNOUNCEMENTS**

9. **ADJOURN**

ANNOUNCEMENTS

Next Transportation Oversight Committee meeting:
Tuesday, October 19, 2021 at 2:00 p.m.

If you have any items for the next agenda, please submit them to:

Theresa Wright

eXcellent Transportation Oversight Committee Coordinator

theresa@tamcmonterey.org

Important Meeting Information

Remote Meetings: On March 12, 2020, Governor Newsom issued Executive Order N-25-20, which enhances State and Local Governments ability to respond to COVID-19 Pandemic based on Guidance for Gatherings issued by the California Department of Public Health. The Executive Order specifically allows local legislative bodies to hold meetings via teleconference and to make meetings accessible electronically, in order to protect public health. As permitted by recently-updated orders from Governor Newsom's office, effective July 28, 2021, the TAMC Board of Directors will begin to reconvene in-person meetings; committee meetings will continue to convene remotely, until further notice. For remote meetings, the public is strongly encouraged to use the Zoom app for best reception. Prior to the meeting, participants should download the Zoom app at:

<https://zoom.us/download>. A link to simplified instruction for the use of the Zoom app is: <https://blog.zoom.us/wordpress/2018/07/03/video-communications-best-practice-guide/>.

Remote Meeting Public Comment: Due to current circumstances, there may be limited opportunity to provide verbal comments during remote meetings. Persons who wish to address the Committee for public comment or on an item on the agenda are encouraged to submit comments in writing to maria@tamcmonterey.org by 5:00pm the Monday before the meeting. Such comments will be distributed to the Committee before the meeting. Members of the public participating by Zoom are instructed to be on mute during

the proceedings and to speak only when public comment is allowed, after requesting and receiving recognition from the Chair.

Agenda Packet and Documents: Any person who has a question concerning an item on this agenda may call or email the Agency office to make inquiry concerning the nature of the item described on the agenda. Complete agenda packets are on display online at the Transportation Agency for Monterey County website. Documents relating to an item on the open session that are distributed to the Committee less than 72 hours prior to the meeting shall be available for public review at the Agency website. Agency contact information is as follows:

Transportation Agency for Monterey County
www.tamcmonterey.org
Office is closed an all employees are working remotely until further notice
TEL: 831-775-0903
EMAIL: info@tamcmonterey.org

Agenda Items: The agenda will be prepared by Agency staff and will close at noon nine (9) working days before the regular meeting. Any member of the Committee may request in writing an item to appear on the agenda. The request shall be made by the agenda deadline and any supporting papers must be furnished by that time or be readily available.

Alternative Agenda Format and Auxiliary Aids: If requested, the agenda shall be made available in appropriate alternative formats to persons with a disability, as required by Section 202 of the Americans with Disabilities Act of 1990 (42 USC Sec. 12132), and the federal rules and regulations adopted in implementation thereof. Individuals requesting a disability-related modification or accommodation, including auxiliary aids or services, may contact Transportation Agency staff at 831-775-0903. Auxiliary aids or services include wheelchair accessible facilities, sign language interpreters, Spanish language interpreters, and printed materials in large print, Braille or on disk. These requests may be made by a person with a disability who requires a modification or accommodation in order to participate in the public meeting and should be made at least 72 hours before the meeting. All reasonable efforts will be made to accommodate the request.

CORRESPONDENCE, MEDIA CLIPPINGS, AND REPORTS



Memorandum

To: Measure X Citizens Oversight Committee
From: Theresa Wright, Community Outreach Coordinator
Meeting Date: August 17, 2021
Subject: **Measure X Citizens Oversight Committee Minutes**

RECOMMENDED ACTION:

APPROVE the draft minutes of the April 20, 2021 committee meeting.

ATTACHMENTS:

- ▣ Draft April 2021 Minutes - Measure X Citizens Oversight Committee Meeting

TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)
Measure X Citizens Oversight Committee (X-TOC)
DRAFT minutes of April 20, 2021 Meeting
Held via a Zoom Meeting due to COVID-19 pandemic

Voting Members	OCT 2019	FEB 2020	MAY 2020	JUL 2020	OCT 2020	NOV 2020	FEB 2021	APR 2021
Kevin Dayton Salinas Valley Taxpayers Association <i>(Rick Giffin)</i>	P	P	P	P	P	P	P	P
Jesus Valenzuela Transit Users <i>(Andrea Manzo)</i>	A	P	A	P	E	P	P	E
Janet Brennan League of Women Voters <i>(Howard Fosler)</i>	P	P	P	P	P	E	P	P
Tom Rowley Monterey Peninsula Taxpayers Association <i>(Rick Heuer)</i>	P	P	P	P	P	P	P	P
Kalah Bumba Senior or disabled services agency <i>(Teresa Sullivan)</i>	P	P	P	P	P	P	P	-
Victoria Beach Bicycling Advocate <i>(Claire Rygg)</i>	P	A	P	P	-	P	P	-
Rod Smalley Labor Organization <i>(Glen Schaller)</i>	P	P	P	P	P	P	-	-
Cliff Fasnacht Central Coast Builders Association <i>(Kristine O'Dell)</i>	A	A	A	A	-	-	-	-
John Haupt Salinas Valley Chamber of Commerce <i>(John Bailey)</i>	A	A	P	P	E	-	-	P
Jonathan Geisler Monterey Peninsula Chamber of Commerce <i>(Monica Lal)</i>	P	P	P	P	P	-	-	P
Scott Waltz Habitat Preservation <i>(Rachel Saunders, Big Sur Land Trust)</i>	A	P	P	P	P	P	P	P
Barbara Meister Hospitality <i>(Sam Teel)</i>	E	P	P	P	P	P	P	P

