



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

Executive Committee

Members are: Wendy Askew, Chair; Chaps Poduri, 1st Vice Chair; Luis Alejo, 2nd Vice Chair; Chris Lopez, Past Chair; Glenn Church, County Representative; Jose Rios, City Representative

Wednesday, March 5, 2025

****9:00 AM****

MEETING LOCATION

Voting members must attend a physical meeting location to count towards quorum

*55B Plaza Circle, Salinas, California 93901
Transportation Agency Conference Room*

Alternate Locations with Zoom Connection Open to the Public

*2616 1st Avenue, Marina, California 93933
Supervisor Wendy Askew's Office*

*599 El Camino Real, Greenfield, 93927
Supervisor Chris Lopez's Office*

*168 West Alisal Street, 2nd Floor, Salinas, California 93901
Supervisor Luis Alejo's Office*

*147 Fourth Street, Gonzales, California 93926
Mayor Jose Rios's Office*

Members of the public & non-voting members may join meeting online at:

<https://us02web.zoom.us/j/83973622750?pwd=esaxn0K5Z4Rx2ppjC8D98QR6koK1Ae.1>

OR

Via teleconference at +1 669 900 6833

Meeting ID: 839 7362 2750

Passcode: 890011

Please note: If all committee members are present in person, public participation by Zoom is for convenience only and is not required by law. If the Zoom feed is lost for any reason, the meeting may be paused while a fix is attempted, but the meeting may continue at the discretion of the Chairperson.

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

Complete agenda packets are on display at the Transportation Agency for Monterey County office and at these public libraries: Carmel, Monterey, Salinas Steinbeck Branch, Seaside, Prunedale, and King City. Any person who has a question concerning an item on this agenda may call the Agency

Secretary to make an inquiry concerning the nature of the item described on the agenda. Please recycle this agenda.

1. QUORUM CHECK - CALL TO ORDER

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 Board on any item not on the agenda but within the jurisdiction of the Board. Under this item, each member of the public is allowed two 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 Board 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 Monday before the meeting, and such comments will be distributed to the Board before the meeting.

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.

3. 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 Executive Committee draft minutes of February 7, 2025.

- Elouise Rodriguez

4. RECEIVE update on state and federal legislative issues and **RECOMMEND** the Board of Directors adopt positions on proposed legislation.

- Christina Watson, Ariadne Sambrano

Staff and consultants will present updates on state and federal legislative activities and present proposed positions on draft legislation.

5. RECEIVE report on draft agenda for March 26, 2025 TAMC Board meeting.

- Todd Muck

6. ANNOUNCEMENTS and/or COMMENTS

7. ADJOURN

ANNOUNCEMENTS

Next Executive Committee meeting:
Wednesday, April 2, 2025, at 9:00 a.m.
Transportation Agency for Monterey County
Conference Room
55-B Plaza Circle, Salinas CA 93901

A quorum of voting members is required to be present to hold this meeting.

There will be a zoom link for hybrid participation by members of the public.

If you have any items for the next agenda, please submit them to:
Elouise Rodriguez, Clerk of the Board & Senior Administrative Assistant
Elouise@tamcmonterey.org

Important Meeting Information

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
55B Plaza Circle, Salinas, CA 93901
TEL: 831-775-0903
EMAIL: info@tamcmonterey.org

Agenda Items: The agenda will be prepared by Agency staff and will close at noon five (5) working days before the regular meeting. Any member of the Board may request in writing an item to appear on the agenda. The request shall be made by the agenda deadline and any support papers must be furnished by that time or be readily available.

Memorandum

To: Executive Committee
From: Elouise Rodriguez, Senior Administrative Assistant & Clerk of the Board
Meeting Date: March 5, 2025
Subject: Executive Committee Draft Minutes

RECOMMENDED ACTION:

APPROVE Executive Committee draft minutes of February 7, 2025.

