



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, August 6, 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*

*1011 Broadway St, Suite C, King City, CA 93930
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=esaxn0K5Z4Rx2ppiC8D98QR6koK1Ae.1>

OR

Via teleconference at +1 669 900 6833

Meeting ID: 839 7362 2750 Passcode: 890011

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 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 Comité 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 Comité para recibir comentarios del público o sobre un punto de la agenda que envíen sus comentarios por escrito a Maria en maria@tamcmonterey.org antes de las 5:00 pm del lunes anterior a la reunión. Dichos comentarios se distribuirán a la Comité 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 June 4, 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. **RECOMMEND** the Board of Directors approve programming \$10.5 million of Regional Surface Transportation Program funds for a Mid-cycle Competitive Grant Program of Projects.

- Janneke Strause

Regional Surface Transportation Program (RSTP) funds are distributed to eligible agencies on a three-year cycle through the Transportation Agency's Competitive Grant Program. The next cycle of the Competitive Grant Program is in 2026. Agency staff recommend distributing funds through a Mid-cycle Competitive Grant Program using reserve funds, interest revenue, and project cost savings that were previously not programmed.

6. **RECEIVE** report on draft agenda for August 27, 2025, TAMC Board meeting.

- Todd Muck

7. **ANNOUNCEMENTS and/or COMMENTS**

8. **ADJOURN**

ANNOUNCEMENTS

Next Executive Committee meeting:

Wednesday, September 3, 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: August 6, 2025
Subject: Executive Committee Draft Minutes

RECOMMENDED ACTION:

APPROVE Executive Committee draft minutes of June 4, 2025.

SUMMARY:**FINANCIAL IMPACT:****DISCUSSION:****ATTACHMENTS:**

1. Exec draft minutes June 4, 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 (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 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

EXECUTIVE COMMITTEE	AUG 24	SEP 24	OCT 24	NOV 24	JAN 25	FEB 25	MAR 25	APR 25	MAY 25	JUN 25
Wendy Root Askew, Chair Supervisor District 4, (Yuri Anderson, Eric Mora)	P (VC)	P (VC)	P (VC)	P (VC)	P	P (VC)	P(A) (VC)	P (VC)	P (VC)	P (VC)
Chaps Poduri, 1st Vice Chair Pacific Grove (Joe Amelio)	P	P	P	P	P	P (VC)	P	P (VC)	P (VC)	P (VC)
Luis Alejo, 2nd Vice Chair Supervisor District 1, (Linda Gonzales; Javier Gomez)	P	P	P(A) (VC)	P	P(A) (VC)	P(A) (VC)	P	P(A) (VC)	P(A) (VC)	P(A) (VC)
Chris Lopez, Past Chair Supervisor District 3 (Priscilla Ramos)	P(A) (VC)	P (VC)	P	E	P(A) (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)
Glenn Church, County Representative Supervisor District 2, (Marilyn Viera , Leonie Gray)	P (VC)	P (VC)	P (VC)	P (VC)	P	*P(A) (VC)	P	P	P	P(A)
Jose Rios, City Representative , Gonzales (Lorraine Worthy)	P	P	P	P	A	*P (VC)	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 9:00 a.m. Roll call was taken, and a quorum was confirmed.

Staff present: Hernandez, Kise, Muck, Park, Rodriguez, Sambrano, Strause, Watson, and Zeller.

Others present: Shane Strong, TAMC Counsel; Mitch Weiss, Khouri Consulting Services; Javier Gomez, District 1; Margaret D'Arrigo; Jasmine Mejia Cortez.

2. PUBLIC COMMENTS

None.

3. CONSENT AGENDA

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

Approved the minutes from the Executive Committee meeting of May 7, 2025.

4. LEGISLATIVE UPDATE

On a motion by Committee Member Lopez and seconded by Committee Member Poduri, the Committee voted 6-0 to recommend the Board of Directors adopt positions on proposed legislation as follows:

- Assembly Bill (AB) 382 (Berman): Pedestrian safety: school zones: speed limits – SUPPORT.