Norm Groot Agriculture (Paul Arnaudo)	P -	P -	P -	P -	P P	P P	- P	P P
Joshua Jorn Education (Jarrett Garife, Patrick Deberdt)	A P	A -	A -	A P	- -	- -	- -	- -
Paula Getzelman, Chair South County (Carol Kenyon)	P P	P -	P -	P -	P P	P P	P P	P -
Chris Barrera Latino Organization (vacant)	A P	P -	P P	P V	P -	P -	P -	P P
Ron Rader North County (Scott Freeman)	P -	P -	A -	A -	- -	E -	- -	- -
Laurie Eavey Pedestrian (Laurie Eavey)	P -	P -	P -	P -	P -	- P	P -	P -
Natalie Olivas Youth/College (vacant)	P V	P V	P V	P V	- P	P P	- -	P -
Sean Hebard Construction (Keith Severson)	P P	P P	P P	P P	P -	P P	P P	P P
TRANSPORTATION AGENCY STAFF								
Debbie Hale Executive Director	P	P	P	P	P	P	P	P
Todd Muck, Deputy Executive Director	P	E	P	P	P	P	P	P
Theresa Wright, Community Outreach Coordinator	P	P	P	E	P	P	P	P
Mike Zeller, Principal Transportation Planner	P	E	P	P	P	P	P	P
Katherine Hansen, Legal Counsel	E	P	E	E	E	-	-	-
Rita Goel, Deputy for Admin & Finance	E	E	E	E	E	-	-	-
Madilyn Jacobsen, Transportation Planner	P	P	P	P	P	-	P	P
Laurie Williams, Transportation Engineer	E	E	P	E	P	-	-	-
Maria Montiel, Administrative Assistant	P	P	P	P	P	P	P	P
Ariana Green, Senior Transportation Planner	E	E	P	E	-	-	-	-
Tracy Burke, Go831 Program Coordinator	-	-	-	P	-	-	-	-

(alternate) P = present E = excused absence A = unnoticed absence - = alternate absent V = vacant position								
OTHERS PRESENT								
Gabriella Ulloa	Public							

1. WELCOME

Barbara Meister, Committee Chair, called the meeting to order at 2:04 p.m. Chair Meister asked Maria Montiel, TAMC’s Administrative Assistant, to take the roll.

2. PUBLIC COMMENT

None.

3. APPROVE CONSENT AGENDA

M/S/C Dayton /Hebard /unanimously

3.1 Approved draft minutes of the February 16, 2021 committee meeting.

4. MEASURE X THIRD YEAR AUDIT RESULTS

The Committee received a presentation on the Measure X Third Year Audit (FY 19/2020) results and the Measure X Annual Report.

Theresa Wright, Community Outreach Coordinator reported that the Measure X Audit Sub-Committee met and conducted the third audit of the revenues and expenditures of Measure X funds. She noted that the Measure X Audit Report is included in the TAMC Annual Report, which this year’s cover features TAMC staff member Maria Montiel and her family. Ms. Wright presented the TAMC Annual Report, concluding that it will go to the printers and mailed in the next few weeks.

Chair Barbara Meister acknowledged and thanked Audit Measure X Sub-Committee members Paula Getzelman, Kevin Dayton, Rick Heuer, who conducted the audit with her. She reported that the Measure X Audit Report Sub-Committee met twice last year to prepare the year-end annual compliance report. She expressed that the audit was conducted on the 12 cities and county to make sure their Measure X funds were spent in accordance with the policies and that the jurisdictions were in compliance. Ms. Meister stated that this year only one city, Sand City, was out of compliance but noted that Transportation Agency staff is working with the city staff to get it in compliance. She noted that Sand City’s Measure X funds will be withheld until they are in full compliance.

Committee member Kevin Dayton stated that the Measure X Oversight Committee is the most effective Oversight Committee in the State. He noted that the Committee is committed to making jurisdictions publicly accountable; and the committee should be pleased for being effective. He also noted that having the accountability chart showing the twelve cities and county is very useful and everyone can see where the funds are going.

Committee member Paula Getzelman expressed that the overall report and chart indicates a positive move on both the committee’s and the jurisdictions parts. In conclusion Ms. Getzelman stated that

the Annual Report shows the public unified and positive projects are happening with use of Measure X funds.

5. TITLE VI & LANGUAGE ASSISTANCE PLAN

The Committee received an update on the TAMC Title VI and Language Assistance Plan for 2021-2024 and completed the Title VI committee representation survey.

Madilyn Jacobsen, Transportation Planner reported that TAMC is currently in the process of updating the Title VI Plan. She explained that the Title VI is a federal requirement that mandates no person should be discriminated against on the grounds of race, color, national origin or be excluded from participation or denied benefit under any programs or activities. The Federal Transit Administration's (FTA) new guidelines for Caltrans, as a recipient of FTA funding assistance, require sub-recipients of Caltrans Planning Grants to submit a Title VI Plan to FTA every three years. TAMC's last update was completed in 2018.

Ms. Jacobsen stated that agency staff is currently updating the Agency's Title VI Plan to reflect updated and new information on the strategies for reaching Monterey County's Limited English Proficiency community. Updated demographic data on language identifies the following safe harbor languages in Monterey County: Spanish, Tagalog and Korean. The updated Title VI Plan is scheduled for TAMC Board approval at their June 23, 2021 meeting.

In conclusion Ms. Jacobsen noted that as a reporting requirement, the Agency is required to include a table reflecting non-elected committee members race/ethnicity demographics. Committee members were encouraged to complete the survey on race/ethnicity, with the QR code provided during the Committee meeting or to complete the survey through the link provided in the agenda report as a web attachment.

