



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

**EXECUTIVE COMMITTEE**

*Members are: John Phillips(Chair), Robert Huitt(1st Vice Chair), Luis Alejo (2nd Vice Chair), Alejandro Chavez (Past Chair), Simon Salinas (County Representative), Ed Smith (City Representative)*

**Wednesday, March 7, 2018  
Transportation Agency Conference Room  
55-B Plaza Circle, Salinas**

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

**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 Transportation Agency and Executive Committee. Comments on items on today's agenda may be given when that agenda item is discussed.

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**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** minutes of the Transportation Agency for Monterey County Executive Committee for February 7, 2018.

**- Rodriguez**

## END OF CONSENT AGENDA

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4. **RECEIVE** state legislative update and **RECOMMEND** the Board adopt positions on selected bills.

- Watson/Khoury

*TAMC Legislative Analyst Gus Khoury will present an update on state legislative activities, including the draft bill list.*

5. **RECEIVE** federal legislative update.

- Hale/Watson

*On February 12, 2018, President Trump released an infrastructure proposal, which may provide an impetus for Congress to develop a spending plan. On the same day, he proposed a fiscal year 2019 budget. Staff will present the proposals and possible impacts to TAMC.*

6. **DISCUSS** questions raised related to Measure X Senior & Disabled Transportation Program Guidelines.

- Hale

*Public comment received at the February 28, 2018 Transportation Agency Board of Directors questioned the geographic equity of the first round of Measure X Senior and Disable Transportation grant awards. The Board referred the issue to the Executive Committee for discussion.*

7. **RECEIVE** report on draft agenda for March 28, 2018 TAMC Board meeting.

- Hale

8. **ANNOUNCEMENTS**

9. **ADJOURN**

**NEXT MEETING April 4, 2018.**

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 inspection at the office of the Transportation Agency for Monterey County, 55-B Plaza Circle, Salinas, CA. Documents distributed to the Committee at the meeting by staff will be available at the meeting; documents distributed to the Committee by members of the public shall be made available after the meeting.

**Transportation Agency for Monterey County  
55-B Plaza Circle, Salinas, CA 93901-2902  
Monday thru Friday 8:00 a.m. - 5:00 p.m.  
TEL: 831-775-0903  
FAX: 831-775-0897**

**CORRESPONDENCE, MEDIA CLIPPINGS, AND REPORTS - No items this month.**



***Memorandum***

**To:** Executive Committee  
**From:** Elouise Rodriguez, Senior Administrative Assistant  
**Meeting Date:** March 7, 2018  
**Subject:** Executive Committee draft minutes

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**RECOMMENDED ACTION:**

**APPROVE** minutes of the Transportation Agency for Monterey County Executive Committee for February 7, 2018.

ATTACHMENTS:

- ▢ Draft Executive Committee minutes

**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 are: Alejandro Chavez (Chair),  
John Phillips (1<sup>st</sup> Vice Chair), Robert Huitt (2<sup>nd</sup> Vice Chair),  
Kimbley Craig (Past Chair),  
Luis Alejo (County representative), Ed Smith (City representative)*

**Wednesday, February 7, 2018**

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

Transportation Agency Conference Room  
55-B Plaza Circle, Salinas

1. **CALL TO ORDER:** Chair Phillips called the meeting to order at 9:00 a.m. Committee members present: Alejo, Chavez, Huitt, Phillips and Salinas. Staff present: Goel, Muck, Rodriguez, and Watson. Others present: County Counsel Charles McKee and Agency Legislative Analyst Gus Khouri (via teleconference.)
  2. **PUBLIC COMMENTS:** None.
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3. **CONSENT AGENDA:**  
On a motion by Committee member Huitt and seconded by Chavez, the committee voted 4-0 to approve the consent agenda.  
Committee member Alejo arrived after the consent agenda.
  - 3.1 Approved minutes from the Executive Committee meeting of January 3, 2018.

