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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](mailto: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, June 4, 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 Askew's office*

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

*599 El Camino Real, Greenfield, 93927  
Supervisor Chris Lopez'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](tel:+16699006833)

[Meeting ID: 839 7362 2750 Passcode: 890011](https://us02web.zoom.us/j/83973622750?pwd=esaxn0K5Z4Rx2ppjC8D98QR6koK1Ae.1)

**If you join the meeting by phone and would like to make a public comment on an item, please dial \*9 to raise your hand.**

*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.*

*Nota: Si todos los miembros de la comite directiva están presentes, la participación pública por Zoom es solo para conveniencia y no es obligatoria por ley. Si se pierde la transmisión de Zoom por cualquier motivo, la reunión podría pausarse mientras se intenta solucionar el problema, pero la reunión podrá continuar a discreción del presidente.*

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

*Consulte las instrucciones para la reunión especial al final de la 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 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 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 Committee for public comment or on an item on the agenda are encouraged to submit comments in writing to Maria at [maria@tamcmonterey.org](mailto:maria@tamcmonterey.org) by 5:00 pm the Monday before the meeting, and such comments will be distributed to the Committee 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.

### **COMENTARIOS DEL PÚBLICO:**

Cualquier miembro del público podrá dirigirse a la Comite sobre cualquier punto no incluido en la agenda, pero que sea de su competencia. En este punto, cada miembro del público tendrá dos minutos para plantear sus inquietudes. Se podrán formular comentarios sobre los puntos de este agenda cuando se discuta dicho punto. Se anima a quienes deseen dirigirse a la Comite para recibir comentarios del público o sobre un punto de la agenda que envíen sus comentarios por escrito a Maria en [maria@tamcmonterey.org](mailto:maria@tamcmonterey.org) antes de las 5:00 pm del lunes anterior a la reunión. Dichos comentarios se distribuirán a la Comite antes de la reunión.

Formato alternativo de la agenda y recursos auxiliares: Si se solicita, la agenda se pondrá a disposición de las personas con discapacidad en formatos alternativos apropiados, según lo exige la Sección 202 de la Ley de Estadounidenses con Discapacidades de 1990 (42 USC Sec. 12132) y las normas y reglamentos federales adoptados en su aplicación. Las personas que soliciten una modificación o adaptación por discapacidad, incluyendo ayudas o servicios auxiliares, pueden comunicarse con el personal de la Agencia de Transporte al 831-775-0903. Las ayudas o servicios auxiliares incluyen instalaciones accesibles para sillas de ruedas, intérpretes de lengua de señas, intérpretes de español y materiales impresos en letra grande,

braille o en disco. Estas solicitudes pueden ser presentadas por una persona con discapacidad que requiera una modificación o adaptación para participar en la reunión pública y deben hacerse al menos 72 horas antes de la reunión. Se hará todo lo posible para atender la solicitud.

**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 May 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

*This report includes updates on state and federal legislative activities and proposed positions on draft legislation.*

**5. RECEIVE** report on draft agenda for June 25, 2025, TAMC Board meeting.

- Todd Muck

**6. ANNOUNCEMENTS and/or COMMENTS**

**7. ADJOURN**

**ANNOUNCEMENTS**

Next Executive Committee meeting:

**Wednesday, August 6, 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](mailto: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](http://www.tamcmonterey.org)

55B Plaza Circle, Salinas, CA 93901

TEL: 831-775-0903

EMAIL: [info@tamcmonterey.org](mailto: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:** June 4, 2025  
**Subject:** Executive Committee Draft Minutes

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### **RECOMMENDED ACTION:**

**APPROVE** Executive Committee draft minutes of May 7, 2025.

### **SUMMARY:**

### **FINANCIAL IMPACT:**

### **DISCUSSION:**

### **ATTACHMENTS:**

1. Exec draft minutes May 7, 2025-1

### **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 MEETING**

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

**Wednesday, May 7, 2025**

\*\*\* 9:00 a.m. \*\*\*

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

Alternate locations:

*2616 1st Avenue, Marina, California 93933*

*599 El Camino Real, Greenfield, 93927*

*168 West Alisal Street, 2nd Floor, Salinas, California 93901*

*147 Fourth Street, Gonzales, California 93926*

<b>EXECUTIVE COMMITTEE</b>	<b>JUN 24</b>	<b>AUG 24</b>	<b>SEP 24</b>	<b>OCT 24</b>	<b>NOV 24</b>	<b>JAN 25</b>	<b>FEB 25</b>	<b>MAR 25</b>	<b>APR 25</b>	<b>MAY 25</b>
Wendy Root Askew, <b>Chair</b> Supervisor District 4, (Yuri Anderson, Eric Mora)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P	P (VC)	P(A) (VC)	P (VC)	P (VC)
Chaps Poduri, <b>1<sup>st</sup> Vice Chair</b> Pacific Grove (Joe Amelio)	P	P	P	P	P	P	P (VC)	P	P (VC)	P (VC)
Luis Alejo, <b>2<sup>nd</sup> Vice Chair</b> Supervisor District 1, ( <del>Linda Gonzales</del> ; Javier Gomez)	P(A) (VC)	P	P	P(A) (VC)	P	P(A) (VC)	P(A) (VC)	P	P(A) (VC)	P(A) (VC)
Chris Lopez, <b>Past Chair</b> Supervisor District 3 (Priscilla Ramos)	P (VC)	P(A) (VC)	P (VC)	P	E	P(A) (VC)	P (VC)	P (VC)	P (VC)	P (VC)
Glenn Church, <b>County Representative</b> Supervisor District 2, (Marilyn Vierra, Leonie Gray)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P	*P(A) (VC)	P	P	P
Jose Rios, <b>City Representative</b> , Gonzales (Lorraine Worthy)	P	P	P	P	P	A	*P (VC)	P (VC)	P (VC)	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 9:05 a.m. Roll call was taken, and a quorum was confirmed.

Staff present: Guther, Kise, Muck, Park, Rodriguez, Strause, and Zeller.

Others present: Patty Howard, Regional Government Services

**2. PUBLIC COMMENTS**

None.

**3. CONSENT AGENDA**

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

Approved the minutes from the Executive Committee meeting of April 2, 2025.

Recommended the Board adopt a “support” position on Assembly Bill 1014 (Rogers): Traffic safety: Speed limits.

**4. COMPENSATION STUDY RESULTS AND PROPOSED SALARY RANGES**

On a motion by Committee Member Poduri and seconded by Committee Member Church, the Committee voted 6-0 to recommend the Board of Directors approve the compensation study result and salary table.

Patty Howard, RGS Service Line Lead Advisor, reported TAMC contracted with Regional Government Services Authority (RGS) to perform the study. Staff and RGS collaborated on identifying the positions to compare and agencies to survey. In general, RGS found little difference in the Agency’s benefits costs and those of the comparable agencies. RGS recommended using 15% position level adjustments up and down from benchmark positions in the study (Planner & Engineer). RGS recommended the Agency establish a compensation policy to establish and codify a strategy for setting compensation.

Executive Director Muck noted that the salary adjustments are the key issue, and a salary survey has not been conducted for 25 years. Also noting that the Executive Director classification is not included in the salary adjustments proposed.

Committee member Poduri requested that a table with total compensation be presented to the Board along with handouts showing comparisons. Committee member Church concurred.

**5. FISCAL YEAR 2025/26 BUDGET & OVERALL WORK PROGRAM:**

On a motion by Committee Member Poduri and seconded by Committee Alternate Member Ramos, the Committee voted 5 to 0 to recommend that the budgets for fiscal years 25/26 and 26/27 and the Overall Work Program for FY 25/26 and recommend that the Board Approve the 2025 Integrated Funding Strategy.

Jeff Kise, Director of Finance & Administration, reported that the Agency budget separates expenditures into two types: operating and direct programs. Operating expenditures include salaries and benefits, materials and services, and equipment. Direct program expenditures for outside consultants, 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.

Mike Zeller, Director of Programming & Project Delivery, reported that the budgeting process was changed in FY 21/22 fiscal year so that regional projects such as the Salinas Rail Extension and Measure X programs are now listed in the Integrated Funding Strategy. He noted that the two documents are intended to complement each other, but not necessarily add up. Agency staff's time spent working on regional projects continues to be included in the Agency's budget. Direct expenses for these regional projects are only included in the Integrated Funding Strategy. Director Zeller also noted that the Hilltop Road Pilot Project (6553) is a new work element added to the list.

**6. TAMC BOARD DRAFT AGENDA**

Todd Muck, Executive Director, reviewed the draft regular and consent agenda for the TAMC Board meeting of May 28, 2025. After the Executive Committee discussion, directions were provided to staff to place the following items for consideration on the regular agenda:

- Monterey County Road Safety Efforts
- Establishing Speed Limits on Public Roads
- Review and Acceptance of the Compensation Study, Results and Proposed Salary Ranges
- Final Overall Work Program, Budget, and Integrated Funding Strategy
- Closed Session

**7. ANNOUNCEMENTS**

Chair Askew announced the County Board of Supervisors will be holding a budget meeting on the same day as the TAMC Board meeting on May 28, 2025, and requested that the Committee Members attending from alternate locations join the meeting with reasonable timing, so that the meeting can begin at the designated time.

**8. ADJOURNMENT**

Chair Askew adjourned the meeting at 10:21 a.m.