Chair Barbara Meister asked how does the plan get implemented in practice? Madilyn Jacobsen replied that the threshold of safe harbor language is defined by Federal Transit Administration as the population where five percent or one-thousand persons (whichever is less) is eligible to be served by the work of the agencies. She noted that any vital documents must be available in those languages. The Agency has an on-call interpreter contract for when someone calls in and is utilizing translation services to have documents translated in the safe harbor languages.

Janet Brennan asked what Census data you are using since the Census 2020 will not be available until September 2021. Ms. Jacobsen replied that they used that American Community Survey 5-year data 2019.

Theresa Wright, Community Outreach Coordinator, stated that she will send an email with the survey link to those who did not attend the meeting. She also asked if anyone needed the link with the survey to email her.

6. ANNOUNCEMENTS AND/OR COMMENTS

Executive Director Debbie Hale announced that she will be retiring this year. She stated that while it was an early retirement, she will be increasing her volunteer activities, Rotary in particular. She thanked the committee for their oversight, relationships, collaboration and diligence, with special emphasis on the members who were involved early in the process, who urged us to become a self-help county and helped craft the expenditure plan. Ms. Hale acknowledged that \$117 million in

Measure X revenues was huge and thanked the committee again for what she considers to be the greatest accomplishment of her career. Committee members thanked her and wished her the best of luck.

Barbara Meister suggested the Committee should have a discussion in August about the potential federal infrastructure bill and what it might mean for our local projects and our ability to leverage our funds. Executive Director Debbie Hale replied that we could do that and suggested we include a discussion on the Governor's Climate Action Plan, which could potentially shift funds from some highway projects. Kevin Dayton asked that the discussion include FORTAG and whether the Climate Action Plan could be a funding source for that project; thereby freeing up that project's Measure X funds to be used on another Measure X project.

7. ADJOURNMENT

Vice Chair Meister adjourned the meeting at 2:52 p.m.



Memorandum

To: Measure X Citizens Oversight Committee
From: Doug Bilsse, Principal Engineer
Meeting Date: August 17, 2021
Subject: **US 101 South of Salinas Safety Project Update**

RECOMMENDED ACTION:

RECEIVE preliminary concepts of the US 101- South of Salinas corridor study and proposed public outreach.

SUMMARY:

US 101 between the Chualar interchange and the Airport Boulevard interchange in the City of Salinas has several at-grade intersections that directly serve side roads. Transportation Agency staff is working with Caltrans, City of Salinas, County of Monterey, and the South of Salinas (SOS) US 101 Traffic Safety Alliance to study options to improve safety along this busy agricultural route. The study will consider alternatives to the existing uncontrolled exit and entrance points along US 101. This will involve upgrading existing interchanges and utilizing a network of frontage roads to serve the rerouted traffic. The study team is ready to conduct public outreach to share design options that address the safety issues along this corridor.

FINANCIAL IMPACT:

The US 101 South of Salinas study is funded with \$440,000 of Measure X funds. As a regional Measure X priority project, a total of \$30 million of measure funds are allocated to the corridor. The results of the study will be a set of project improvements that meet the safety goals of the corridor while minimizing the impacts to local businesses and residents. There is currently \$8,611,000 of State Transportation Improvement Program funds programmed to start the environmental phase in fiscal year 2021/22. The costs of project improvements in the corridor have not yet been determined. Measure X funds will be used to leverage state and federal funds to construct the project improvements.

DISCUSSION:

US 101 is the backbone of the Central Coast's transportation system connecting the greater Los Angeles region to the San Francisco Bay Area. It serves local, regional, and interregional travel needs (including business, recreation, tourism, commuting, freight and goods movement, and national defense transport). The segment of US 101 between the City of Salinas and Chualar is a key freight corridor serving agricultural farm-to-market trips. It is also an important transportation link between south Monterey County and Salinas for employment, education, and health care.

There are several at-grade unsignalized intersections on US 101 between the Main Street interchange in Chualar and the Airport Boulevard interchange in Salinas that primarily serve freight traffic and local access. The primary safety issues along this corridor relate to farm truck traffic conflicts trying to access the side roads with direct links to US 101. This issue was partially addressed when signs were installed prohibiting trucks from making left and U-turns at select intersections along this corridor.

The Transportation Agency hired a consultant team to develop the US 101- South of Salinas Corridor Study that will identify projects needed to meet a long-term goal to convert US 101 from an expressway to a freeway. This requires the eventual elimination of all at-grade turning movements at uncontrolled intersections along US 101 between the City of Salinas and Chualar. A primary objective is to provide short-term alternatives to making left turns to directly access side roads. The project will identify general alignments of proposed frontage roads planned to provide a safe route for the diverted traffic and reduce congestion.

The traffic circulation analysis and preliminary project improvements are ready to be reviewed by the public. This public outreach will help identify a preferred feasible alternative. Subsequent environmental work will develop the phasing plans of future projects. Following are issues identified as part of the public outreach conducted to date:

- the study should identify project components that can be implemented efficiently to provide safe alternatives to making left turn movements;
- these interim improvements should not unnecessarily delay the implementation of long-term solutions;
- the current capacity and pavement condition of existing county roads should be considered before proposing to reroute traffic from US 101
- improved bicycle and transit service should be incorporated into the projects to construct and upgrade frontage roads;
- City of Salinas roads should be evaluated for potential traffic impacts and reflect proposed improvements planned for intersections near the US 101 interchange at Airport Road;
- the proposed improvements and frontage roads should directly serve diverted traffic from US 101 and should not promote the use of these alternative routes by drivers intending to avoid congestion; and,
- Caltrans will be involved with the production of the environmental documents to ensure the approach used is consistent with past work.

A successful project needs to plan improvements in context with community values. The second round of public outreach is scheduled to commence on August 18 with a virtual public meeting using a town hall setting. The conceptual plans will be presented followed by an opportunity for the stakeholders and other community members to ask questions, provide comments and share thoughts on this project. The Transportation Agency has also developed a website for the US Highway 101 South of Salinas project with a link provided below. The dedicated website includes project information and provides another opportunity for public input.