SUMMARY:

FINANCIAL IMPACT:

DISCUSSION:

ATTACHMENTS:

1. Exec draft minutes February 7, 2025

WEB ATTACHMENTS:

DRAFT MINUTES

TRANSPORTATION AGENCY FOR MONTEREY COUNTY
 SERVICE AUTHORITY FOR FREEWAYS EMERGENCIES AND MONTEREY COUNTY
 REGIONAL DEVELOPMENT IMPACT FEE JOINT POWERS AGENCY

EXECUTIVE COMMITTEE SPECIAL MEETING

*Members: Wendy Root Askew (Chair), Chaps Poduri (1st Vice Chair), Luis Alejo (2nd Vice Chair),
 Chris Lopez (Past Chair), Glenn Church (County representative), Jose Rios (City representative)*

Friday, February 7, 2025

*** 2:00 p.m. ***

Transportation Agency Conference Room, 55-B Plaza Circle, Salinas, CA 93901

Alternate locations:

2616 1st Avenue, Marina – Supervisor Wendy Askew's Office

599 El Camino Real, Greenfield – Supervisor Chris Lopez's Office

168 West Alisal Street, 2nd Floor –Supervisor Luis Alejo's Office

11140 Speegle Street, Castroville – Supervisor Glenn Church's Office

147 Fourth Street, Gonzales – Mayor Jose Rios's Office

EXECUTIVE COMMITTEE	MAR 24	APR 24	MAY 24	JUN 24	AUG 24	SEP 24	OCT 24	NOV 24	JAN 25	FEB 25
Wendy Root Askew, Chair Supervisor District 4, (Yuri Anderson, Eric Mora)	P(A) (VC)	P(A) (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P	P (VC)
Chaps Poduri, 1st Vice Chair Pacific Grove (Joe Amelio)	P	P	P	P	P	P	P	P	P	P (VC)
Luis Alejo, 2nd Vice Chair Supervisor District 1, (Linda Gonzales; Javier Gomez)	P(A) (VC)	P	P	P(A) (VC)	P	P	P(A) (VC)	P	P(A) (VC)	P(A) (VC)
Chris Lopez, Past Chair Supervisor District 3 (Priscilla Barba)	P (VC)	P (VC)	P (VC)	P (VC)	P(A) (VC)	P (VC)	P	E	P(A) (VC)	P (VC)
Glenn Church, County Representative Supervisor District 2, (Marilyn Vierra, Leonie Gray)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P	*P(A) (VC)
Jose Rios, City Representative , Gonzales (Lorraine Worthy)	A	P	A	P	P	P	P	P	A	*P (VC)

P = Present
P(A) = Alternate present
*= New Representative
TC = Teleconference

A = Absent
E = Excused
(VC) Video Conference

1. CALL TO ORDER

Chair Askew called the meeting to order at 2:04 p.m. Roll call was taken, and a quorum was confirmed.

Staff present: Conlen, Guther Kise, Muck, Park, Rodriguez, Sambrano, Watson, Wright, and Zeller.

Others present: Shane Strong, TAMC Counsel; Monica Hale, District 3 Office.

2. PUBLIC COMMENTS

None.

3. CONSENT AGENDA

On a motion by Committee Member Poduri and seconded by Committee Member Rios, the Committee voted 6-0 to approve the consent agenda as follows:

Approved the minutes from the Executive Committee meeting of January 13, 2025.

4. DRAFT OVERALL WORK PROGRAM, BUDGET, AND INTERGRATED FUNDING STRATEGY

On a motion by Committee Member Poduri and seconded by Committee Member Rios, the Committee voted 6-0 to recommend the TAMC Board of Directors authorize the Executive Director to submit the draft fiscal year 25/26 Overall Work Program to Caltrans for initial review; provide direction and guidance to staff on the three-year budget for fiscal years 25/26 through 27/28, the Overall Work Program for fiscal year 25/26, and the 2025 Integrated Funding Strategy; and recommended that the Board direct the Executive Director to bring the final three-year budget, one-year Overall Work Program, and the 2025 Integrated Funding Strategy back to the Board on May 28, 2025 for approval.