**END OF CONSENT**

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**4. STATE LEGISLATIVE UPDATE:**

On a motion by Committee member Salinas and seconded by Alejo, the committee voted 5-0 to recommend that the Board adopt positions on proposed ballot measures.

Agency Legislative Analyst Gus Khouri presented an update on the Governor's draft budget released January 10<sup>th</sup>. He reported that 2017 was a productive year. The 2018 -19 budget is projected to have a one-time \$6 billion surplus and the "Rainy Day" fund is now fully funded. On January 30<sup>th</sup>, staff and Khouri met in Sacramento with the Central Coast Coalition to get the administration's perspective and have a dialogue with our legislators about transportation priorities. Mr. Khouri noted that there is an effort to repeal SB 1 that has until May 21<sup>st</sup> to gather signatures to qualify the initiative for the November ballot. Mr. Khouri presented Proposition 69, the "lockbox" measure that was Assembly Constitutional Amendment 5, which TAMC supported in 2017.

Christina Watson, Principal Transportation Planner, requested Committee feedback on the proposal to support Prop 69 and oppose the SB 1 repeal measure. She noted the amount of funds now designated to go to jurisdictions for road rehab projects, the State Transportation Improvement Program, and competitive grants are all at risk.

Committee member Salinas asked if Proposition 69 will be a simple majority or supermajority measure. Mr. Khouri responded it requires a simple majority vote.

Committee member Alejo remarked that Prop 69 passing would give voters the confidence that SB 1 funds would only go to transportation purposes.

**5. DRAFT OVERALL PROGRAM AND BUDGET**

On a motion by Committee member Salinas and seconded by Chavez, the committee voted 5-0 to recommend that the Board authorize Executive Director to submit the draft fiscal year 18/19 budget and Overall Work Program to federal and state funding agencies for initial review; recommend that the Board provide direction and guidance to staff on the three-year budget for fiscal years 18/19 through 20/21, and the Overall Work Program for fiscal year 18/19; and direct the Executive Director to bring the final three-year budget and one-year Overall Work Program back to the Board on May 23, 2018 for approval.

Rita Goel, Director of Finance & Administration reported that the Agency Budget separates expenditures into two parts: operating and direct programs. The operating expenditures includes salaries and benefits, materials and supplies, and equipment. The proposed fiscal year 2018-2019 operating expenditure budget is \$3,075,444, a net increase over fiscal year 2017-2018. The direct program expenditures include project specific delivery, outside consultants, and contracts, such as the Rail Extension to Salinas and Bicycle and Pedestrian. The proposed fiscal year current direct program expenditure budget is \$18,021,275 a net decrease over fiscal year 2017-2018 of \$3,466,490, due to the timing of expenditures.

Todd Muck, Deputy Executive Director reported the draft overall work program for FY 18/19. The annual Agency Overall Work Program, includes the activities to be accomplished during the fiscal year beginning July 1, and ending June 30<sup>th</sup>. Deputy Muck reported this year there will be more work on delivering Measure X projects, in this year budget then the past. He noted that we are working more on how to position our projects to improve our chances for getting grants.

**6. TAMC DRAFT AGENDA FOR FEBRUARY 28, 2018**

Deputy Executive Director Muck reviewed some of the highlights of the draft regular and consent agenda for the TAMC Board meeting of February 28, 2018. He reported on some of the items on the regular agenda:

- Hold an Unmet Transit Needs Hearing
- Approve Measure X Safe Routes to School Program
- Approve Draft Overall Work Program for FY 18/19 and Budget for FY 18/19 – 20/21

Consent Agenda:

- Approve proposed Agency Bylaws, to include CSUMB as an Ex-officio member to the Agency Board

**7. ANNOUNCEMENTS**

None

**8. ADJOURNMENT**

Chair Phillips adjourned the meeting at 10:05 a.m.