Information from the public outreach will lead to the selection of the preferred feasible alternative. Environmental documentation of this preferred feasible alternative is scheduled to start after completion of this study and will identify potential phasing opportunities. Transportation Agency staff continues to monitor funding opportunities and develop funding requests to address the anticipated funding shortfall for project construction.

WEB ATTACHMENTS:

<https://www.tamcmonterey.org/us-101-south-of-salinas-project-website>



Memorandum

To: eXcellent Transportation Oversight Committee
From: Madilyn Jacobsen, Transportation Planner
Meeting Date: August 17, 2021
Subject: Measure X Senior & Disabled Program Update

RECOMMENDED ACTION:

RECEIVE update on Cycle 2 of the Measure X Senior and Disabled Program's fiscal year 2020-2021 activities.

SUMMARY:

The Senior & Disabled Transportation Services Program is a grant program funded by Measure X. The Transportation Agency accepts grant applications from non-profit organizations to fund activities that increase transportation services for seniors and people with disabilities. Four non-profit organizations were awarded funding in the second cycle of the program. Staff will provide an update on the grantee's first fiscal year activities.

FINANCIAL IMPACT:

Measure X allocates \$15 million over 30 years to this program, which is approximately \$500,000 per year. At the May 27, 2020 meeting, the TAMC Board of Directors voted to award about \$1.5 million of Measure X funds for the second cycle of the Senior & Disabled Transportation Program, covering fiscal years 2020/21, 2021/22, and 2022/23.

DISCUSSION:

The purpose of the Measure X Senior & Disabled Transportation Services Program is to increase transportation services for seniors and persons with disabilities to support their ability to live independently in their homes and communities.

At the December 4, 2019 TAMC Board of Directors meeting, the Agency adopted the Measure X Senior & Disabled Transportation Program Guidelines for Cycle 2 of the program. Cycle 2 of the grant program covers fiscal years 2020/21, 2021/22, and 2022/23. Grant applications for Cycle 2 were due January 16, 2020 and the TAMC Board adopted the program of projects for Cycle 2 award recipients at their May 27, 2020 meeting as recommended by the Measure X Citizens Oversight Committee.

For Cycle 2 of the Senior & Disabled Transportation Grant Program, the TAMC Board received five applications and awarded four grant recipients: ITN Monterey County, Alliance on Aging, Partnership for Children and Kernes Memorial Pool. The award to Kernes Memorial Pool was contingent on leftover funding available from Cycle 1 of the grant program. Grant agreements have been executed with ITN Monterey County, Alliance on Aging and Partnership for Children. Kernes Memorial Pool was closed for the duration of the COVID-19 pandemic and has not yet executed their grant agreement and therefore did not spend any funds for FY 2020/21.

Project Summaries and Grant Awards

Percent

Applicant	Project Summaries	Award Amounts	of funds claimed to date
ITN Monterey County	Personnel and operational expenses to provide 24 hours/7 days-a-week, arm-through-arm, door-through-door transportation to help seniors and visually impaired adults remain independent and active in Monterey County, including a Rural Pilot Expansion.	\$930,000.00	27%
Alliance on Aging	One full-time and one part-time staff to provide information/referral to existing transportation providers, one-on-one travel trainings, distribute bus passes and advocacy efforts in South and North Monterey County.	\$287,000.00	24.5%
Partnership for Children	Purchase of a vehicle and gas card subsidies to increase transportation service levels to medical appointments for children living with serious illness in Monterey County.	\$297,250.00	37%
Kernes Memorial Pool	Wheelchair accessible taxi subsidy program to provide low and very-low income senior and disabled residents in Monterey County with Transportation to attend therapeutic aquatic appointments.	\$128,859.37	0%

Reports on activities for the fourth quarter of FY 2020/21 were due to the Transportation Agency on July 31, 2021. Claims will be reviewed for completion and eligibility of the expenses during the first two weeks of August. During the Committee meeting, staff will present summary information about the activities that each organization completed during the first year of their award.

WEB ATTACHMENTS:

[Cycle 2 - Measure X Senior & Disabled Transportation Program Guidelines](#)



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Measure X Citizens Oversight Committee
From: Michael Zeller, Principal Transportation Planner
Meeting Date: August 17, 2021
Subject: **State Climate Action Plan**

RECOMMENDED ACTION:

RECEIVE presentation on California's State Climate Action Plan.

SUMMARY:

On March 10, 2021, the California State Transportation Agency (CalSTA) unveiled the draft Climate Action Plan for Transportation Infrastructure. The plan details how the state recommends investing billions of discretionary transportation dollars annually to aggressively combat and adapt to climate change while supporting public health, safety and equity. The final Plan was adopted on July 12, 2021.

FINANCIAL IMPACT:

Under the Plan, where feasible and within existing funding program structures, the State is proposing to invest discretionary transportation funds in sustainable infrastructure projects that align with its climate, health and social equity goals. This could potentially impact the availability of State funds for the region's priority safety and congestion-relief transportation projects.

DISCUSSION:

The Climate Action Plan for Transportation Infrastructure (the "Plan") builds on executive orders signed by Governor Gavin Newsom in 2019 and 2020 targeted at reducing greenhouse gas (GHG) emissions in transportation in order to meet the state's ambitious climate goals.

In the State of California, the transportation sector is the largest contributor to the climate crisis, representing more than 40 percent of all emissions statewide. Impacts from the climate crisis impact the health and safety of all Californians and disproportionately affect the state's low-income communities, and communities of color and other persons facing inequities. According to the Plan, it presents a holistic framework and statement of intent for aligning State transportation infrastructure investments with State climate, health, and social equity goals, built on the foundation of the "fix-it-first" approach established in Senate Bill 1.