**Memorandum**

**To:** Executive Committee  
**From:** Christina Watson, Director of Planning, Ariadne Sambrano, Transportation Planner  
**Meeting Date:** June 4, 2025  
**Subject:** **Legislative Update**

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**RECOMMENDED ACTION:**

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

**SUMMARY:**

This report includes updates on state and federal legislative activities and 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 focused on the May Revise (**web attachment 1**) budget's impacts on transportation funding. **Attachment 2** is an updated bill list limited to bills that are still active, and online as **web attachment 2** is the list of inactive bills. Changes from what was presented to the Board in April are indicated by cross-out or underline. Bills the Committee may want to recommend the Board take positions on are as follows:

- Assembly Bill (AB) 382 (Berman): Pedestrian safety: school zones: speed limits - this bill reduces the speed limit in a school zone when children are present, from 25 miles per hour (mph) to 20 mph - staff recommends "support".
- Senate Bill (SB) 741 (Blakespear): Coastal resources: coastal development permit: exemption: Los Angeles-San Diego-San Luis Obispo Rail Corridor - this bill would exempt the need to have a coastal permit for specific emergency projects undertaken, carried out, or approved by a public agency to maintain, repair, or restore existing railroad track along the Los Angeles-San Diego-San Luis Obispo Rail Corridor - staff recommends "support".

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

The 2025 adopted TAMC legislative program is online as **web attachment 3**.

**ATTACHMENTS:**

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

**WEB ATTACHMENTS:**

1. [Governor's May Revise Summary](#)
2. [State bill list - inactive](#)
3. [TAMC 2025 Legislative Program](#)



May 14, 2025

TO: Board Members, Transportation Agency for Monterey County

FROM: Gus Khouri, President, Khouri Consulting LLC

RE: **STATE LEGISLATIVE UPDATE – MAY REVISE SUMMARY**

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On May 14, Governor Newsom released his proposed May Revision to the FY 2025-26 State Budget. The Governor states that there is now a \$12 billion General Fund deficit, which is due to the economic volatility caused by tariffs and increased Medi-Cal costs. Governor Newsom states that revenues were up \$7.9 billion between January and April. Still, the stock market took a significant hit with the imposition of tariffs, particularly capital gains, which are down by \$10 billion. Corporate taxes are also down by \$2 billion, wages are down by \$2 billion due to higher unemployment, and personal income tax is \$1.5 billion lower than expected. The Governor points out that the \$12 billion deficit represents only 5.8% of the General Fund.

The May Revise proposes a General Fund expenditure plan of \$226.4 billion, a \$2.5 billion reduction from the \$228.9 billion proposed in January. Solutions to close the gap include a freeze on new Medi-Cal enrollment (\$5 billion) and a loan from Medi-Cal (\$5.3 billion). Governor Newsom is also proposing to use \$1.7 billion from the Greenhouse Gas Reduction Fund to support Cal-Fire Activities. The state would maintain a Rainy-Day Fund reserve of \$15.7 billion through the end of FY 25-26. The forecast for fiscal years 2026-27 and 2028-29 is a structural deficit of \$20.6 billion.

### **Cap-and-Trade**

The Governor's May Revision to the FY 2025-26 State Budget proposes to extend the Cap and Trade Program from 2030 to 2045, renaming it "Cap and Invest", provides the high-speed rail project with a \$1 billion line-item rather than the 25 percent continuous appropriation it

currently receives, and shifts \$1.54 billion for Cal Fire baseline operations from the General Fund to Greenhouse Gas Reduction Fund (GGRF), which grows to \$1.9 billion by 2029-30.

### **Impact on Transportation**

In recent years, the GGRF has become a de facto auxiliary source to offset General Fund obligations. The redirection of CalFire funding to the GGRF would be devastating to address air quality and mobility objectives. It would eviscerate previous SB 125 commitments for transit, including the Zero Emission Transit Capital Program (\$690 million combined in FY 26-27 and FY 27-28), and \$388 million for SB 125 formula-based TIRCP (\$188 million) and competitive funds (\$200 million) through FY 2026-27, undermining competitive grants award issued by the California State Transportation Agency, and possibly federal funds and regional measure efforts to backfill transit operations, to improve and expand bus and rail systems, and severely compromising the ability of transit systems to retain critical operating resources to keep systems afloat. These funds have become increasingly crucial as revenues (sales tax on diesel) for the State Transit Assistance Program and State Rail Assistance programs continue to decline due to reduced diesel consumption.

Honoring the remaining appropriation of SB 125 and TIRCP competitive funds through FY 2027-28 represents only 0.004% of the current General Fund if the aggregate of \$1.078 billion for TIRCP formulaic and competitive funds were scored for FY 2025-26. We understand that state revenues are volatile, but even assuming a \$20.6 billion structural deficit forecasted for FY 2026-27 and FY 2027-28 were accurate, maintaining the \$1.078 billion one-time commitment for the programs above over multiple years as currently contemplated constitutes a paltry 0.0027% of all General Fund proceeds (\$638.4 billion, which equals total revenue for the next three fiscal years - \$226.4B in FY 25-26, \$206.4B in FY 26-27 and FY 27-28). To date, TAMC has received \$25.1 million of the \$52.4 million that is due.