## *Memorandum*

**To:** Executive Committee  
**From:** Christina Watson, Principal Transportation Planner  
**Meeting Date:** March 7, 2018  
**Subject:** State Legislative Update

### **RECOMMENDED ACTION:**

**RECEIVE** state legislative update and **RECOMMEND** the Board adopt positions on selected bills.

### **SUMMARY:**

TAMC Legislative Analyst Gus Khouri will present an update on state legislative activities, including the draft bill list.

### **FINANCIAL IMPACT:**

TAMC is applying for multiple state grants for various priority projects, as approved by the TAMC Board and enumerated in the attached report. If all grant applications are successful, combined they would bring in an additional \$93 million for Monterey County transportation projects.

### **DISCUSSION:**

**Attachment 1** is a state legislative update from Gus Khouri that outlines state grant programs available for transportation projects. **Attachment 2** is the draft bill matrix as of February 21. The bill introduction deadline was February 16, so more bills may be added to the list, and most of the bills on the list are "spot bills" and therefore difficult to determine relevance or a proposed position. Mr. Khouri and staff will provide a verbal update at the meeting.

### **ATTACHMENTS:**

- ▣ Khouri State Report
- ▣ Draft Bill List as of 2/21/18



February 20, 2018

TO: Board Members, Transportation Agency for Monterey County  
FROM: Gus Khouri, Principal, Khouri Consulting

**RE: STATE LEGISLATIVE UPDATE – FEBRUARY**

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On January 3, legislators reconvened from the Winter Recess. Many changes have occurred given the resignation of three Assembly Democrats, while two more have been placed on leave. While the three vacancies occurred in safe Democrat-controlled seats, and the Senate action may be undefined, the party has temporarily lost its supermajority in both houses. A special election will occur on April 3 to fill some of the vacant seats.

On January 9, the Senate Democratic Caucus selected Senator Toni Atkins to succeed Kevin de Leon as its new President pro Tempore. She will be formally elected on the Senate Floor and take office on March 21. Atkins had previously served as Speaker during her tenure in the Assembly. A reshuffling of committee assignments will follow.

**2018 Outlook and Priorities**

In 2017, the legislature was highly productive on addressing transportation issues as it enacted SB 1 and extended the Cap and Trade program. In 2018, TAMC will apply for funding available through the various SB 1 competitive programs. Below is a summary of the competitive programs we will be pursuing.

**Local Partnership Program (LPP)** — SB 1 provides \$200 million per year (\$100 million by formula; \$100 million competitive) as matching funds for projects in jurisdictions that generate local transportation revenues. The California Transportation Commission (CTC) will be making grant awards on May 16, 2018. For the competitive program, the CTC will program \$300 million over three fiscal years for Cycle 1. TAMC submitted a request for \$19 million for the Imjin Parkway project. On January 31, the CTC adopted the plan for the formulaic portion. TAMC's share of funding is \$1,513,000 and will fund the following projects:

- Ford Ord Regional Trail and Greenway \$1,100,000
- State Route 156 Safety Improvements - Blackie Road Extension \$250,000
- Regional Wayfinding Program \$163,000

**Solution for Congested Corridors Program (SCCP)** — SB 1 provides \$250 million per year for projects to improve the state’s most congested corridors. Cycle 1 will provide \$1 billion over four fiscal years. The CTC will announce grant recipients on May 16, 2018. Typical projects include highway widening, high occupancy vehicle lanes, and improved on-ramp and off-ramp projects. While intended for the large urban areas in the state, there could be a desire to spread funding across the state for jurisdictions that have shovel-ready projects that can break ground prior to November. TAMC submitted a request for \$19 million for the Imjin Parkway project.