The Plan presents the following seven strategy areas, each with specific action strategies identified in the document:

1. Cultivate and accelerate sustainable transportation innovation by leading with State investments;
2. Support a robust economic recovery by revitalizing transit, supporting zero emission vehicle deployment, and expanding active transportation investments;
3. Elevate community voices in how we plan and fund transportation projects;

4. Advance State transportation leadership on climate and equity through improved planning and project partnerships;
5. Support climate resilience through transportation system improvements and protections for natural and working lands;
6. Support local and regional innovation to advance sustainable mobility; and
7. Strengthen transportation-land use connections.

Action strategies identified in the Plan reflect proposed shifts in funding prioritization to existing Senate Bill 1 grant programs, enhancing funding capacity for the state's Active Transportation Program, advancing opportunities for implementation of the State Rail Plan and uplifting community voices through focused conversations with rural communities. A full list of the action strategies can be found in the Plan, which can be access online at:

[CAPTI: Climate Action Plan for Transportation Infrastructure](#)

The Plan's strategy to prioritize certain projects could benefit the Central Coast region by advancing capacity for increasing rail service along the Central Coast, building bus rapid transit projects and supporting more active transportation projects. However, staff is concerned that the strategies will neglect critical highway safety and congestion relief improvements that support goods movement, tourist travel, reduced transit travel times and employees traveling to jobs. In essence, there is a concern that future SB 1 monies will be shifted away from critical highway safety projects, particularly Measure X projects on Highways 68 and US 101 which require state matching funds.

In coordination with the Central Coast Coalition, the Agency wrote a letter that identified three key requests to the State: 1) Take a geographically-sensitive approach that allow regions to implement the multimodal program of projects in their regional transportation plans; 2) Support additional greenhouse gas emission reduction strategies beyond reduction of vehicle miles traveled, such as advancing broadband capacity, utilizing roundabouts instead of traffic signals and enhancing electric vehicle charging infrastructure; and, 3) Recognize that a supermajority of voters have approved countywide sales tax measures (e.g. Measure X) and reaffirmed the provisions of SB 1, both of which include funding for highway safety and traffic relief, and local road improvements.

In response to this letter and comments from other rural agencies, the final Plan released on July 12, 2021 includes revisions to the strategies as well as a new section on how the Plan speaks to transportation improvements in rural counties. The Plan states that the guiding principles apply in every context, including rural communities, and that transportation goals are inherently and fundamentally the same no matter the context, but recognizes that unique local and regional conditions require tailored solutions to advance the State's goals, and that therefore solutions may look different in varying local contexts. Given the long travel distances in rural communities, lack of access to a vehicle can be a huge barrier to economic access and opportunity if other travel options do not exist in rural settings. Accordingly, the Plan framework supports providing multi-modal transportation options to ensure all members of rural communities have the transportation access they need.

Over the coming months, the California Transportation Commission will begin developing new guidelines for the competitive Senate Bill 1 programs that will look to implement the strategies outlined in the Plan. Agency staff is planning to participate in the drafting of the guidelines to ensure that our concerns are addressed and that our regional priority projects remain good candidates for State funding.



Memorandum

To: Measure X Citizens Oversight Committee
From: Debra L. Hale, Executive Director
Meeting Date: August 17, 2021
Subject: Federal Infrastructure Proposals

RECOMMENDED ACTION:

RECEIVE report on federal infrastructure proposals

SUMMARY:

Staff will present a federal legislative update.

FINANCIAL IMPACT:

Some of the proposed legislation may have a financial impact on TAMC. In House authorization legislation, Congressman Jimmy Panetta has proposed a \$2 million federal earmark for the US 101 South of Salinas project; there are no earmarks in the Senate authorization legislation. Appropriations bills are another potential source of earmark funds.

DISCUSSION:

Attachment 1 is a federal legislative update focused on infrastructure, budget and appropriations dated July 2, 2021.

The current transportation authorization bill, the Fixing America's Surface Transportation (FAST) Act, expires on September 30, 2021, after a one-year extension. On July 1, the House passed the \$759 billion "Investing in a New Vision for the Environment and Surface Transportation in America Act" or the "INVEST in America Act", HR 3684 (**web attachment 1**). The bill includes a \$2 million earmark for the US 101 Safety Improvements - South of Salinas project. Earmarks are listed in the "Amendment" document that was published on June 7, **web attachment 2**: the US 101 project is #237 on page 69.

On July 28, President Biden and a select group of Senators agreed on a "Bipartisan Infrastructure Investment and Jobs Act". **Attachment 2** is a fact sheet about that deal.

Staff will provide a verbal update at the meeting on the status of negotiations over federal transportation/ infrastructure funding.

ATTACHMENTS:

- ▢ Federal legislative update
- ▢ Bipartisan Infrastructure Fact Sheet

WEB ATTACHMENTS:

1. [INVEST in America \(HR 3684\) Act Fact Sheet](#)
2. [Amendment in the Nature of a Substitute to HR 3684](#)

ALCALDE & FAY

GOVERNMENT & PUBLIC AFFAIRS FIRM



THIS WEEK IN WASHINGTON

Week of June 28-July 2, 2021

FEDERAL UPDATE

This week the House was in session this week and, as further detailed below, passed the \$759 billion surface transportation reauthorization and water infrastructure bill (*INVEST in America Act*, H.R. 3684) yesterday before adjourning for the July 4th recess. Also of note this week, the House passed a resolution in a mostly party-line vote of 222-190, creating a new select committee to investigate the attack on the U.S. Capitol complex on January 6th. As previously reported, legislation previously approved by the House to establish a 9/11-style bipartisan commission to investigate the July 6th attack failed to pass the Senate last month. The House and Senate will be in recess next week for the July 4th holiday and both will return to Washington on July 12th.