Mitch Weiss, Khouri Consulting, presented an update on state legislative activities and Ariadne Sambrano, Agency staff, presented an update on federal legislative activities.

Mr. Weiss reported that on May 14, Governor Newsom released the May Revise budget proposal. He noted that the General Fund has a \$12 billion deficit. He reported that Governor proposes to rename Cap and Trade to “Cap and Invest”, proposes to make the High Speed Rail Authority eligible for \$1 billion annually (instead of the 25% it gets now), and proposes to use \$1.5 billion for Cal Fire Operations, which raises concerns that this will open the door for general fund activities and jeopardize funding for rail and transit projects. He mentioned that the California Transportation Commission (CTC) is expected to announce recommendations for Senate Bill 1 grants this Friday.

Director Muck noted that the proposed changes to Cap & Trade would be a significant shift that could impact the Agency’s rail projects and ability to repay the CTC for the

Proposition 116 funding. He mentioned that TAMC submitted an \$80 million SB 1 grant application for the Highway 156 Castroville Boulevard project, with Caltrans support.

Chair Askew noted that she fully supports Cal Fire funding and the safety of the residents in Monterey County and recognizes the importance of having sustainable and predictable funding for the rail and transit system.

Mr. Weiss highlighted two bills of interest, recommending a support position on AB 382 related to school zone speed limits and a watch position on SB 741 related to rail corridor permits in southern California.

Ariadne Sambrano reported that on April 24, US DOT Secretary Sean Duffy issued a letter to all funding recipients warning that programs promoting diversity, equity, and inclusion (DEI) are a violation of new federal laws. She noted that on May 2, the administration released a “skinny budget” for the 2026 fiscal year. The budget proposal prioritizes defense and border security while cutting more than \$160 billion from domestic programs.

Ms. Sambrano remarked that there would be scrutiny of specific grant language pertaining to DEI and climate change that may trigger additional reviews or disqualification from federal funds.

5. TAMC BOARD DRAFT AGENDA

Todd Muck, Executive Director, reviewed the draft regular and consent agenda for the TAMC Board meeting of June 25, 2025. After the Executive Committee discussion, directions were provided to staff to place the following items for consideration on the regular agenda:

- Legislative Update - Gas Tax Replacement Mechanisms
- Closed Session if necessary

6. ANNOUNCEMENTS

None.

7. ADJOURNMENT

Chair Askew adjourned the meeting at 9:59 a.m.

Memorandum

To: Executive Committee
From: Christina Watson, Director of Planning, Ariadne Sambrano, Transportation Planner
Meeting Date: August 6, 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:

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 adopted state 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 1** is the list of inactive bills. Changes from what was presented to the Board in June are indicated by cross-out or underline. There are no new position recommendations as of the drafting of this staff report. Staff or consultants may recommend a new position verbally at the meeting.

Attachment 3 is a federal legislative update that reviews various federal activities that may impact transportation projects and funding. In the draft 2026 Transportation, Housing, and Urban Development Appropriations bill, Senator Adam Schiff nominated the City of Seaside Broadway Avenue Complete Streets Corridor Project for \$2 million and Senator Alex Padilla nominated the State Route (SR) 156/Castroville Boulevard Interchange Project for \$2 million.

The 2025 adopted TAMC legislative program is online as **web attachment 2**.

ATTACHMENTS:

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

WEB ATTACHMENTS:

1. [State bill list - inactive](#)
2. [TAMC 2025 Legislative Program](#)



July 23, 2025

TO: Board Members, Transportation Agency for Monterey County

FROM: Gus Khouri, President, Khouri Consulting LLC

RE: **STATE LEGISLATIVE UPDATE – AUGUST**

General Update

The legislature adjourned for the Summer Recess on July 18 and will return on August 18. Upon return, the legislature will consider bills in the respective Appropriations Committees through August 29. The legislation will then have a Floor Session through September 12, which is the last day for the Regular Session. Governor Newsom will have until October 12 to sign or veto bills.