**Trade Corridor Enhancement Program (TCEP)** — Over \$1.34 billion will be programmed over a three-year period to fund port improvements, highway railroad grade separations, highway widening, and double tracking for freight rail. The program sets up “targets” for funding. Caltrans has a target of \$536 million, while \$805 million is divided up as follows to regional corridors:

- Los Angeles/Inland Empire \$467,000,000 (58%)
- Bay Area/ Central Valley \$217,000,000 (27%)
- San Diego/border \$89,000,000 (11%)
- Central Coast \$16,000,000 (2%)
- Other \$16,000,000 (2%)

The targets are not a guarantee of funding, they are a guideline for the CTC. TAMC does not currently have a request for Cycle 1 but is working via the Central Coast Coalition to prioritize State Route 156 Safety Improvements for Cycle 2.

**Transit and Intercity Rail Capital Program (TIRCP)** — This program, administered by the California State Transportation Agency (CalSTA), combines funding from SB 1 and the Cap and Trade program to provide \$2.4 billion over a five-year period for transit or rail projects. CalSTA anticipates making awards on April 30, 2018. TAMC requested \$65 million to fully fund the Rail Extension to Monterey County project. Monterey Salinas Transit requested \$7.1 million to modernize the Salinas Bus Operations and Maintenance Facility to allow more efficient fleet maintenance and support zero emission buses.

**Active Transportation Program (ATP)** — SB 1 provides \$100 million per year in competitive grants to supplement a variety of state and federal funding pots for bicycle and pedestrian facility projects. Currently, the CTC is conducting workshops for Cycle 4. The CTC will adopt guidelines and call for projects on May 16, with awards in January 2019.

## Draft TAMC Bill Matrix – February 21, 2018

Measure	Status	Bill Summary	Position
<b>AB 1250</b> <b>Jones-Sawyer</b>  <b>Counties and cities:</b> <b>contracts for personal services</b>	9/11/17  Senate Rules	This bill would allow a county or city agency to contract for personal services currently or customarily performed by county employees, would require the county or city to demonstrate that the proposed contract will result in overall costs savings and also to show that the contract does not cause the displacement of county or city workers. Would require that the county or city conduct a cost-benefit analysis prior to entering into the contract and would require the prospective contractors to reimburse the cost of the analysis. <b>Last amended on 9/5/17</b>	<b>Oppose</b>  <b>Priority NA</b>  Letter sent 5/31/17
<b>AB 1395</b> <b>Chu</b>  <b>State Highways:</b> <b>Litter cleanup</b>	2/17/18  Senate Rules Committee	This bill would require Caltrans, within its maintenance programs relating to litter cleanup and abatement, to assign the highest priority to litter deposited along state highway segments that carry the highest traffic volumes and the segments found by Caltrans to have the highest incidences of litter, and to reallocate existing litter cleanup resources as necessary.  TAMC may want the author to consider amending the bill to add priority for state-designated "scenic" highways.	<b>Oppose unless amended</b>  <b>Priority NA</b>
<b>AB 1756</b> <b>Brough</b>  <b>Repeal of Transportation Funding</b>	1/16/18  Assembly Transportation Committee	This bill would repeal SB 1, which provides \$5.2 billion annually in transportation funding for repairing local streets and roads, public transportation and repairing and providing congestion relief on highways.	<b>Oppose</b>  <b>Priority 1S</b>
<b>AB 1759</b> <b>McCarty</b>  <b>Housing element production:</b> <b>withholding transportation funding</b>	2/12/18  Assembly Transportation Committee	This bill would require cities and counties to meet their regional housing needs assessment targets to remain eligible for transportation funds through SB 1. For each city and county not in compliance with this requirement, the bill would require the Controller to withhold the apportionment of funds that would otherwise be distributed to the city or county for the fiscal year and deposit those funds in a separate escrow account for each city or county that is not in compliance, to be distributed after the city or county is certified to be in compliance.	<b>Oppose</b>  <b>Priority 1S</b>
<b>AB 1866</b> <b>Fong</b>  <b>Transportation Funding</b>	2/12/18  Introduced	This bill is a reintroduction of AB 496 (Fong), which was the Assembly Republican transportation plan. The bill would rely upon current General Fund proceeds to fund transportation including: revenues attributable to the sales and use tax on motor vehicles, revenues attributable to automobile and motor vehicle insurance policies from the insurer gross premiums tax, revenues from certain diesel fuel sales and use taxes, revenues from certain vehicle registration fees, and certain miscellaneous State Highway Account revenues. Revenues would be divided 40/40/20 between the State Highway Operation and Protection Program, local streets and roads for cities and counties, and the State Transportation Improvement program, respectively.	<b>Watch</b>  <b>Priority 1S</b>
<b>AB 1901</b> <b>Obernolte</b>  <b>CEQA: roadway project exemptions</b>	1/22/18  Introduced	CEQA, until January 1, 2020, exempts a project or an activity to repair, maintain, or make minor alterations to an existing roadway, as defined, if the project or activity is carried out by a city or county with a population of less than 100,000 persons to improve public safety and meets other specified requirements. This bill would extend the above exemption indefinitely.	<b>Support</b>  <b>Priority 6S</b>