INFRASTRUCTURE

As referenced above, this week the House considered and passed the *INVEST in America Act* (H.R. 3684), now a nearly \$759 billion surface transportation reauthorization and water infrastructure bill (updated fact sheet available [here](#); surface transportation text available [here](#); surface transportation section-by-section summary available [here](#); water infrastructure text available [here](#)). The bill was approved in a mostly party-line vote of 220-201, with two Republican voting with all Democrats in support of the bill. As previously reported, the surface transportation title of the bill authorizes \$343 billion for roads, bridges, and safety, \$109 billion for transit, and \$95 billion for passenger and freight rail over 5 years, and also includes nearly \$5.7 billion for 1,473 member designated project authorizations (earmarks) across the country; the water/wastewater infrastructure portions of the package include \$51.25 billion for wastewater spending and \$117 billion for drinking water programs. As previously reported, the House-approved bill does not include any financing/revenue provisions, instead simply including a provision to transfer an additional \$148 billion from general revenue into the Highway Trust Fund (HTF), covering the gap between the bill's funding levels and available HTF funds. Democratic leadership ultimately chose to essentially delay/postpone any debate over pay-fors, which would be drafted by the House Ways & Means Committee, until negotiations on a bipartisan infrastructure package had yielded more specific topline spending levels.

During consideration of the bill, the House considered a total of 149 amendments, grouped together into 5 separate "en bloc" packages, and which ultimately added \$44 billion in spending to the approximately \$715 billion bill. Adopted amendments of note include a provision approved by a vote of 230-178 that would allow states to review high occupancy vehicle routes 10 years after construction with the option to remove the route and repay associated funds, as well as an amendment approved by a vote of 220-200 to require water infrastructure projects paid for by the Clean Water State Revolving Fund and other Clean Water Act programs undergo resiliency assessments.

As previously reported, the tentative agreement reached between the White House and a bipartisan group of Senators last week on a "Bipartisan Infrastructure Framework" includes the Committee-approved titles of the Senate's transportation reauthorization bill, including the highway title approved by the Environment and Public Works (EPW) Committee, and the freight, rail, and safety titles approved by the Senate Commerce-Science-Transportation Committee. The framework also incorporates the Senate-passed *Drinking Water and Wastewater Infrastructure Act* (DWWIA). Although these Senate bills authorize lower funding levels than those in the House-passed bill, House T&I Committee Chairman Peter DeFazio (D-OR) indicated this week that he hopes to enter into

informal negotiations on surface transportation and water infrastructure and that he hopes a bicameral agreement can be included in the bipartisan infrastructure package.

FISCAL YEAR 2022 BUDGET & APPROPRIATIONS

This week, House Budget Committee Chairman John Yarmuth (D-KY) announced that his Committee will forgo drafting and marking up their own Fiscal Year (FY) 2022 budget resolution with reconciliation instructions, and instead will wait to see what is able to clear the Senate. As previously reported, Senate Budget Chairman Bernie Sanders (I-VT) last week floated an outline of a budget resolution calling for \$6 trillion in spending and \$2.4 trillion in revenue, as well as \$600 billion in drug pricing savings, that would net \$3 trillion in deficit spending over the next decade. In his announcement this week, Chairman Yarmuth indicated that he and Sanders have been working to refine this budget proposal and that a new outline would be released in the next week or so.

Meanwhile the House Appropriations Committee continued working on the FY 2022 Appropriations bills, with the full Committee approving the FY 2022 Legislative Branch (bill text [here](#); summary [here](#); report [here](#)), Financial Services (bill text [here](#); summary [here](#); report [here](#)), Military Construction-Veterans Affairs (bill text [here](#); summary [here](#); report [here](#)), and State and Foreign Operations (bill text [here](#); summary [here](#); report [here](#)) spending bills in party-line votes, while also approving the Agriculture spending bill (bill text [here](#); summary [here](#); report [here](#)) by voice vote.

The Committee also approved the FY 2022 Interior-Environment spending bill (bill text [here](#); summary [here](#); report [here](#)) in a party-line vote yesterday. Of particular note, the Interior-Environment bill would provide \$11.34 billion for the Environmental Protection Agency (EPA), an increase of \$2.11 billion above the FY 2021 level, of which \$5.32 billion would be for State and Tribal Assistance Grants (STAG). Additionally, the bill would provide \$5.66 billion for Wildland Fire Management, \$900 million for the Land and Water Conservation Fund (LWCF), and approximately \$444.6 million for more than 300 community projects (“earmarks”) under the EPA STAG Clean Water and Drinking Water State Revolving Fund, National Park Service Land Acquisition, U.S. Fish and Wildlife Service Land Acquisition, and U.S. Forest Service State and Private Forestry accounts.

The Committee in a party-line vote also approved its subcommittee allocations, known as 302(b)s, reflecting the \$1.506 trillion discretionary spending cap for FY 2022 that the House adopted via a “deeming resolution” (H.Res.467) earlier this month (individual spending levels available [here](#)). The allocations are roughly similar to the discretionary spending increases proposed by President Biden in his FY 2022 Budget request (16.5 percent increase for non-defense and 1.6 percent for defense) and of note the Labor-HHS-Education Subcommittee received the highest spending increase, a 36.4 percent (\$63.4 billion) over the FY 2021 level for a total of \$237.5 billion; the Defense Subcommittee received the smallest spending increase, 1.4 percent (\$10 billion) above the FY 2021 level for a total of \$706 billion in discretionary spending (*although Defense still has the largest overall allocation*). During the markup, Appropriations Committee Ranking Member Kay Granger (R-TX) criticized Committee Democrats for not considering bipartisan subcommittee allocations as a bipartisan agreement on 302(b)s will need to be reached at some point in order to garner the 60 votes needed to clear all 12 FY 2022 through the evenly split Senate.