**TAMC Bill Matrix – June 2025 – Active Bills**

Measure	Status	Bill Summary	Recommended Position
<b>AB 39 (Zbur)</b> <b>General Plans: Local Electrification Planning Act</b>	5/22/25 Assembly Floor	This bill, the Local Electrification Planning Act, would require each 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 <u>and other zero-emission fueling infrastructure</u> , 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.	<b>Watch</b> <b>Priority 5S</b>
<b>AB 259 (Rubio)</b> <b>Open meetings: local agencies: teleconferences</b>	5/14/25 Senate Local Government	This bill <del>removes</del> <u>would extend</u> the January 1, 2026, sunset under the Brown Act for local agencies to use teleconferencing as an option for participation <u>until January 1, 2030</u> <del>thus extending the current practice of hybrid meetings indefinitely.</del>	<b>SUPPORT</b> <b>Priority 16S</b> <b>Letter sent 4/2/25</b>
<b>AB 289 (Haney)</b> <b>State highway work zone speed safety program</b>	5/23/25 Assembly Floor	This bill would authorize Caltrans to establish a speed safety system pilot program for <u>automated</u> speed enforcement in up to 75 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.	<b>Watch</b> <b>Priority 9S</b>
<b>AB 382 (Berman)</b> <b>Pedestrian safety: school zones: speed limits</b>	5/23/25 Assembly Floor	This bill reduces the speed limit in a school zone when children are present, from <u>25 miles per hour (mph) to 20 mph.</u>	<b>SUPPORT</b> <b>Priority 9S</b>

**TAMC Bill Matrix – June 2025 – Active Bills**

Measure	Status	Bill Summary	Recommended Position
<p><b><u>AB 544 (Davies)</u></b>  <b><u>Electric bicycles: required equipment</u></b></p>	<p><u>5/21/25</u>  <u>Senate Transportation</u></p>	<p><u>The bill requires an e-bike that operates on a roadway, sidewalk or bikeway to be equipped with a red reflector or a solid or flashing red light with a built-in reflector on the rear. This bill provides that a person under 18 years of age who is cited for operating an electronic bicycle (e-bike) while not wearing a proper helmet may avoid resulting court notification and fines if the person delivers proof to the agency that issued the citation that (1) the person has a helmet that meets legal specifications and (2) the person has completed a specialized e-bike safety course.</u></p>	<p><b><u>Watch</u></b>  <b><u>Priority 9S</u></b></p>
<p><b>AB 761 (Addis)</b>  <b>Monterey-Salinas District: sales and special taxes</b></p>	<p>5/20/25  Senate Rules</p>	<p>This bill allows the Monterey-Salinas Transit District, upon the affirmative vote of at least 2/3 of its board, to submit to the voters of the district a measure proposing a retail transactions and use tax ordinance of not more than 0.25% in accordance with the Transactions and Use Tax Law before January 1, 2035. The measure exempts this tax from the 2% limit for sales taxes.</p>	<p><b>SUPPORT</b>  <b>Priority 17S</b>  <b>Letters sent 4/2/25</b></p>
<p><b>AB 830 (Rogers)</b>  <b>State highways: encroachment permits</b></p>	<p>5/23/25  Assembly Floor</p>	<p>This bill 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. <u>The May 23 amendments narrowed the scope of the bill to only apply to Mendocino County and is no longer relevant to TAMC.</u></p>	<p><b>Watch</b>  <del><b>Priority 11S</b></del>  <b>N/A</b></p>
<p><b><u>AB 875 (Murasutchi)</u></b>  <b><u>Vehicle removal</u></b></p>	<p><u>5/23/25</u>  <u>Senate Rules</u></p>	<p><u>This bill authorizes a peace officer to seize and impound an out-of-class electric bicycle and empowers a local government to impose charges to cover related costs.</u></p>	<p><b><u>Watch</u></b>  <b><u>Priority 9S</u></b></p>