## Draft TAMC Bill Matrix – February 21, 2018

Measure	Status	Bill Summary	Position
<b>AB 1969</b> <b>Salas</b>  <b>Transit Operators:</b> <b>fare revenues</b>	1/30/18  Introduced	Spot bill related to the ratio of fare revenues to operating costs under the Transportation Development Act (TDA).  TAMC may request author consider an amendment pursuant to priority 11S, to remove the TDA Unmet Transit Needs hearing requirement if 100% of the TDA funds are already allocated to transit	<b>Watch</b>  <b>Priority 11S</b>
<b>AB 2864</b> <b>Limon</b>  <b>Oil Spills</b>	2/16/18  Introduced	This bill would designate the California Coastal Commission as a trustee for coastal zone resources affected by oil spills and related responses.	<b>Watch</b>  <b>Priority 10S</b>
<b>AB 2919</b> <b>Frazier</b>  <b>Transportation Permits</b>	2/16/18  Introduced	Spot bill to require all permitting agencies that interact with Caltrans, including the Department of Fish and Wildlife, the State Water Resources Control Board, and the California Coastal Commission, to approve and complete permits within a 2-year timeframe.	<b>Watch</b>  <b>Priority 9S</b>
<b>AB 3124</b> <b>Bloom</b>  <b>Bus Length: bike racks</b>	2/16/18  Introduced	Existing law imposes a 40-foot limitation on vehicle lengths. Existing law exempts from this limitation an articulated bus or trolley coach that does not exceed a length of 60 feet, and authorizes the bus or trolley to be equipped with a folding device attached to the front of the bus or trolley if the device is designed and used exclusively for transporting bicycles. Existing law prohibits the above-described device from extending more than 36 inches from the front body of the bus when fully deployed, and prohibits a bicycle that is transported on that device from having the bicycle handlebars extend more than 42 inches from the front of the bus. This bill would increase the lengths described in the exemption above from 36 to 40 inches, and from 42 to 46 inches.	<b>Support</b>  <b>Priority 5S</b>
<b>SB 760</b> <b>Wiener</b>  <b>Urban Street Design</b>	1/30/18  Assembly Rules Committee	This bill would authorize a city, county, regional, or other local agency, when using the alternative minimum safety design criteria for the planning and construction of bikeways, to consider additional design guides, including the Urban Street Design Guide of the National Association of City Transportation Officials. The bill would authorize a state entity that is responsible for the planning and construction of roadways to consider additional design guides.	<b>Support</b>  <b>Priority 5S</b>
<b>SB 827</b> <b>Wiener</b>  <b>Transit-rich Housing Bonus</b>	1/3/18  Introduced	This bill would authorize a transit-rich housing project to receive a transit-rich housing bonus. The bill would define a transit-rich housing project as a residential development project the parcels of which are all within a 1/2-mile radius of a major transit stop or a 1/4-mile radius of a high-quality transit corridor. The bill would exempt a project awarded a housing opportunity bonus from various requirements, including maximum controls on residential density or floor area ratio, minimum automobile parking requirements, design standards that restrict the applicant's ability to construct the maximum number of units consistent with any applicable building code, and maximum height limitations.	<b>Watch</b>  <b>Priority 5S</b>