On June 27, Governor Newsom signed SB 101 (Wiener), Chapter 4, Statutes of 2025, the FY 2025-26 State Budget Bill. The Assembly and Senate rejected Governor Newsom's May Revise proposal to eliminate nearly \$1.1 billion in funding for public transportation, so that is not included in the package to close the \$12 billion shortfall. The legislature agreed to utilize \$1 billion from the Greenhouse Gas Reduction Fund (GGRF) - \$500 million over two fiscal years - to offset General Fund obligations and provide resources to Cal Fire for wildfire prevention activities.

This action protects TAMC's full share of \$53 million that is allotted under SB 125 (Chapter 54, Statutes of 2023), and the Coast Rail Coordinating Council's (CRCC) \$63 million Transit and Intercity Rail Capital Program Cycle 7 grant award, which includes \$25 million for the King City Multimodal Transit Center to build a new rail station and a staging area for National Guard service members connecting between the rail station and Fort Hunter Liggett by bus.

SB 1 Competitive Grant Funding SR 156 Castroville

On June 26, the California Transportation Commission voted to award \$90.6 million (\$80.3 million from the Trade Corridor Enhancement Program and \$10.3 from the Local Partnership Program) for the State Route 156 Castroville Boulevard Interchange Project. This project will enhance safety for the rural, low-income community of Castroville, reducing congestion for trucks traveling to and from the region's largest agricultural distribution centers, which will also help tourism traffic. The project has active transportation features to support affordable housing developments.

Cap and Trade Extension Update

Given the commitments to backfill the General Fund, including the additional \$1 billion in Cal-Fire funding that the Greenhouse Gas Reduction Fund (GGRF) must absorb over the next few years, there will be little discretionary funding available to augment programs such as the Low Carbon Transit Operations Program or the Transit and Intercity Rail Capital Program, at least in the short term. GGRF capacity is limited through FY 27-28. There is some discussion that just extending the current program may result in higher-than-expected revenues for the first four to five years. Given the uncertainty of federal funding for high-speed rail, an increase over the \$1 billion line item by Governor Newsom may be requested, which would further reduce available funds. Last month's [auction proceeds](#) were down, which creates cost pressures for continuously appropriated programs. Nothing will move until the high-speed rail item is resolved. A 15-year extension of Cap and Trade is being discussed.

Over the past three years, individual quarterly auctions have generated an average of \$1.1 billion in revenue, with annual amounts averaging \$4.4 billion. Under current law, most funds are allocated to specific programs, such as high-speed rail (25%), affordable housing and community development (20%), the transit and intercity rail capital program (TIRCP) (10%), and Low Carbon and Transit Operations Program (LCTOP) (5%), and off-the-top line items for wildfire prevention and water storage programs. The remaining revenue, roughly 40% (\$1.76 billion), is available for appropriation by the Legislature for discretionary spending programs and to cover state administrative costs through the annual budget process.

On July 16, President Trump officially announced that he was withdrawing \$4 billion in federal funding for the high-speed rail project. Governor Newsom is suing to restore the funding, citing the economic harm to the San Joaquin Valley, and criticizing that the action is illegal due to binding agreements to complete the 171-mile Merced to Bakersfield segment. If the legislature agrees to the \$1 billion line-item annually for 15 years, as is being discussed, there would be sufficient funding to complete that segment.

TAMC Bill Matrix – August 2025 – Active Bills

Measure	Status	Bill Summary	Recommended Position
AB 39 (Zbur) General Plans: Local Electrification Planning Act	7/17/25 Senate Appropriations	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 and other zero-emission fueling infrastructure, 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 289 (Haney) State highway work zone speed safety program	7/17/25 Senate Appropriations	This bill would authorize Caltrans to establish a speed safety system pilot program for automated 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.	Watch Priority 9S
AB 382 (Berman) Pedestrian safety: school zones: speed limits	7/9/25 Senate Appropriations	This bill reduces the speed limit in a school zone when children are present, from 25 miles per hour (mph) to 20 mph.	SUPPORT Priority 9S Letter sent 6/25/25
AB 544 (Davies) Electric bicycles: required equipment	7/14/25 Signed by The Governor Chapter 36, Statutes of 2025	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.	Watch Priority 9S

