



2025 Legislative Program

State Priorities

- 1S.** Preserve funding for all modes of transportation projects, including the extension of grant programs, maximize formula funding to regions, and preserve regional discretion and priority-setting for infrastructure needs, particularly safety projects, and the delivery of voter-approved programs and projects.
- 2S.** Support the fair application of vehicle miles traveled metrics in rural and suburban areas that seek to complete multi-modal corridors or highway safety projects in underserved communities and address the jobs housing imbalance.
- 3S.** Leverage Measure X funds and partner with state agencies to pursue competitive grant or bond funding for highway safety, traffic congestion relief, trade corridors, passenger rail, public transportation, infrastructure resiliency, and bicycle and pedestrian routes for Monterey County projects.
- 4S.** Promote jobs-housing balance and clean transportation modes as ways to reduce vehicles miles traveled, such as via funding reduced transit fares, rail expansion, and frequent bus service, while maintaining statewide equity between urban and rural areas.
- 5S.** Support funding for zero-emission fuel initiatives that enhance mobility and accessibility while reducing greenhouse gas emissions, such as electric vehicle charging infrastructure, electric power storage capacity, electrical grid reliability, hydrogen hubs, and incentives for electric bike and vehicle purchases.
- 6S.** Explore replacement funding mechanisms to the gas and diesel tax for transportation investments, such as a pay-by-the-mile user fee, public private partnerships, full conversion to a vehicle registration fee, or wholesale energy taxes, that are equitable to disadvantaged and rural areas.
- 7S.** Support the promotion of telecommuting to reduce vehicle miles traveled via broadband investments in rural areas and disadvantaged communities, support the inclusion of local

government representation in the administration of broadband infrastructure funding, and support new server farms in rural areas.

- 8S.** Support an increase in State rail funding and an extension of cap-and-trade proceeds while ensuring a proportional share is allocated to transportation projects, to implement new state-supported passenger rail service on the Coast Route to help the State meet transportation and greenhouse gas emission reduction goals.
- 9S.** Support legislation that increases roadway safety by implementing Vision Zero strategies and improving driver safety training.
- 10S.** Support sustainable funding for the oversubscribed Active Transportation Program.
- 11S.** Support streamlining project delivery, including early engagement of oversight agencies, simplifying grant program applications, raising encroachment permit thresholds, and accelerating project permit approvals.
- 12S.** Coordinate with the Monterey-Salinas Transit District (MST) to monitor the transit transformation task force as it relates to Transportation Development Act (TDA) reform and augment state transit funding programs to provide ongoing operational support.
- 13S.** Support MST efforts to seek funding to implement the infrastructure needed to meet the deadlines of the Innovative Clean Transit (ICT) Regulation transition to a 100 percent zero-emission bus fleet by 2040.
- 14S.** Support legislation that promotes transit-oriented development (such as via redevelopment or opportunity zones), complete streets, clean commutes, multi-modal transportation, bikes on board trains and buses, and active transportation projects.
- 15S.** Support legislation and investments in critical infrastructure and airspace access to support carbon neutral advanced air mobility solutions (e.g., air taxis and autonomous aerial cargo) that enhance the efficiency, safety, and sustainability of our transportation system.
- 16S.** Modernize the Brown Act to enhance transparency and wider public access to allow the use of remote access to public meetings without requiring noticing of all remote Board or committee member locations, provided the public can participate via remote access software or in-person.
- 17S.** Support member agencies' requests for state funding of regionally significant transportation projects and support partner agency legislative efforts as they interface with regional transportation priorities when they are consistent with Transportation Agency for Monterey County priorities.



2025 Legislative Program

Federal Priorities

- 1F.** Support congressionally directed federal funding for Agency transportation priorities.
- 2F.** Support adequate funding for the following transportation priorities:
 1. Monterey-Salinas Transit (MST) District capital projects, vehicles, and operations.
 2. Amtrak and state-supported passenger rail, including a fair share allocation to California for capital improvements and vehicle acquisition.
 3. Zero-emission vehicle infrastructure for transit and personal vehicles.
 4. Active transportation projects, including Vision Zero.
- 3F.** Support reauthorization of the federal transportation funding bill, to include the following priorities:
 1. Stabilizing and increasing transportation infrastructure funding sources to avoid the bankruptcy of the federal highway and transit trust funds.
 2. Reauthorize programs that support transportation infrastructure projects, including the Rebuilding American Infrastructure with Sustainability and Equity (RAISE), Consolidated Rail Infrastructure and Safety Improvements (CRISI), Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT), Defense Community Infrastructure Program (DCIP), and Safe Streets for All (SS4A) grant programs and Transportation Infrastructure Finance and Innovation Act (TIFIA) loans.
 3. Explore innovative funding mechanisms, such as a vehicle registration fee, pay-by-the-mile user fee, public private partnerships, or wholesale energy taxes, that are equitable to disadvantaged and rural areas.
- 4F.** Coordinate with regional military installations to seek funding for transportation projects with a nexus to operations at those installations.

- 5F.** Support applications for Department of Transportation discretionary grant and climate resiliency/adaptation grant programs for projects on the California Central Coast.
- 6F.** Preserve regional discretion and priority-setting for infrastructure needs.
- 7F.** Support programmatic flexibility in federal funding for infrastructure.
- 8F.** Allow the California Environmental Quality Act (CEQA) to substitute for the National Environmental Policy Act (NEPA), and expand the definition of Categorical Exclusions, while retaining environmental protections.
- 9F.** Support availability of funding for enhanced broadband and advocate for the Federal Communications Commission to regulate broadband/internet access as a utility to enable the increase of broadband infrastructure capacity to help bridge the digital divide and to encourage telecommuting.
- 10F.** Support streamlining of federal rail funding and removal of funding barriers between commuter and intercity rail programs, with the goal of increasing integrated passenger rail service for the traveling public.
- 11F.** Support the use of Federal rail funding to implement new passenger rail service on the Coast Route.
- 12F.** Support legislation and investments in critical infrastructure and airspace access to support carbon neutral advanced air mobility solutions (e.g., air taxis and autonomous aerial cargo) that enhance the efficiency, safety, and sustainability of our transportation system.
- 13F.** Support member agencies' requests for federal funding of regionally significant transportation projects and support partner agency legislative efforts as they interface with regional transportation priorities when they are consistent with Transportation Agency for Monterey County priorities.