At the Subcommittee level this week, both the Defense (bill text [here](#); summary [here](#)) and Homeland Security (bill text [here](#); summary [here](#)) spending bills were advanced to the full committee by their respective Subcommittees (via voice votes). The draft FY 2022 Homeland Security bill would provide \$24.02 billion for the Federal Emergency Management Agency (FEMA), approximately \$2.1 billion above the FY 2021 level and \$246.6 million below the President’s budget request. Of this amount, \$3.66 billion would be for grants and training and \$18.8 billion would be for the Disaster Relief Fund. The bill would also provide funding for over 70 community projects under the FEMA Pre-Disaster Mitigation and Emergency Operations Center accounts.

Historic Bipartisan Infrastructure Deal

Today, the President and the bipartisan group announced agreement on the details of a once-in-a-generation investment in our infrastructure, which will be taken up in the Senate for consideration. In total, the deal includes \$550 billion in new federal investment in America's infrastructure. The bipartisan infrastructure deal will grow the economy, enhance our competitiveness, create good- jobs, and make our economy more sustainable, resilient, and just.

The deal will create good-paying, union jobs. With the President's Build Back Better Agenda, these investments will add, on average, around 2 million jobs *per year* over the course of the decade, while accelerating America's path to full employment and increasing labor force participation.

President Biden believes that we must invest in our country and in our people, by creating good-paying union jobs, tackling the climate crisis, and growing the economy sustainably and equitably for decades to come. The Bipartisan Infrastructure deal will deliver progress towards those objectives for working families across the country. The Bipartisan Infrastructure deal:

- Makes the largest federal investment in public transit ever
- Makes the largest federal investment in passenger rail since the creation of Amtrak
- Makes the single largest dedicated bridge investment since the construction of the interstate highway system
- Makes the largest investment in clean drinking water and waste water infrastructure in American history, delivering clean water to millions of families
- Ensures every American has access to reliable high-speed internet
- Helps us tackle the climate crisis by making the largest investment in clean energy transmission and EV infrastructure in history; electrifying thousands of school and transit buses across the country; and creating a new Grid Development Authority to build a clean, 21st century electric grid.

The President promised to work across the aisle to deliver results for working families. He believes demonstrating that democracies can deliver is a critical challenge for his presidency. Today's agreement shows that we can come together to position American workers, farmers, and businesses to compete and win in the 21st century.

Roads, Bridges, and Major Projects

One in five miles, or 173,000 total miles, of our highways and major roads and 45,000 bridges are in poor condition. Bridges in poor condition pose heightened challenges in rural communities, which often may rely on a single bridge for the passage of emergency service vehicles. The Bipartisan Infrastructure deal will invest \$110 billion of new funds for roads, bridges, and major projects, and reauthorize the surface transportation program for the next five years building on bipartisan surface transportation reauthorization bills passed out of committee earlier this year. This investment will repair and rebuild our roads and bridges with a focus on climate change mitigation, resilience, equity, and safety for all users, including cyclists and pedestrians. The bill includes a total of \$40 billion of new funding for bridge repair, replacement,

and rehabilitation, which **is the single largest dedicated bridge investment since the construction of the interstate highway system**. The bill also includes a total of \$17.5 billion for major projects that are too large or complex for traditional funding programs but will deliver significant economic benefits to communities.

Safety

America has one of the highest road fatality rates in the industrialized world. The deal invests \$11 billion in transportation safety programs, including a new Safe Streets for All program to help states and localities reduce crashes and fatalities in their communities, especially for cyclists and pedestrians. **It will more than double funding directed to programs that improve the safety of people and vehicles in our transportation system, including highway safety, truck safety, and pipeline and hazardous materials safety.**

Public Transit

America's transit infrastructure is inadequate – with a multibillion-dollar repair backlog, representing more than 24,000 buses, 5,000 rail cars, 200 stations, and thousands of miles of track, signals, and power systems in need of replacement. The deal invests \$39 billion of new investment to modernize transit, and improve accessibility for the elderly and people with disabilities, in addition to continuing the existing transit programs for five years as part of surface transportation reauthorization. **This is the largest Federal investment in public transit in history, and devotes a larger share of funds from surface transportation reauthorization to transit in the history of the programs. It will repair and upgrade aging infrastructure, modernize bus and rail fleets, make stations accessible to all users, and bring transit service to new communities.** It will replace thousands of transit vehicles, including buses, with clean, zero emission vehicles. And, it will benefit communities of color since these households are twice as likely to take public transportation and many of these communities lack sufficient public transit options.

Passenger and Freight Rail

Unlike highways and transit, rail lacks a multi-year funding stream to address deferred maintenance, enhance existing corridors, and build new lines in high-potential locations. The deal positions Amtrak and rail to play a central role in our transportation and economic future. **This the largest investment in passenger rail since the creation of Amtrak 50 years ago.** The deal invests \$66 billion in rail to eliminate the Amtrak maintenance backlog, modernize the Northeast Corridor, and bring world-class rail service to areas outside the northeast and mid-Atlantic. Within these totals, \$22 billion would be provided as grants to Amtrak, \$24 billion as federal-state partnership grants for Northeast Corridor modernization, \$12 billion for partnership grants for intercity rail service, including high-speed rail, \$5 billion for rail improvement and safety grants, and \$3 billion for grade crossing safety improvements.

EV Infrastructure

U.S. market share of plug-in electric vehicle (EV) sales is only one-third the size of the Chinese EV market. The President believes that must change. The bill invests \$7.5 billion to build out a national network of EV chargers. **This is the first-ever national investment in EV charging infrastructure in the United States and is a critical element in the Biden-Harris Administration's plan to accelerate the adoption of EVs to address the climate crisis and support domestic manufacturing jobs.** The bill will provide funding for deployment of EV chargers along highway corridors to facilitate long-distance travel and within communities to provide convenient charging where people live, work, and shop. Federal funding will have a particular focus on rural, disadvantaged, and hard-to-reach communities.