Mike Zeller, Director of Programming & Project Delivery, highlighted the Overall Work Program for fiscal year 25/26. He noted that the budget is the business plan for the Agency, including three pieces the Overall Work Program, Budget, and Integrated Funding Strategy which includes all activities, regional projects & programs, and Agency programs that do not go through the budget.

Jeff Kise, Director of Finance & Administration, reported that the Agency has fiduciary responsibility for the following funds, noting that not all of the money that runs through TAMC financials listed is reflected in the TAMC Budget:

- Local Transportation Fund
- 2% TDA for Bike & Pedestrian activity
- State Transit Assistance
- Regional Surface Transportation Program
- Regional Development Impact Fee Agency
- Measure X

The Agency budget separates expenditure into two types: operating and direct programs. Operating expenditures include salaries and benefits, materials and supplies, and equipment. Direct program expenditures for outside consultants, construction contracts, and ongoing project and program delivery with continuous funding, such as Freeway Service Patrol and Call Boxes, are in the Agency's budget and the Overall Work Program.

He noted that a salary study is currently being done and hopefully will be done when the final budget is presented to the TAMC Board in May 2025. The next steps in the process are to present the draft budget, Overall Work Program, and Integrated Funding Strategy to the Board of Directors in February and in May to bring the final versions of the documents to the Executive Committee for review and the Board of Directors for adoption.

5. TAMC BOARD DRAFT AGENDA

Todd Muck, Executive Director, reviewed the draft regular and consent agenda for the TAMC Board meeting of February 26, 2025. After the Executive Committee discussion, directions were provided to staff to place the following items for consideration on the regular agenda:

- Employee of the Quarter
- Unmet Transit Needs Public Hearing
- Federal Legislative Update - Community Funding Project
- US 101 South of Salinas Update
- Salinas Sidewalk Art Project Update
- Draft Overall Work Program, Budget, and Integrated Funding Strategy

6. ANNOUNCEMENTS

None

7. ADJOURNMENT

Chair Askew adjourned the meeting at 2:51 p.m.

Memorandum

To: Executive Committee
From: Christina Watson, Director of Planning, Ariadne Sambrano, Transportation Planner
Meeting Date: March 5, 2025
Subject: **Legislative Update**

RECOMMENDED ACTION:

RECEIVE update on state and federal legislative issues and **RECOMMEND** the Board of Directors adopt positions on proposed legislation.

SUMMARY:

Staff and consultants will present updates on state and federal legislative activities and present proposed positions on draft legislation.

FINANCIAL IMPACT:

Proposed legislation could impact transportation funding availability.

DISCUSSION:

Agency state legislative analysts Gus Khouri and Mitch Weiss will present an update on state legislative activities and staff will present an update on federal legislative activities.

Attachment 1 is a state legislative update and **Attachment 2** is a draft bill list. The bill introduction deadline was February 21; the bill list will be updated as more bills come to light or are updated from spot bills. Key bills the Committee may want to recommend the Board take positions on are as follows:

- AB 259 (Rubio): Open meetings: local agencies: teleconferences - This bill removes the January 1, 2026, sunset under the Brown Act for local agencies to use teleconferencing as an option for participation, thus extending the current practice of hybrid meetings indefinitely. Staff recommends SUPPORT.
- AB 761 (Addis): Monterey-Salinas District: retail Transactions and use tax - This bill allows the Monterey-Salinas Transit District, upon the affirmative vote of 2/3 of its board, to submit a sales tax measure for ¼ cent before January 1, 2035. The measure exempts this tax from the 2% limit for sales taxes. Staff recommends SUPPORT.
- AB 891 (Zbur): Transportation: Quick-Build Project Pilot Program - This bill would establish the Quick-Build Project Pilot Program within Caltrans' maintenance program to expedite development and implementation of low-cost projects on the state highway system. The bill would require Caltrans to develop and publish guidance for the deployment of district quick-build projects. The bill would require Caltrans to identify and commit to funding a minimum of 6 quick-build projects statewide. Staff recommends SUPPORT.
- SB 71 (Wiener): California Environmental Quality Act: exemptions: transit projects: This bill would indefinitely extend CEQA exemptions for active transportation plans, restriping on

streets and highways, bicycle parking, signage, and storage, transit projects, and transit planning. Staff recommends SUPPORT.