**TAMC Bill Matrix – June 2025 – Active Bills**

Measure	Status	Bill Summary	Recommended Position
<b>AB 891 (Zbur)</b> <b>Transportation: Quick-Build Project Pilot Program</b>	5/23/25 Assembly Floor	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.	<b>SUPPORT</b> <b>Priority 14S</b> <b>Letter sent 4/2/25</b>
<b>AB 902 (Schultz)</b> <b>Transportation planning and programming: barriers to wildlife movement</b>	5/24/25 Assembly Floor	<p><u>This bill would require a lead agency to incorporate appropriate wildlife passage features to feasibly avoid, minimize, and mitigate further impairment to wildlife connectivity into a transportation infrastructure project in a connectivity area that may significantly impair wildlife connectivity. The bill would only apply to a project with a project initiation phase beginning on or after January 1, 2026. This bill does not apply to projects on the state highway system where Caltrans is the lead agency. This bill would require a regional transportation plan or sustainable communities strategy to identify and analyze connectivity areas, permeability, and natural landscape areas, and identify strategies and the general location of uses and transportation networks in a manner that avoids, minimizes, or mitigates impacts and barriers to wildlife movement.</u></p>	<b>Watch</b> <b>Priority N/A</b>
<b>AB 954 (Bennett)</b> <b>STIP: bicycle highway pilot program</b>	5/23/25 Assembly Floor	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 numbered and signed within two of California's major metropolitan areas. The bill would require Caltrans, on or before January 1, 2030, 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.	<b>Watch</b> <b>Priority 14 S</b>

**TAMC Bill Matrix – June 2025 – Active Bills**

Measure	Status	Bill Summary	Recommended Position
<b>AB 1014 (Rogers)</b> <b>Traffic safety: speed limits</b>	5/23/25 Senate Rules	Existing law sets default speed limits for highways and Caltrans must adjust these limits to the nearest 5 miles per hour based on the 85th percentile of traffic speed. Local authorities can lower speed limits if the current limit is deemed too high for safety or specific conditions, such as designating a highway section as a "safety corridor." This bill would allow Caltrans to similarly lower or keep speed limits under specific circumstances and introduces additional criteria for defining "safety corridor." It permits further reductions of 5 miles per hour for safety concerns, such as safe pedestrian crossings. The bill allows setting a 25- or 20-mile-per-hour speed limit on non-freeway highways. As for enforcement, the bill mandates that any peace officer, instead of just the local authority, must issue only warning citations for the first 30 days of a new lower speed limit.	<b>SUPPORT</b> <b>Priority 9S</b>
<b>SB 30 (Cortese)</b> <b>Diesel-powered on-track equipment: decommissioning: resale and transfer restrictions</b>	5/20/25 Senate Floor	As amended in the Senate Environmental Committee on 4/30, this bill would prohibit a public entity that owns diesel-powered on-track equipment from selling, donating, or otherwise transferring <u>Tier 0 or Tier 1</u> equipment for continued use after the public entity decommissions the equipment. <u>TAMC successfully advocated for an amendment to exempt Tier 4 equipment, to help the Central Coast acquire the prospective inventory needed to operate new rail service.</u>	<del><b>OPPOSE</b></del> <b>unless amended</b> <b>Watch</b> <b>Priority 1S</b>

**TAMC Bill Matrix – June 2025 – Active Bills**

Measure	Status	Bill Summary	Recommended Position
<p><b>SB 63 (Wiener)</b>  <b>San Francisco Bay area: local revenue measure: transportation funding</b></p>	<p><u>5/23/25</u>                      Senate Floor</p>	<p><u>This bill would establish the Transportation Revenue Measure District with jurisdiction extending throughout the boundaries of the Counties of Alameda and Contra Costa and the City and County of San Francisco and would require the district to be governed by the same board that governs MTC. The bill would authorize a retail transactions and use tax applicable to the entire district to be imposed by the board of the district or by a qualified voter initiative for a duration of 10 to 15 years, inclusive, and generally in an amount of 0.5%, subject to voter approval at the November 3, 2026, statewide general election. After allocations are made for administrative expenses, the bill would require the tax to be allocated by MTC to initiatives included in a specified commission plan and to the Alameda-Contra Costa Transit District, the Peninsula Rail Transit District (Caltrain), the San Francisco Bay Area Rapid Transit District (BART), and the San Francisco Municipal Transportation Agency for operating expenses, and would require the remaining proceeds to be subvended directly to the counties comprising the district for public transportation expenses.</u></p>	<p align="center"><b><u>Watch</u></b>  <b><u>Priority 1S</u></b></p>
<p><b>SB 71 (Wiener)</b>  <b>California Environmental Quality Act: exemptions: transit projects</b></p>	<p><u>5/23/25</u>                      Senate Floor</p>	<p>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. <u>The May 23 amendments delete the requirement that specific projects be located on a site that is wholly within the boundaries of an urbanized area or urban cluster and extend the exemption to 2040 for agencies operating Tier 4 locomotives or cleaner.</u></p>	<p align="center"><b>SUPPORT</b>  <b>Priority 14S</b>  <b>Letter sent 4/2/25</b></p>