TAMC Bill Matrix – August 2025 – Active Bills

Measure	Status	Bill Summary	Recommended Position
AB 761 (Addis) Monterey-Salinas District: sales and special taxes	7/10/25 Senate Floor	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.	SUPPORT Priority 17S Letters sent 4/2/25
AB 875 (Murasutchi) Vehicle removal	7/10/25 Senate Appropriations	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.	Watch Priority 9S
AB 891 (Zbur) Transportation: Quick-Build Project Pilot Program	7/9/25 Senate Appropriations	This bill would establish the Quick-Build Project Pilot Program <u>through Caltrans within Caltrans' maintenance program</u> to expedite development and implementation of low-cost projects <u>improvements to bicycle and pedestrian facilities</u> on the state highway system. The bill would require Caltrans to develop and publish guidance for the deployment of district quick-build projects <u>improvements</u> . The bill would require Caltrans to identify and commit to funding a minimum of 6 quick-build projects <u>improvements</u> statewide.	SUPPORT Priority 14S Letter sent 4/2/25
AB 902 (Schultz) Transportation planning and programming projects: barriers to wildlife movement	7/10/25 Senate Appropriations	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.	Watch Priority N/A

TAMC Bill Matrix – August 2025 – Active Bills

Measure	Status	Bill Summary	Recommended Position
AB 954 (Bennett) STIP: <u>Interregional transportation strategic plan</u>: bicycle highways pilot program	7/9/25 Senate Appropriations	<p>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. As amended on June 30, this bill requires Caltrans to the extent feasible and consistent with the California Transportation Plan, to assess incorporating bicycle highways into strategic interregional corridors within the interregional transportation strategic plan (ITSP).</p>	Watch Priority 14S
AB 1014 (Rogers) Traffic safety: speed limits	7/8/25 Senate Floor	<p>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.</p>	SUPPORT Priority 9S Letter sent 6/6/25

TAMC Bill Matrix – August 2025 – Active Bills

Measure	Status	Bill Summary	Recommended Position
SB 30 (Cortese) Diesel-powered on-track equipment: decommissioning: resale and transfer restrictions	7/16/25 Assembly Appropriations	As amended July 16, this bill would prohibit a public entity that owns diesel-powered on-track equipment from selling, donating, or otherwise transferring <u>ownership of</u> Tier 0 or Tier 1 equipment for continued use after the public entity decommissions the equipment. 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.	Watch Priority 1S
SB 63 (Wiener) San Francisco Bay area: local revenue measure: transportation funding	7/15/25 Assembly Appropriations	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 go directly to the counties comprising the district for public transportation expenses.	Watch Priority 1S

TAMC Bill Matrix – August 2025 – Active Bills

Measure	Status	Bill Summary	Recommended Position
SB 71 (Wiener) California Environmental Quality Act: exemptions: transit projects	7/17/25 Assembly Appropriations	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 July 17 amendments extend the exemption to 2040 for agencies operating Tier 4 locomotives or cleaner provided that the project is not located in an air basin designated as a serious, severe, or extreme nonattainment area for particulate matter and ozone.</u>	SUPPORT Priority 14S Letter sent 4/2/25
SB 74 (Seyarto) Office of Land Use and Climate Innovation: Infrastructure Gap-Fund Program	7/2/25 Assembly Appropriations	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.	Watch Priority 8S
SB 78 (Seyarto) Caltrans: report: state highway system: safety enhancements	7/8/25 Assembly Appropriations	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.	Watch Priority 9S

TAMC Bill Matrix – August 2025 – Active Bills

Measure	Status	Bill Summary	Recommended Position
SB 79 (Wiener) Local government land: public transit use: housing development: transit-oriented development	7/17/25 Assembly Appropriations	<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. This bill 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. 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>	Watch Priority 14S
SB 512 (Pérez) District elections: initiatives	7/17/25 Assembly Appropriations	<p>This bill would authorize the voters of any district that has authority to impose a transactions and use tax for transportation purposes to impose a retail transactions and use tax by an initiative measure. The bill would prohibit the initiative tax from exceeding the maximum authorized rate for a tax imposed by an ordinance enacted by the governing body of the district. and the bill would require the initiative measure to contain all spending limitations and accountability standards applicable to a tax imposed by an ordinance enacted by the governing body. The bill clarifies that an initiative proponent may use an expenditure plan adopted by a local agency.</p>	Watch Priority 1S
SB 671 (Cervantes) Pedestrian crossing signals	7/15/25 Assembly Appropriations	<p>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.</p>	Watch Priority 9S