- SB 239 (Arreguín): Open meetings: teleconferencing: subsidiary body - This bill is a Brown Act bill that would allow for subsidiary bodies of a local agency to use teleconferencing rather than in-person attendance to conduct meetings. This bill would apply to TAMC's committees. Staff recommends SUPPORT.

Attachment 3 is a federal legislative update that reviews various federal activities that may impact transportation projects and funding.

Staff and consultants will give verbal updates at the meeting.

The 2025 adopted TAMC legislative program is online as a **web attachment**.

ATTACHMENTS:

1. State Legislative Update
2. State Bill List
3. Federal Legislative Update

WEB ATTACHMENTS:

[TAMC 2025 Legislative Program](#)



February 24, 2025

TO: Board Members, Transportation Agency for Monterey County

FROM: Gus Khouri, Khouri Consulting LLC

RE: **STATE LEGISLATIVE UPDATE – MARCH**

General Update

The bill introduction deadline was on Friday, February 21. Both houses introduced a combined 2,502 bills (1590 Assembly bills and 912 Senate bills). Bills must be in print for 30 days prior to being set for a hearing in committee. The legislature will conduct policy committee hearings through May 9. This report contains a summary of bills of interest and recent developments with funding programs.

Bills of Interest

1. **AB 761 (Addis)** would allow the Monterey-Salinas Transit District to pursue a ¼ cent sales tax before 2035 with a 2/3 vote of the MST Board. The measure exempts this tax from the 2% limit for sales taxes.
2. **AB 259 (Rubio)** would remove the sunset date of January 1, 2026, on teleconferencing for Brown Act meetings, thus extending the current practice of hybrid meetings indefinitely.
3. **SB 71 (Wiener)** would indefinitely extend CEQA exemptions for active transportation plans, restriping on streets and highways, bicycle parking, signage, and storage, transit projects, and transit planning.

4. **SB 239 (Arreguín)** is a Brown Act bill that would allow for subsidiary bodies of a local agency to use teleconferencing rather than in-person attendance to conduct meetings. This would apply to TAMC's committees.
5. **SB 752 (Richardson)** would extend the sales tax exemption on zero-emission bus purchases from January 1, 2026, to January 1, 2028.

Cap-and-Trade

The Governor's draft budget states that the Administration and the Legislature must consider extending the cap-and-trade program beyond 2030 to achieve carbon neutrality. Although the program does not expire until 2030, extending now would provide greater certainty and stability and allow for multi-year programming capacity for programs such as the Low Carbon Transit Operations Program (LCTOP) and Transit and Intercity Rail Capital Program (TIRCP), which is currently programmed through fiscal year 2028-29, leaving only one year of programming capacity under the current authorization.

Staff recommends advocating for accelerating the Coast Rail service to help connect the San Francisco Bay Area and Los Angeles Basin while concurrently supporting increased investments in Active Transportation and transit operations.