**TAMC Bill Matrix – June 2025 – Active Bills**

Measure	Status	Bill Summary	Recommended Position
<b>SB 74 (Seyarto)</b> <b>Office of Land Use and Climate Innovation: Infrastructure Gap-Fund Program</b>	5/23/25 Senate Floor	This bill would require the Office of Land Use and Climate Innovation to establish the Infrastructure Gap-Fund Program to provide grants to local agencies for the development and construction of infrastructure projects facing unforeseen costs after starting construction. The bill would authorize the Office of Land Use and Climate Innovation to provide funding for up to 20% of a project’s additional projected cost after the project has started construction, including that the local agency has allocated existing local tax revenue for at least 45% of the initially budgeted total cost of the infrastructure project. When applying to the program, the bill would require the local agency to demonstrate challenges with completing the project on time and on budget and how the infrastructure project helps meet state and local goals.	<b>Watch</b> <b>Priority 8S</b>
<b>SB 78 (Seyarto)</b> <b>Caltrans: report: state highway system: safety enhancements</b>	5/23/25 Assembly Floor	<u>This bill requires Caltrans to prepare a report to the Legislature that identifies types of safety enhancements that could be implemented on the state highway system, common factors contributing to the delay in the delivery of the project’s safety enhancements, and strategies to expedite the safety enhancements.</u>	<b>Watch</b> <b>Priority 9S</b>

**TAMC Bill Matrix – June 2025 – Active Bills**

Measure	Status	Bill Summary	Recommended Position
<p><b>SB 79 (Wiener)</b> <b>Local government land: public transit use: housing development: transit-oriented development</b></p>	<p>5/23/2025 Senate Floor</p>	<p>This bill would allow more housing to be built near major public transportation stops by establishing state standards for transit-oriented zoning around major transit stops, <del>especially train stations.</del> This bill <u>would allow a housing development project within one-half or one-quarter of a transit oriented development site on any site zoned for residential, mixed, commercial, or light industrial development, if the development complies with the applicable specified requirements, which differ based on transit-oriented development tiers</u> <del>requires zoning for multifamily residential uses near major transit stops on any site zoned for residential, mixed-use, commercial, or light industrial development up to a specified height, density, and floor area ratio.</del> The bill authorizes transit agencies to develop at the same or greater density on land they own or have a permanent operating easement on.</p>	<p align="center"><b>Watch</b> <b>Priority 14S</b></p>
<p><b>SB 239 (Arreguín)</b> <b>Open meetings: teleconferencing: subsidiary body</b></p>	<p>5/8/25 Senate Floor</p>	<p><u>This bill is a Brown Act bill that would allow for subsidiary bodies of a local agency that serve exclusively in an advisory capacity to use teleconferencing rather than in-person attendance to conduct meetings, provided that the body designates at least one physical location where members of the public may physically attend and that each member of the subsidiary body participate through both audio and visual technology. The bill would exempt from these alternative teleconferencing provisions a subsidiary body that has subject matter jurisdiction over police oversight, elections, or budgets. The bill would require any final recommendations adopted by a subsidiary body to be presented at a regular meeting of the legislative body that established the subsidiary body. The bill would sunset on January 1, 2030. This would apply to TAMC’s advisory committees.</u> <del>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.</del></p>	<p align="center"><b>SUPPORT</b> <b>Priority 16S</b> <b>Letter sent 4/2/25</b></p>

**TAMC Bill Matrix – June 2025 – Active Bills**

Measure	Status	Bill Summary	Recommended Position
<b>SB 445 (Wiener)</b> <b>Transportation:</b> <b>planning: complete</b> <b>streets facilities:</b> <b>sustainable</b> <b>transportation</b> <b>projects</b>	5/6/2025  Senate Floor	This bill would require Caltrans to develop and adopt a project intake, evaluation, and encroachment review process for complete streets. The bill would state the intent of the Legislature to amend this bill with legislation that accelerates and makes more reliable third-party permits and approvals for preconstruction and construction activities on sustainable transportation projects.	<p align="center"><b>Watch</b> <b>Priority 11S</b></p>
<b><u>SB 671 (Cervantes)</u></b> <b><u>Pedestrian crossing</u></b> <b><u>signals</u></b>	<u>5/12/25</u>  <u>Assembly</u> <u>Transportation</u>	<u>This bill requires installation and maintenance of traffic-actuated signals with touch-free Accessible Pedestrian Signals (APS) on state-owned sidewalks and directs Caltrans to catalogue existing state-owned or operated traffic signals located in specified areas.</u>	<p align="center"><b><u>Watch</u></b> <b><u>Priority 9S</u></b></p>