Electric Buses

American school buses play a critical role in expanding access to education, but they are also a significant source of pollution. **The deal will deliver thousands of electric school buses nationwide, including in rural communities, helping school districts across the country buy clean, American-made, zero emission buses, and replace the yellow school bus fleet for America's children.** The deal invests \$2.5 billion in zero emission buses, \$2.5 billion in low emission buses, and \$2.5 billion for ferries. These investments will drive demand for American-made batteries and vehicles, creating jobs and supporting domestic manufacturing, while also removing diesel buses from some of our most vulnerable communities. In addition, they will help the more than 25 million children and thousands of bus drivers who breathe polluted air on their rides to and from school. Diesel air pollution is linked to asthma and other health problems that hurt our communities and cause students to miss school, particularly in communities of color and Tribal communities.

Reconnecting Communities

Too often, past transportation investments divided communities – like the Claiborne Expressway in New Orleans or I-81 in Syracuse – or it left out the people most in need of affordable transportation options. In particular, significant portions of the interstate highway system were built through Black neighborhoods. **The deal creates a first-ever program to reconnect communities divided by transportation infrastructure.** The program will fund planning, design, demolition, and reconstruction of street grids, parks, or other infrastructure through \$1 billion of dedicated funding.

Airports, Ports, and Waterways

The United States built modern aviation, but our airports lag far behind our competitors. According to some rankings, no U.S. airports rank in the top 25 of airports worldwide. Our ports and waterways need repair and reimagining too. **The bill invests \$17 billion in port infrastructure and \$25 billion in airports to address repair and maintenance backlogs, reduce congestion and emissions near ports and airports, and drive electrification and other low-carbon technologies.** Modern, resilient, and sustainable port, airport, and freight

infrastructure will support U.S. competitiveness by removing bottlenecks and expediting commerce and reduce the environmental impact on neighboring communities.

Resilience and Western Water Infrastructure

Millions of Americans feel the effects of climate change each year when their roads wash out, airport power goes down, or schools get flooded. Last year alone, the United States faced 22 extreme weather and climate-related disaster events with losses exceeding \$1 billion each – a cumulative price tag of nearly \$100 billion. People of color are more likely to live in areas most vulnerable to flooding and other climate change-related weather events. **The deal makes our communities safer and our infrastructure more resilient to the impacts of climate change and cyber attacks, with an investment of over \$50 billion.** This includes funds to protect against droughts and floods, in addition to a major investment in weatherization. The bill is the largest investment in the resilience of physical and natural systems in American history.

Clean Drinking Water

Currently, up to 10 million American households and 400,000 schools and child care centers lack safe drinking water. **The deal's \$55 billion investment represents the largest investment in clean drinking water in American history, including dedicated funding to replace lead service lines and the dangerous chemical PFAS (per- and polyfluoroalkyl).** It will replace all of the nation's lead pipes and service lines. From rural towns to struggling cities, the deal invests in water infrastructure across America, including in Tribal Nations and disadvantaged communities that need it most.

High Speed Internet

Broadband internet is necessary for Americans to do their jobs, to participate equally in school learning, health care, and to stay connected. Yet, by one definition, more than 30 million Americans live in areas where there is no broadband infrastructure that provides minimally acceptable speeds – a particular problem in rural communities throughout the country. **The deal's \$65 billion investment ensures every American has access to reliable high-speed internet with an historic investment in broadband infrastructure deployment,** just as the federal government made a historic effort to provide electricity to every American nearly one hundred years ago.

The bill will also help lower prices for internet service by requiring funding recipients to offer a low-cost affordable plan, by creating price transparency and helping families comparison shop, and by boosting competition in areas where existing providers aren't providing adequate service. It will also help close the digital divide by passing the Digital Equity Act, ending digital redlining, creating a permanent program to help more low-income households access the internet, and establishing a new program to help low-income households obtain the devices required to access the internet.

Environmental Remediation

In thousands of rural and urban communities around the country, hundreds of thousands of former industrial and energy sites are now idle – sources of blight and pollution. 26% of Black Americans and 29% of Hispanic Americans live within 3 miles of a Superfund site, a higher percentage than for Americans overall. Proximity to a Superfund site can lead to elevated levels of lead in children’s blood. **The deal invests \$21 billion in environmental remediation, making the largest investment in addressing the legacy pollution that harms the public health of communities and neighborhoods in American history, creating good-paying union jobs in hard-hit energy communities and advancing economic and environmental justice.** The bill includes funds to clean up superfund and brownfield sites, reclaim abandoned mine land and cap orphaned gas wells.

Power Infrastructure

As the recent Texas power outages demonstrated, our aging electric grid needs urgent modernization. A Department of Energy study found that power outages cost the U.S. economy up to \$70 billion annually. **The deal’s \$73 billion investment is the single largest investment in clean energy transmission in American history.** It upgrades our power infrastructure, including by building thousands of miles of new, resilient transmission lines to facilitate the expansion of renewable energy. It creates a new Grid Deployment Authority, invests in research and development for advanced transmission and electricity distribution technologies, and promotes smart grid technologies that deliver flexibility and resilience. It invests in demonstration projects and research hubs for next generation technologies like advanced nuclear reactors, carbon capture, and clean hydrogen.

Offsets

In the years ahead, the deal, which will generate significant economic benefits, and it is financed through a combination of redirecting unspent emergency relief funds, targeted corporate user fees, strengthening tax enforcement when it comes to crypto currencies, and other bipartisan measures, in addition to the revenue generated from higher economic growth as a result of the investments.