DRAFT TAMC Bill Matrix – March 2025

Measure	Status	Bill Summary	Recommended Position
AB 12 (Wallis) Low-carbon fuel standard: regulations	2/18/25 Assembly Natural Resources	This bill would void amendments to the Low-Carbon Fuel Standard regulations adopted by the California Air Resources Board on November 8, 2024, which would prevent the increase to gas prices.	Watch Priority 1S
AB 39 (Zbur) General Plans: Local Electrification Planning Act	2/3/25 Assembly Local Government	This bill, the Local Electrification Planning Act, would require a local jurisdiction to prepare and adopt a specified plan, or integrate a plan in the next adoption or revision of the general plan, that includes the identification of opportunities to expand electric vehicle charging and includes policies and implementation measures that address the needs of disadvantaged communities, low-income households, and small businesses for equitable and prioritized investments in zero-emission technologies that directly benefit these groups.	Watch Priority 5S
AB 259 (Rubio) Open meetings: local agencies: teleconferences	2/10/25 Assembly Local Government	This bill removes the January 1, 2026, sunset under the Brown Act for local agencies to use teleconferencing as an option for participation, thus extending the current practice of hybrid meetings indefinitely.	SUPPORT Priority 16S
AB 289 (Haney) State highway: work zone speed safety program	2/10/25 Introduced	This bill would authorize Caltrans to establish a speed safety system pilot program for speed enforcement in state highway construction or maintenance areas. The bill would require Caltrans to adopt written guidelines and would require Caltrans, in developing the guidelines, to consult with the California Highway Patrol and other relevant stakeholder organizations.	Watch Priority 9S

DRAFT TAMC Bill Matrix – March 2025

Measure	Status	Bill Summary	Recommended Position
AB 761 (Addis) Monterey-Salinas District: retail Transactions and use tax	2/19/25 Assembly Rules	This bill allows the Monterey-Salinas Transit District, upon the affirmative vote of 2/3 of its board, to submit a sales tax measure for ¼ cent before January 1, 2035. The measure exempts this tax from the 2% limit for sales taxes.	SUPPORT Priority 17S
AB 830 (Rogers) State highways: encroachment permits	2/20/25 Assembly Rules	Current law requires an encroachment permit issued to a jurisdiction that is authorized by law to establish or maintain any works or facilities in, under, or over any public highway, to contain a provision that, in the event the future improvement of the highway necessitates the relocation or removal of the encroachment, the permittee will relocate or remove the encroachment at the permittee’s sole expense. This bill would exempt a public utility district from the above-described provision and instead would require Caltrans to bear the sole expense of relocating or removing the public utility district’s encroachment in the event a future improvement of the highway necessitates the relocation or removal of the encroachment.	Watch Priority 11S
AB 891 (Zbur) Transportation: Quick-Build Project Pilot Program	2/20/25 Introduced	This bill would establish the Quick-Build Project Pilot Program within Caltrans' maintenance program to expedite development and implementation of low-cost projects on the state highway system. The bill would require Caltrans to develop and publish guidance for the deployment of district quick-build projects. The bill would require Caltrans to identify and commit to funding a minimum of 6 quick-build projects statewide.	SUPPORT Priority 14S

DRAFT TAMC Bill Matrix – March 2025

Measure	Status	Bill Summary	Recommended Position
AB 902 (Schultz) Transportation planning and programming: barriers to wildlife movement	2/20/25 Introduced	This bill would require a regional transportation plan or sustainable communities strategy to identify and analyze connectivity areas, permeability, and natural landscape areas that are partially or fully within the region of the MPO or RTPA, and consider the impacts of development and the barriers caused by transportation infrastructure and development to wildlife and habitat connectivity.	Watch Priority N/A
AB 939 (Schultz) The Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026	2/22/25 Introduced	This bill would enact the Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026 which, if approved by the voters, would authorize the issuance of bonds in the amount of \$20 billion pursuant to the State General Obligation Bond Law to finance transit and passenger rail improvements, local streets and roads and active transportation projects, zero-emission vehicle investments, transportation freight infrastructure improvements, and grade separations and other critical safety improvements. The bill would provide for the submission of the bond act to the voters at the November 3, 2026, statewide general election.	Watch Priority 3S
AB 954 (Bennett) STIP: bicycle highway pilot program	2/21/25 Introduced	This bill would require Caltrans to prepare a proposal for the development, including the selection of sites for a pilot program establishing branded networks of bicycle highways that are numbered and signed within 2 of California’s major metropolitan areas. The bill would require Caltrans to include the proposal in the draft ITIP and would require Caltrans to perform all other actions necessary for the pilot program to be programmed in the STIP.	Watch Priority 14 S