**TAMC Bill Matrix – June 2025 – Active Bills**

Measure	Status	Bill Summary	Recommended Position
<p><b><u>SB 707 (Durazo)</u></b> <b><u>Open meetings: meeting and teleconference requirements</u></b></p>	<p><u>5/6/25</u> <u>Senate Floor</u></p>	<p><u>This bill would make numerous changes to the Brown Act. This bill would revise the definition of a legislative body and would specify that bodies with certain subject matter jurisdiction, including budgets, and some advisory committees are legislative bodies. This bill would include as a “meeting” any conversation between members of a legislative body regarding, among other things, the compensation of a local agency executive, and the appointment, employment, evaluation of performance, discipline, or dismissal of a public employee. This bill would require the agenda to be provided in all languages spoken jointly by 20% or more of the population in the county in which the local agency is located that, among other things, speaks English less than “very well”. This bill would require a body, when reporting an action taken in closed session, to include an estimate of the fiscal impact of the action taken. The bill would prohibit a legislative body of a local agency from calling a special meeting regarding the evaluation of performance, discipline, or dismissal of a local agency executive, or a member of the legislative body. The bill would prohibit a legislative body from considering the appointment, employment, evaluation of performance, discipline, or dismissal of a public employee at a special meeting, unless the item is properly before the legislative body and certain criteria are met, including that at least 4/5 of the legislative body vote at the start of the meeting to proceed with the meeting.</u></p>	<p align="center"><b><u>Watch</u></b> <b><u>Priority 16S</u></b></p>
<p><b><u>SB 720 (Ashby)</u></b> <b><u>Automated traffic enforcement system programs</u></b></p>	<p><u>5/23/25</u> <u>Senate Floor</u></p>	<p><u>This would authorize cities and counties to establish alternative automated traffic enforcement systems to detect red light violations.</u></p>	<p align="center"><b><u>Watch</u></b> <b><u>Priority 9S</u></b></p>

TAMC Bill Matrix – June 2025 – Active Bills

Measure	Status	Bill Summary	Recommended Position
<p><b><u>SB 741 (Blakespear)</u></b>  <b><u>Coastal resources:</u></b>  <b><u>coastal development</u></b>  <b><u>permit: exemption:</u></b>  <b><u>Los Angeles-San Diego-</u></b>  <b><u>San Luis Obispo Rail</u></b>  <b><u>Corridor</u></b></p>	<p><u>5/23/25</u>   <u>Senate Floor</u></p>	<p><u>Existing law exempts from that coastal development permitting process certain emergency projects undertaken, carried out, or approved by a public agency to maintain, repair, or restore existing highways. This bill would exempt the need to have a coastal permit for specific emergency projects undertaken, carried out, or approved by a public agency to maintain, repair, or restore existing railroad track along the Los Angeles-San Diego-San Luis Obispo Rail Corridor.</u></p>	<p><b><u>SUPPORT</u></b>   <b><u>Priority 11S</u></b></p>



# Memorandum

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**To:** Executive Committee

**From:** Ariadne Sambrano, Transportation Planner

**Date:** June 11, 2025

**Subject:** Federal Legislative Update Memo

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## USDOT Letter Regarding Transportation Funding and Federal Law Compliance

### 1. Overview of USDOT's "Follow the Law" Letter to Applicants

On April 24, 2025, U.S. Department of Transportation Secretary Sean Duffy released a [letter](#) to all DOT funding recipients and applicants, warning that the Department will scrutinize all programs, activities, and policies for compliance with federal law. Specifically, the letter threatens the revocation of federal funds for any programs that are “premised on discriminatory policies or practices designed to achieve so-called ‘diversity, equity, and inclusion’ or ‘DEI.’” The letter calls these types of programs a “clear violation of federal law” and importantly, it doesn’t make an exception for formula funds—meaning even the regular funding that states usually receive could be at risk. This escalates the Trump administration’s broader campaign to dismantle DEI efforts across federal agencies.

### 2. Implications for Transportation Planning and Funding

The April 24 letter follows earlier guidance from USDOT’s Office of the Assistant Secretary for Transportation Policy (OST-P), which called for a review of all competitive grant and cooperative agreement selections made after January 20, 2021, that remain partially or entirely unobligated. That guidance already posed a serious threat to equity- and climate-focused transportation initiatives, including active transportation, bicycle and pedestrian safety, EV infrastructure, and environmental justice projects. Combined, these directives signal a radical shift in federal priorities that could severely impact projects aimed at serving historically underserved communities. In particular:

- **Formula Funds Are Now at Risk:** Unlike previous guidance focused on discretionary grants, the April 24 letter implies that even long-standing formula funding could be withdrawn if tied to DEI goals.
- **Increased Legal Ambiguity:** The lack of specificity in defining what constitutes “discriminatory DEI practices” creates uncertainty for applicants and recipients.
- **Disproportionate Harm to Vulnerable Populations:** This guidance undermines efforts to close transportation access gaps for low-income communities, people of color, older adults, people with disabilities, and other underrepresented groups.