TAMC Bill Matrix – August 2025 – Active Bills

Measure	Status	Bill Summary	Recommended Position
SB 707 (Durazo) Open meetings: meeting and teleconference requirements	7/17/25 Assembly Appropriations	<p>This bill would make numerous changes to the Brown Act. It would revise the definition of a legislative body and 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.</p>	Watch Priority 16S
SB 720 (Ashby) Automated traffic enforcement system programs	7/17/25 Assembly Appropriations	<p>This would authorize cities and counties to establish alternative automated traffic enforcement systems to detect red light violations.</p>	Watch Priority 9S



Memorandum

To: Executive Committee

From: Ariadne Sambrano, Transportation Planner

Date: August 6, 2025

Subject: Federal Legislative Update

USDOT Unveils "America is Building Again" Agenda Ahead of Transportation Reauthorization

[On July 17, 2025](#), US Department of Transportation (USDOT) Secretary Sean P. Duffy convened Congressional leaders and infrastructure stakeholders to outline the Trump administration's "America is Building Again" agenda, a four-pillar strategy meant to guide the upcoming Surface Transportation Reauthorization. The administration is seeking to clear the nation's infrastructure backlog and move projects forward through streamlined processes and aggressive federal investment.

The four pillars of the "America is Building Again" agenda include:

- **Safety Upgrades:** Bridge repairs, truck parking expansion, safer roads for pedestrians, and support for autonomous vehicles.
- **Faster Project Delivery:** Streamlining the National Environmental Policy Act (NEPA), simplifying permitting, and leveraging new technologies.
- **Economic Growth:** Reducing congestion, expanding capacity, and attracting private infrastructure investment.
- **Empowering States:** Shifting more authority to state Departments of Transportation (DOTs) to lead project planning and implementation

Congress Enacts "One Big Beautiful Bill Act," Reshaping Federal Transportation Priorities

On July 4, 2025, Congress officially enacted H.R. 1, the One Big Beautiful Bill Act, marking a sweeping overhaul of federal spending, tax policy, and infrastructure funding. This reconciliation legislation raises the statutory debt ceiling while significantly reshaping funding priorities across

federal programs. The law repeals multiple climate- and equity-related programs and redirects resources to traditional infrastructure and revenue generation.

Key impacts:

- Eliminates Internal Revenue Agency programs that encourage clean vehicles, decarbonization, and equity planning.
- Adds new annual federal registration fees: \$250 for electric vehicles, \$100 for hybrids.
- Removes funding for Federal Highway Administration (FHWA) and Federal Aviation Administration (FAA) environmental review and alternative fuel grant programs.

Additional Federal Updates (in brief):

NEPA Streamlining ([June 30, 2025](#)): USDOT merged NEPA procedures across the FAA, FHWA, Federal Railroad Administration (FRA), and Federal Transit Administration (FTA) to speed up reviews. Deadlines and page limits now apply to simplify and clarify review scope.

- Reduces review time, expands use of categorical exclusions, and encourages faster project delivery.

California High-Speed Rail Authority (CHSRA) Grant Termination ([July 16, 2025](#)): The FRA [terminated](#) \$4 billion in funding to CHSRA due to noncompliance with federal rules. FRA and the US Department of Justice (DOJ) may pursue clawbacks of funding already expended.

- Sets precedent for strict performance enforcement and potential reallocation of funds to viable rail projects.

NEPA Assignment Expansion ([July 17, 2025](#)): USDOT signed a 10-year NEPA assignment [Memorandum of Understanding](#) (MOU) with the Texas Department of Transportation (TxDOT). The Texas model removes federal reporting and sets precedent for other states, potentially influencing California's agreement.