DRAFT TAMC Bill Matrix – March 2025

Measure	Status	Bill Summary	Recommended Position
AB 1058 (Gonzalez) Motor Vehicle Fuel Tax: suspension of tax	2/21/25 Introduced	This bill would suspend the imposition of the tax on motor vehicle fuels for one year. This bill would direct the Controller to transfer an amount equal to the amount collected in the 2023-24 fiscal year, adjusted for inflation, from the General Fund to the Motor Vehicle Fuel Account in the Transportation Tax Fund.	Watch Priority
AB-1132 (Schiavo) Caltrans: climate change vulnerability assessment	2/21/25 Introduced	Caltrans developed 12 district-based Climate Change Vulnerability Assessment reports designed to provide Caltrans with a comprehensive database to help in evaluating, mitigating, and adapting to the effects of increasing extreme weather events on the state transportation system. This bill would require Caltrans to identify key community resilience indicators for measuring the impacts of climate-induced transportation disruptions. The bill would require Caltrans to include in the Climate Change Vulnerability Assessment reports an evaluation of the broader social and economic impacts on communities connected to the evaluated infrastructure risks.	Watch Priority N/A
SB 71 (Wiener) California Environmental Quality Act: exemptions: transit projects	1/29/25 Senate Environmental Quality and Transportation	This bill would indefinitely extend CEQA exemptions for active transportation plans, restriping on streets and highways, bicycle parking, signage, and storage, transit projects, and transit planning	SUPPORT Priority 14S

DRAFT TAMC Bill Matrix – March 2025

Measure	Status	Bill Summary	Recommended Position
SB 239 (Arreguín) Open meetings: teleconferencing: subsidiary body	2/14/25 Senate Local Government and Judiciary	This bill is a Brown Act bill that would allow for subsidiary bodies of a local agency to use teleconferencing rather than in-person attendance to conduct meetings. This would apply to TAMC’s committees.	SUPPORT Priority 16S
SB 752 (Richardson) Sales and use taxes: exemptions: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit buses	2/21/25 Introduced	This bill would extend the sales tax exemption on zero-emission bus purchases from January 1, 2026, to January 1, 2028	Watch Priority 13S



Memorandum

To: Executive Committee

From: Ariadne Sambrano, Transportation Planner

Meeting Date: March 5, 2025

Subject: Federal Transportation Legislative Update

The Trump Administration has introduced significant policy changes affecting federal transportation funding, including the suspension of Infrastructure Investment and Jobs Act (IIJA) and Inflation Reduction Act (IRA) funds. These shifts prioritize projects in communities with high marriage and birth rates, require compliance with federal immigration enforcement, and emphasize economic justification over social and environmental considerations. The President revoked prior United States Department of Transportation (USDOT) orders related to equity, climate adaptation, and environmental justice.

Pausing Implementation of the IIJA and IRA

The suspension of federal funding under the IIJA and the IRA created widespread uncertainty for transportation agencies nationwide. These acts were instrumental in funding critical infrastructure projects, including transportation, energy, broadband, and water systems. The IIJA specifically provided significant funding for roads, bridges, public transit, rail, and airports, with the goal of repairing and modernizing infrastructure, enhancing safety, and reducing congestion. With this sudden funding pause, many planned projects now face potential delays or cancellations, impacting communities that depend on these improvements for economic growth and mobility.

Beyond transportation, the energy sector is also affected. The IIJA supported investments to enhance the power grid, promote clean energy, and expand electric vehicle (EV) charging infrastructure. These initiatives were designed to improve grid resilience, advance energy sustainability, and facilitate the transition to EVs. The suspension of funding threatens to stall progress toward these goals and hinder efforts to modernize the nation's power infrastructure.

