



**MONTEREY-SALINAS TRANSIT DISTRICT
BOARD ADMINISTRATIVE PERFORMANCE COMMITTEE
MEETING AGENDA AND NOTICE**

Date: November 14, 2022
Time: 9:00 AM Pacific Time (US and Canada)
Location: In-Person and Zoom Conference

Due to the expiration of certain directives contained in the Governor's Declaration of Emergency for the State of California (Executive Order N-29-20), the Board of Directors of the Monterey-Salinas Transit District will hold meetings in-person and via Zoom virtual meeting as indicated below:

In-Person Participation:

The Board Administrative Performance Committee in-person meeting will be held on November 14, 2022 at 9:00 AM at 19 Upper Ragsdale Drive, Suite 100. *Members of the public are required to wear a face covering and will be socially distanced in the Board room.*

OR

Zoom Participation:

The Board Administrative Performance Committee Zoom virtual meeting will be held on November 14, 2022 at 9:00 AM via Zoom video/teleconference, click <https://us06web.zoom.us/j/84500836234?pwd=aFQ0YUdj3Y0eW94WmtRZ1Myc0Vldz09> and enter the following:

Meeting ID: 845 0083 6234 and Passcode: 652252.

By telephone: (669) 900-6833 same Meeting ID: 845 0083 6234 and Passcode: 652252.

Public comments may be made either in person, via Zoom, or via email. Members of the public may attend the Board Meeting in person and request to speak to the Board when the Chair calls for public comment. Persons who wish to make public comment on an agenda item are encouraged to submit comments in writing by email to MST at clerk@mst.org by 3:00 PM on Friday, November 11, 2022; those comments will be distributed to the MST Board of Directors before the meeting. Written comments may be emailed to clerk@mst.com, and should include the subject line: "Public Comment Item # (insert the agenda item number relevant to your comment)."

MST Board and Committee Agendas

Accessibility, Language Assistance, and Public Comments

Materials related to an item on this agenda submitted to the Committee after distribution of the agenda packet are available for public inspection at the Monterey-Salinas Transit Administration Building at 19 Upper Ragsdale Dr., Suite 200, Monterey, CA 93940 during normal business hours.

Upon request, Monterey-Salinas Transit will provide written materials in appropriate alternative formats, including disability-related modifications or accommodations, auxiliary aids, or services to enable individuals with disabilities to participate in public meetings. Please send a written request, including your name, mailing address, phone number, description of the requested materials, and preferred alternative format or auxiliary aid or service at least three working days prior to the meeting at the address below.

Public comments may be submitted for any item on the agenda by contacting MST:

Mail: MST, Attn: Clerk to the Board, 19 Upper Ragsdale Dr., Suite 200, Monterey, CA 93940

Website: <https://mst.org/contact-us/> • **Email:** clerk@mst.org • **Phone:** (888) 678-2871



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Group: Board Administrative Performance Committee (BAPC)

Directors:	Dan Albert (Chair)	City of Monterey
	Dave Pacheco (Vice Chair)	City of Seaside
	John Gaglioti	City of Del Rey Oaks
	Yanely Martinez	City of Greenfield
	David Burnett	City of Marina
	Luis Alejo	County of Monterey
Staff:	Carl Sedoryk	General Manager/CEO
	Lisa Rheinheimer	Assistant General Manager
	Kelly Halcon	Director of HR and Risk Management
	Norman Tuitavuki	Chief Operating Officer
	Michael Kohlman	Chief Information Officer
	Michelle Overmeyer	Director of Planning and Innovation

The BAPC Committee provides policy direction to the Board and monitors performance in areas of Finance and Budget, Procurement, Legislative, Intergovernmental Relations, Business Development, Planning, Marketing, Customer Service, Regulatory Compliance, Risk Management, Employee Compensation/Benefit Programs, and Information Technology.

1. CALL TO ORDER

2. PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

Members of the public may address the Committee on any matter related to the jurisdiction of MST but not on the agenda. There is a time limit of not more than three minutes for each speaker. The Committee will not take action or respond immediately to any public comments presented, but may choose to follow-up at a later time, either individually, through staff, or on a subsequent agenda.

3. CONSENT AGENDA

- 3-1 Approve Minutes of the Board Administrative Performance / BAPC Committee on September 12, 2022. (Jeanette Alegar-Rocha) (Page 5)

4. ACTION ITEMS

- 4-1 Review of Administrative Performance. (Refer to MST Board Agenda Item 7-1) (Carl Sedoryk)
- 4-2 Recommend Approval of the 2023 State Legislative Program to the Board of Directors. (Michelle Overmeyer) (Page 9)

- 4-3 Recommend approval of the 2023 State Legislative Program to the Board of Directors. (Carl Sedoryk/Don Gilcrest) (Page 17)
- 4-4 Receive Update on the SURF! Busway and Bus Rapid Transit Project. (Lisa Rheinheimer)(No Enclosure)

5. CLOSED SESSION

As permitted by Government Code §54957 et seq. of the State of California, the Board of Directors may adjourn to Closed Session to consider specific matters dealing with personnel and/or pending possible litigation and/or conferring with the Board's Meyers-Milias-Brown Act representative.