## Draft TAMC Bill Matrix – February 21, 2018

Measure	Status	Bill Summary	Position
<b>SB 1119</b> <b>Newman</b>  <b>Low Carbon Transit Operations Program</b>	2/13/18  Introduced	The Cap and Trade Program dedicates 5% of auction proceeds to the Low Carbon Transit Operations Program (LCTOP), which provides operating and capital assistance for transit agencies to reduce greenhouse gas emissions. Program recipients with service areas including disadvantaged communities must expend at least 50% of LCTOP funds on projects or services that benefit those disadvantaged communities. This bill would authorize a recipient transit agency to satisfy the above-stated requirement by expending at least 50% of program funds received on transit fare subsidies, transit connections, or technology improvements that reduce emissions of greenhouse gases.	<b>Support</b>  <b>Priority 8S</b>
<b>SB 1236</b> <b>Monning</b>  <b>Commercial Driver's License: education</b>	2/15/18  Introduced	This bill would require DMV, by no later than June 5, 2020, to adopt regulations related to entry-level driver training requirements for drivers of commercial motor vehicles including specified minimum hours of behind-the-wheel training and in compliance with the requirements of specified federal regulations. TAMC supported previous iterations of the bill (SB 158 of 2017 and SB 344 of 2015).	<b>Support</b>  <b>Priority 12S</b>
<b>SB 1262</b> <b>Newman</b>  <b>Construction Manager/ General Contractor Procurement Method</b>	2/15/18  Introduced	This bill would remove the cap on the number of projects for which the department is authorized to use the Construction Manager/ General Contractor method (currently limited to 24 projects) and eliminate the minimum construction costs limitation (currently \$10 million). The bill would delete the requirements to use department employees or consultants to perform specified services.  If the current restrictions on this procurement method were lessened, TAMC and Caltrans may consider using this method for the State Route 156 project.	<b>Support</b>  <b>Priority 3S</b>
<b>SB 1328</b> <b>Beall</b>  <b>Mileage-based user fee</b>	2/16/18  Introduced	Existing law requires the California Transportation Commission to create a Road Usage Charge Technical Advisory Committee to guide the development of a pilot program to assess the potential for mileage-based revenue collection as an alternative to the gas tax. Existing law repeals these provisions on January 1, 2019. This bill would extend the operation of these provisions until January 1, 2023.	<b>Watch</b>  <b>Priority: 7S</b>



***Memorandum***

**To:** Executive Committee  
**From:** Debra L. Hale, Executive Director  
**Meeting Date:** March 7, 2018  
**Subject:** **Federal Legislative Update**

**RECOMMENDED ACTION:**

**RECEIVE** federal legislative update.

**SUMMARY:**

On February 12, 2018, President Trump released an infrastructure proposal, which may provide an impetus for Congress to develop a spending plan. On the same day, he proposed a fiscal year 2019 budget. Staff will present the proposals and possible impacts to TAMC.

**FINANCIAL IMPACT:**

It is difficult to see the impacts of the federal infrastructure proposal or proposed budget as anything but disastrous for transportation funding in California. Both proposals drastically cut funding for transit and rail programs. The proposals rely on local, state and private funding for infrastructure projects. Fortunately for TAMC, California passed Senate Bill (SB) 1 and voters approved Measure X for transportation projects in Monterey County in 2017. However, both funding programs are extremely limited, focused on "fix it first" projects, as the State and County are behind on infrastructure investments, and SB 1 faces a possible recall in 2018. Additionally, the federal proposal gives only partial credit for funding already raised, giving more emphasis to funds raised after February 2018.