The funding suspension poses several major risks for transportation projects, including:

- **Project Delays and Cancellations:** Even a temporary 90-day pause could lead to increased costs, legal challenges, and potential project cancellations due to cash flow disruptions. The funding pause could delay or cancel transportation projects, affecting road repairs, public transit upgrades, and safety improvements. This may slow TAMC's efforts to maintain and improve infrastructure.
- **Legal and Contract Issues:** Stop-work orders may lead to contract terminations, requiring agencies to either resume work, cancel for convenience, or face claims for incurred costs. The Impoundment Control Act may come into play if the administration attempts to withhold appropriated funds, sparking legal disputes. Projects dependent on IJJA funds may run into legal problems due to funding cuts. Contracts with service providers could be at risk, leading to disputes and financial challenges.
- **Payment Obligations:** Contractors and suppliers may still be entitled to payments despite the pause, creating financial strain and potential subcontractor claims.
- **Administrative Challenges:** Tight agency deadlines for review processes could lead to rushed evaluations, potential lawsuits, and claims of inadequate public input.

New Changes for the Economic Analysis Requirements for USDOT Policies and Funding Decisions

A recent [memo](#) by the USDOT established new economic criteria for USDOT funding decisions. Key policy changes and elements include:

- **Preference for User-Payer Models:** Toll roads and other user-funded infrastructure projects will receive priority funding.
- **Support for Family-Oriented Transportation:** Projects in areas with high marriage and birth rates will be favored.
- **Exclusion of Social Costs in Funding Analysis:** Considerations such as the "social cost of carbon" will no longer factor into funding decisions.
- **Discouragement of Local Political Objectives:** Projects aligned with local initiatives must demonstrate clear federal interests to secure funding.

This policy shift significantly affects the Transportation Demand Management (TDM) programs, which focus on strategies to reduce traffic congestion and improve transportation efficiency through carpooling, public transit incentives, biking, and pedestrian-friendly infrastructure.

USDOT funding will prioritize projects that increase economic opportunities, such as improving access to jobs, healthcare, and commercial areas, while enhancing safety and community well-being. There is a new emphasis on avoiding negative effects on families and communities, such as reduced transportation services, increased difficulty in raising children in safe environments, and disruptions to economic stability.

Potential Impacts:

- **Reduced Consideration for Environmental and Social Equity Factors:** Projects promoting clean transportation and accessibility for disadvantaged communities may receive less federal support.
- **Greater Focus on Economic Metrics:** Project proposals seeking federal funding will need to demonstrate direct economic benefits such as job creation and increased commercial activity to align with federal funding priorities.

New Policy Directions from the Executive Orders on Addressing Energy, Climate Change, Diversity, and Gender

An executive order [memo](#) by President Trump calls for elimination of funding related to climate change, environmental justice, racial equity, and diversity, equity, and inclusion (DEI) initiatives. The order directs the USDOT to eliminate all programs and policies that mention climate change, greenhouse gas (GHG) emissions, racial equity, gender identity, DEI goals, environmental justice, or the Justice40 Initiative. The USDOT will no longer integrate equity into transportation decisions, plan for climate resilience, or prioritize environmental justice for disadvantaged communities.

Potential Impacts:

- **Reduction in Environmental Justice Initiatives:** The repeal of the Justice40 initiative, which aimed to allocate 40% of environmental program benefits to communities disproportionately affected by pollution, could reduce federal support for projects benefiting low-income and minority communities in Monterey County.
- **Elimination of DEI Programs:** The dismantling of DEI initiatives within federal agencies may limit federal funding opportunities for TAMC's projects that prioritize equity and inclusion.

Conclusion

Although TAMC doesn't currently rely on federal funding, recent federal policy changes create major challenges for TAMC in securing new federal funding for transportation projects. The suspension of IJIA and IRA funds, new economic rules, and the removal of environmental and equity-focused programs could delay projects, create legal issues, and reduce access to federal

funding. To adapt, TAMC needs to consider and highlight any local strengths in the new rules and priorities before applying for funding.