- Encourages further state-led project delivery; California may face new expectations to streamline reviews

Memorandum

To: Executive Committee
From: Janneke Strause, Associate Transportation Planner
Meeting Date: August 6, 2025
Subject: Mid-cycle Competitive Grant Program of Projects

RECOMMENDED ACTION:

RECOMMEND the Board of Directors approve programming \$10.5 million of Regional Surface Transportation Program funds for a Mid-cycle Competitive Grant Program of Projects.

SUMMARY:

Regional Surface Transportation Program (RSTP) funds are distributed to eligible agencies on a three-year cycle through the Transportation Agency's Competitive Grant Program. The next cycle of the Competitive Grant Program is in 2026. Agency staff recommend distributing funds through a Mid-cycle Competitive Grant Program using reserve funds, interest revenue, and project cost savings that were previously not programmed.

FINANCIAL IMPACT:

The Transportation Agency has \$13.5 million of reserve funding, interest revenue, and project cost savings in the Regional Surface Transportation Program fund. These funds are currently not programmed for projects. The Agency's funding agreement with Caltrans encourages RSTP funds to be spent within three years of when they are received from the State. To help meet this goal, staff recommends utilizing \$10.5 million of available funds for a Mid-cycle RSTP Grant Program and maintaining \$3 million in reserve for future Board programming.

DISCUSSION:

The Surface Transportation Block Grant Program (formerly "Regional Surface Transportation Program") is a federal program that provides states and local jurisdictions with funding for highway improvements, street rehabilitation and transportation enhancements. The Transportation Agency receives an annual apportionment of Regional Surface Transportation Program (RSTP) funding, passed through the State. Monterey County didn't have an urbanized area with a population greater than 200,000 in the 1990 census. Therefore, it qualified for the state exchange program, whereby Caltrans keeps the federal Surface Transportation Block Grant Program apportionments for a region and gives the regional agency an equivalent amount of state cash. The Transportation Agency distributes RSTP funding through a fair share formula to Monterey County and cities, a 10% reserve for future unidentified needs, a set aside for special projects, and a competitive program on a three-year cycle with the last cycle in 2023 and the next cycle in 2026. The 2023 Competitive Program Guidelines are linked below.

The Mid-cycle Competitive Grant Program establishes a new, one-time funding opportunity prior to the 2026 Competitive Grant Program with the objective of expediting the disbursement of available RSTP funds. The unprogrammed RSTP funds were generated by revenue on interest, project cost

savings that were returned to the Competitive Grant Program fund account, and variances between the adopted RSTP Fund Balance and what was actually received from the State.

To expedite the use of these funds, this proposal focuses on projects that are "shovel-ready". Transportation Agency staff reached out to local agencies to confirm funding needs for projects that are more than 50% complete with design and ready to release bids for construction between August 2025 and July 2026. Agency staff received 15 funding requests from 10 jurisdictions with a total request of \$22.3 million. Of the 15 requests, 7 have completed design and will release bids for construction between August 2025 and February 2026. Three projects are currently under construction. The Transportation Agency recommends funding the following program of 10 projects with the Mid-cycle Competitive Grant funds for a total of \$10.5 million:

- City of Gonzales - Fifth Street Truck Ban Signage: \$38,512
- City of Greenfield - Walnut Avenue Pedestrian and Bikeway Improvement Project: \$100,000
- City of King - U.S. Highway 101/Broadway Street at San Antonio Drive Roundabout Improvement Project: \$1,488,000
- City of Marina - Imjin Parkway & 3rd Avenue Signal Improvements Project: \$450,000
- City of Monterey - Madison/Hermann/Larkin Traffic Circle: \$130,000
- City of Salinas - Boronda Road Congestion Relief Project (Phase 1): \$1,000,000
- City of Sand City - West End Improvement Project: \$2,000,000
- City of Seaside - Broadway Corridor Improvements: \$4,000,000
- City of Soledad - West Street Road Diet and Complete Streets Project: \$882,480
- County of Monterey - Laureles Grade/Carmel Valley Road Roundabout: \$450,000

The City of Del Rey Oaks and the City of Carmel did not have any projects that fit the criteria for the Mid-cycle RSTP Grant Program. All jurisdictions will be eligible to propose new projects for the next regular cycle of the Competitive Grant Program in 2026. The Program of Projects, including project descriptions, is **attached**, and the 2023 competitive grant program guidelines and application are online as a **web attachment**.