**DISCUSSION:**

Online as **web attachments** are the full Administration infrastructure proposal, the accompanying news release that summarizes the proposal, the FY 2019 budget proposal, and a few articles assessing these proposals.

The President's outline of principles for an infrastructure funding proposal suggested using \$200 billion in federal funding over 10 years to stimulate \$1.5 trillion in overall spending via "partnerships" with state, local, and private investments. The plan is intended to fund a variety of infrastructure projects,

including broadband, energy, water, and surface transportation. For TAMC, key concerns with the infrastructure proposal include:

- The proposal provides no new funding, despite rumors that the President would support an increase in the federal gas tax. The gas tax funds the highway trust fund, but the tax has remained 18.4 cents per gallon since 1993, and it hasn't kept pace with inflation as cars became more fuel-efficient. Instead, the proposal shifts funding away from important transit and rail programs to new "incentive" programs intended to encourage states and local jurisdictions to raise their own transportation funding via sales or property taxes, user fees, or public private partnerships.
- The proposed "incentives" program gives credit for locally raised revenues, such as California's Senate Bill (SB) 1 or Monterey County's Measure X, but it penalizes those funds based on how recently enacted they are, giving most credit for "new" local funding (i.e., raised after February 2018).
- The proposal reverses the historic funding agreement between the US Government and states and localities, requiring an 80% match to federal funds instead of the historical 20% match.
- The definition of "rural" is state-level rather than county-level, meaning that Monterey County might not qualify for a set-aside of rural funding.

One element of the infrastructure proposal TAMC would support is the streamlining of the National Environmental Policy Act, if it allows the California Environmental Policy Act (a more stringent law) to qualify for NEPA review.

The Administration's FY 2019 budget proposal calls for deep cuts in public transportation programs funded out of the General Fund. It is important to note that the actual amounts appropriated for FY 2018 and FY 2019 will ultimately be determined by the congressional appropriations process. For TAMC, key concerns with the President's proposed budget include:

- A proposed halving of funding for Amtrak, including the proposal that long-distance trains should be the responsibility of the states through which those trains travel. Amtrak provides a critical regional transportation link to the Salinas Valley and Central Coast.
- Cuts to the Capital Investment Grants program, limiting funding only to those projects with Full Funding Grant Agreements. TAMC has not received CIG funding but could be eligible for such funding in the future for rail service projects.
- Elimination of the Transportation Investments Generating Economic Recover, or "TIGER" grants. TAMC has not yet received a TIGER grant, but has applied several times.
- Elimination of Consolidated Rail Infrastructure and Safety Improvements and State of Good Repair grant programs, which TAMC's rail partners have used for increasing and improving rail services in the region.

Meanwhile, the Democrats released a "Better Deal to Rebuild America" proposal of a \$1 trillion federal investment in infrastructure (see **web attachment**). The two-page outline includes few details about a source of funding that it asserts would not add to the deficit, presumably via an increase in the gas tax. The road to negotiating an infrastructure funding bill given these disparate proposals is likely to be a bumpy one.

Staff will present a verbal update at the meeting.



**WEB ATTACHMENTS:**

- [Legislative Outline for Rebuilding Infrastructure in America](#) (55 pages, 2 MB)
- [White House News Release](#)
- [Fiscal Year 2019 Budget Proposal](#)
- [Democrats' Infrastructure Proposal](#)



***Memorandum***

**To:** Executive Committee  
**From:** Debra L. Hale, Executive Director  
**Meeting Date:** March 7, 2018  
**Subject:** **Measure X Senior & Disabled Transportation Program Guidelines**

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**RECOMMENDED ACTION:**

**DISCUSS** questions raised related to Measure X Senior & Disabled Transportation Program Guidelines.

**SUMMARY:**

Public comment received at the February 28, 2018 Transportation Agency Board of Directors questioned the geographic equity of the first round of Measure X Senior and Disable Transportation grant awards. The Board referred the issue to the Executive Committee for discussion.

**FINANCIAL IMPACT:**

None at this time.