## The Trump’s Administration FY 2026 Federal “Skinny Budget” Implications for Transportation

### 1. Overview of the FY 2026 Discretionary Budget Proposal

On May 2, 2025, the Trump administration released its proposed FY 2026 “[skinny budget](#).” This proposal would increase spending on defense and border security, but cut more than \$160 billion from other domestic programs, including transportation and environmental funding. Many transportation programs that focus on climate change, equity, and public health are either reduced or eliminated. The budget also uses language opposing what it calls “radical gender and climate ideologies,” which could lead to closer reviews of grant applications that mention equity, diversity, inclusion (DEI), climate resilience, or public engagement.

Although the proposal increases base funding for the U.S. Department of Transportation (USDOT) to \$26.7 billion (a 6% increase from FY 2025), it cuts non-base funding—mainly programs from the 2021 Bipartisan Infrastructure Law—by 11.1%, reducing it from \$36.8 billion to \$32.7 billion ([Politico.com](#)). These cuts would affect funding for rural and regional transportation, including the Essential Air Service, and several competitive grant programs. Transportation Secretary Sean Duffy has also announced that mass layoffs are expected at USDOT, though these will not begin until late May at the earliest

### 2. Key Changes to Transportation Funding based FY 2026 ‘Skinny’ Budget

- **Shifting Federal Policies**
  - Increased investment in aviation infrastructure and base-level programs.
  - Decreased support for community-level, multimodal, and active transportation projects funded through the 2021 infrastructure law.

- **Elimination of Environmental and Equity-Focused Programs**
  - Cuts to Environmental Justice and Diesel Emissions Reduction programs, which often support local efforts to reduce emissions and improve air quality.
  - Reductions to EPA categorical grants, limiting resources for regional air quality, active transportation planning, and stormwater mitigation projects.
- **Scrutiny of Grant Language and Project Framing**
  - Equity, DEI, and climate-related language in grant proposals may now trigger additional reviews or disqualification.

## **Congress Passed H.R.1 “One Big Beautiful Bill Act” – Now Proceeding to the Senate**

### **1. Overview of the “One Big Beautiful Bill”**

On May 22, 2025, the House of Representatives passed the [One Big Beautiful Bill Act](#), a reconciliation bill that reduces taxes, adjusts spending across a wide range of federal programs, and raises the statutory debt ceiling. Developed by 11 House committees under the FY2025 congressional budget resolution ([H. Con. Res. 14](#)), the bill now heads to the Senate. The legislation repeals several clean transportation programs established under the Inflation Reduction Act, introduces new federal fees, and redirects funding toward traditional infrastructure, aviation, and maritime security. These changes mark a significant shift in federal transportation policy, moving away from decarbonization and equity-focused initiatives and instead prioritizing conventional infrastructure and revenue generation.

### **2. Key Transportation Changes in the Bill**

- **Repeals and Rescissions of Clean Transportation Programs:**
  - **Zero-Emission Vehicle Programs Eliminated:** Repeals EPA grants and rebates for zero-emission school buses, trucks, and port equipment, especially those targeting low-income and high-pollution areas.
  - **Greenhouse Gas and Diesel Emissions Programs Cut:** Rescinds funding for programs reducing diesel emissions, monitoring air pollution, and supporting environmental justice in disadvantaged communities.
  - **Transportation Decarbonization Efforts Defunded:** Rescinds the Greenhouse Gas Reduction Fund, biofuel research grants, and support for low-carbon

infrastructure and interregional electricity transmission relevant to clean mobility.

- **New Transportation Fees and Revenue Measures**
  - **Electric and Hybrid Vehicle Fees:** Requires the Federal Highway Administration (FHWA) to implement a \$250 annual federal registration fee for electric vehicles and a \$100 fee for hybrids, indexed to inflation through 2035. Proceeds are transferred to the Highway Trust Fund.
- **Rescissions of Inflation Reduction Act (IRA) Transportation Programs – Eliminating Funding For:**
  - FHWA’s Neighborhood Access and Equity Grant Program
  - Federal Aviation Administration (FAA’s) Alternative Fuel and Low-Emission Aviation Technology Program
  - Low Carbon Transportation Materials Grants.
  - FHWA Environmental Review Implementation Funds

**Conclusion:**

All recent federal actions signal a dramatic shift in transportation policy priorities. These measures collectively jeopardize funding for equity-focused, climate-conscious, and active transportation initiatives in underserved communities.

**To navigate this changing landscape, staff will:**

- **Review Grant Language:** Audit and monitor any specific language for future grant applications to avoid references that may trigger federal scrutiny.
- **Strengthen State and local Partnerships:** Increase reliance on state funding opportunities to sustain equity and sustainability goals.
- **Track Legislative Developments:** Monitor the progress of HR 1 in the Senate and prepare contingency plans for funding realignment if the bill becomes law.