ATTACHMENTS:

1. 2025 Mid-cycle RSTP Grant - Project Submittals

WEB ATTACHMENTS:

[2023 Competitive Grant Program - Guidelines and Application](#)

Mid-cycle RSTP Grant Program of Projects

August 2025

Jurisdiction	Project Name	Project Description	Total Project Cost	Request	Design Plans % Completed	Ready to List Date
City of Gonzales	Fifth Street Truck Ban Signage	Install signs on US101 and various city streets to enforce a Truck Ban along Fifth Street between US101 and Alta Street. Project plans are attached. Project is partially funded with \$30,000 City Measure K monies and \$52,924 in Unprogrammed RSTP funds. This project is a high priority of the City Council	\$ 121,436	\$ 38,512	100%	Jul 2025
City of Greenfield	Walnut Avenue Pedestrian and Bikeway Improvement Project	The City’s WALNUT AVENUE PEDESTRIAN AND BIKEWAY IMPROVEMENTS PROJECT is under construction. It is a \$1,034,166.00 project awarded to Anderson Pacific. Construction Company. The project is temporarily on hold while the City is working with Caltrans on an unexpected redesign of existing safety barrier rail at the Walnut Ave. and US101 to accommodate new sidewalk in the Caltrans right-of-way. Although permitted by Caltrans prior to advertisement, changed conditions require a redesign with increased cost of improvements at this location. The change affects the replacement of barrier rail to conform with a new Caltrans detail with an anticipated increase in construction costs as requested.	\$ 1,134,166	\$ 100,000	100%	In construction
City of King	U.S. Highway 101/Broadway Street at San Antonio Drive Roundabout Improvement Project	The U.S. Highway 101/Broadway Street at San Antonio Drive Roundabout Improvement Project provides safety, multi-modal, placemaking, congestion relief, and GHG-reduction benefits. In the City of King City a roundabout will be installed at the intersections of San Antonio Drive/San Lorenzo Park Road/Broadway Street and San Antonio Drive/US 101 Northbound Off Ramp/US 101 Northbound On Ramp. The basic purpose of the proposed roundabout intersection is to enhance safety and alleviate traffic congestion on Broadway Street, San Antonio Drive and San Lorenzo Park Road while also improving access to and from U.S. Highway 101. The project was identified through a Countywide Intersection Control Evaluation (ICE) Study and the City's Local Road Safety Plan (LRSP); both plans identified the project as a high safety priority project with a benefit to cost ratio higher than that of a stop sign or traffic signal.	\$ 5,410,000	\$ 1,488,000	100%	Oct 2025
City of Marina	Imjin Parkway & 3rd Avenue Signal Improvements Project	Imjin Parkway divides many of the Veteran services including residences, wellness centers, and education centers all in the vicinity of 3rd Avenue. In January 2020 an elderly pedestrian with disabilities using a wheelchair pedestrian was traveling from a physical therapy session when they were struck and killed in the west crosswalk at 3rd Avenue by a vehicle traveling on Imjin Parkway. The City conducted a technical safety assessment and concluded the best safety improvements for the intersection and the corridor would be to signalize traffic movements for pedestrian safety. This scope of work coincides with the intended improvements for the TAMC multimodal corridor regional project.	\$ 1,500,000	\$ 450,000	100%	Aug 2025
City of Monterey	Madison/Herrmann/Larkin Traffic Circle	The project is to implement a traffic circle with all way stop control at the intersection of Madison Street, Herrmann Street and and Larkin Street, a five-leg intersection. This location serves as a major entry-exit point to Monterey High School the City's only public high school. The addition of a traffic circle and striped medians with vertical elements will address speed and pedestrian-vehicle safety at the intersection.	\$ 290,000	\$ 130,000	100%	Sep 2025

City of Salinas	Boronda Road Congestion Relief Project (Phase 1)	The Boronda Road Congestion Relief Project (Phase 1) is the first Phase of the three-phased multimodal improvements project planned along E Boronda Rd between Dartmouth Way and Independence Blvd (1.8 miles) in northern Salinas. The Phase 1 Project will build the improvements from east of Dartmouth Way to a point between McKinnon Street and El Dorado Drive. Specific improvements include the construction of roundabout at McKinnon Street, installing enhanced pedestrian and bicyclist crossing treatments (e.g., pedestrian hybrid beacons and shared use path) at the roundabout, constructing ADA curb ramps at the intersection, adding buffers to the existing bike lanes, constructing bus pullouts and enhanced amenities at Monterey-Salinas Transit (MST) stops, and widening E Boronda Rd from two to four travel lanes (two-lanes in each direction).	\$ 15,637,797	\$ 1,000,000	100%	In construction
City of Sand City	West End Improvement Project	The project involves the reconstruction of existing city streets, Contra Costa Street and Catalina Street, to incorporate complete street and Low Impact Development (LID) strategies to provide water quality and flood mitigation, improved pedestrian safety and ADA accessibility, ADA ramps, signing and striping improvements, compliance with AB 413 Daylighting, urban greening and landscaping. The project design was reviewed by the city's traffic engineer to incorporate traffic calming measures including curb extensions, high visibility crosswalks, and to provide adequate truck and emergency vehicle turning elements. The city conducted a speed survey for the area based on resident concerns with speeding and has conducted significant public outreach. The project will provide multi-benefits to a disadvantaged community (DAC) and it will treat runoff and remove pollutants that would otherwise discharge to the Monterey Bay National Marine Sanctuary.	\$ 6,700,000	\$ 2,000,000	100%	Oct 2025
City of Seaside	Broadway Corridor Improvements	1.3 mile road diet on Broadway Avenue between Fremont Blvd and General Jim Moore Boulevard and SRTS improvements on Yosemite Ave between San Pablo Ave and Wanda Ave. Project includes transforming a 4- lane roadway to a 2-lane roadway with curb extensions, buffered and protected bike facilities, roundabouts, Safe Routes to School improvements including raised crosswalks, rectangular rapid flashing beacons, and accessible design. Improvements on Yosemite Ave will include bicycle pavement marking, signage, curb extensions and high visibility crosswalks. Project includes community engagement, civic education with active transportation focus and encouragement programming, and an open street event geared toward youth, low-income families and seniors to increase safe bicycle and walking.	\$ 14,238,692	\$ 4,000,000	100%	Feb 2026
City of Soledad	West Street Road Diet and Complete Streets Project	The West Street Road Diet and Complete Streets Project focuses on safety, improving multimodal mobility, and making West Street accessible and comfortable for all roadway users. This project aims to achieve this by implementing a road diet (reducing the number of vehicle travel lanes from four to two), which enables additional room for protected bike lanes and traffic calming elements such as raised curb island medians and narrower travel widths. Pedestrian safety will be significantly improved through enhanced pedestrian crossings with center refuge islands and Rectangular Rapid Flashing Beacons, improved striping, and upgrades along the corridor to address access ramps and deficient sidewalks. Additionally, this project shall address pavement treatment to ensure its long-term success.	\$ 3,834,430	\$ 882,480	100%	Oct 2025

		The Carmel Valley Road and Laureles Grade Roundabout Project involves replacing the existing one-way, stop controlled “T” intersection at Carmel Valley Road and Laureles Grade with a roundabout. The project will improve vehicle safety and access at the intersection. The project includes widening Laureles Grade and Carmel Valley Road at the east and northwest corners of the existing intersection; however, it will not add lanes or increase the intersection's capacity. Medians will also be constructed on Carmel Valley Road to the northwest and southeast of the proposed roundabout, as well as on Laureles Grade to the northeast.				
County of Monterey	Laureles Grade/Carmel Valley Road Roundabout		\$ 5,600,000	\$ 450,000	100%	In construction
			TOTAL	\$ 10,538,992		