6. ADJOURN

NEXT SCHEDULED MEETING DATE January 09, 2023

9:00 a.m.

Dates, times and **teleconference information are subject to change.*

*Please contact MST for accurate meeting date, times and **teleconference** information or check online at <http://mst.org/about-mst/board-of-directors/board-meetings/>*

Board Administrative Performance Committee (BAPC)
In Person/Zoom Meeting

Minutes

September 12, 2022
9:00 a.m.

Present:	Dan Albert (Chair)	City of Monterey
	Dave Pacheco (Vice Chair)	City of Seaside
	David Burnett	City of Marina
	Luis Alejo	County of Monterey
Absent:	John Gaglioti	City of Del Rey Oaks
	Yanely Martinez	City of Greenfield
Staff:	Carl Sedoryk	General Manager/CEO
	Lisa Rheinheimer	Assistant General Manager
	Norman Tuitavuki	Chief Operating Officer
	Michael Kohlman	Chief Information Officer
	Michelle Overmeyer	Director of Planning & Innovation
	Jeanette Alegar-Rocha	Clerk to the Board
	Andrea Williams	General Accounting & Budget Manager
	Daniel Bruno	Scheduling Assistant
	Elena Grigorichina	Operations Analyst
	Emma Patel	Associate Planner
	Ezequiel Rebollar	IT Technician
	Ikuyo Yoneda-Lopez	Marketing & Customer Service Manager
	Jacqueline Munoz	Customer Service Representative
	Lisa Cox	Risk and Safety Manager
	Matthew Deal	Grants Analyst
	Rolando Munoz	Customer Service Representative
	Scott Taylor	IT Manager
	Steven Bruno	Purchasing Agent
Counsel:	Michael D. Laredo	De Lay & Laredo
Public:	Don Gilchrest	Thomas Walters & Associates

1. **CALL TO ORDER**

Chair Albert called the meeting to order at 9:01 a.m. with roll call taken and a quorum was established.

2. **PUBLIC COMMENTS NOT ON THE AGENDA**

There were no public comments.

3. **CONSENT AGENDA**

3-1. Approve Minutes of the Board Administrative Performance / BAPC Committee on May 9, 2022. (Jeanette Alegar-Rocha)

3-2. Approve Minutes of the Board Administrative Performance / BPAC Committee on July 11, 2022. (Jeanette Alegar-Rocha)

On a motion by Director Alejo, seconded by Director Burnett and carried by the following vote, which was conducted by roll call, the Committee approved items 3-1 and 3-2 on the Consent Agenda:

AYES:	4	Albert, Alejo, Burnett, and Pacheco
NOES:	0	
ABSENT:	2	Gaglioti and Martinez
ABSTAIN:	0	

4. **ACTION ITEMS**

4-1. Review of Administrative Performance. (Refer to MST Board Agenda Item 7-1) (Carl Sedoryk)

The Committee received a report from Carl Sedoryk on Board agenda item #7-1 MST Administrative Performance.

There were no public comments.

4-2. Receive State Legislative Advocacy Update. (Michelle Overmeyer)

The Committee received an update from Michelle Overmeyer on State legislative priorities.

There were no public comments.

4-3. Receive Federal Legislative Update. (Carl Sedoryk/Don Gilchrest)

The Committee received a Federal legislative update from Don Gilchrest.

There were no public comments.

4-4. Receive Update on SURF! Busway and Bus Rapid Transit Project Public Outreach Efforts. (Lisa Rheinheimer) (No Enclosure)

The Committee received an update from Lisa Rheinheimer on SURF! Busway and Bus Rapid Transit Project public outreach efforts.

There were no public comments.

5. **CLOSED SESSION**

None.

6. **ADJOURN**

There being no further business, Chair Albert adjourned the meeting at 9:45 a.m.

Prepared by:


Jeanette Alegar-Rocha

Reviewed by:


Carl G. Sedoryk

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To: Board of Directors
From: Michelle Overmeyer, Director of Planning and Innovation
Subject: 2023 State Legislative Program

RECOMMENDATION:

Recommend approval of the 2023 State Legislative Program to the Board of Directors.

FISCAL IMPACT:

None.

POLICY IMPLICATIONS:

The Board adopts an annual legislative program. The recommended 2023 State Legislative Program is consistent with the mission of advocating and delivering quality public transportation as a leader within our community and industry. The 2023 State Legislative Program will be presented to representatives in the State Legislature and their respective staff members and will direct MST positions on legislative matters throughout the year. The State Legislative Program is used as a guideline for supporting, opposing, or watching legislation when time does not permit official MST Board action on specific legislation.

DISCUSSION:

MST staff works together with our national, state, and local partners to identify legislative issues important to our region. To inform our state legislative program, we receive input from our advocacy partners including, but not limited to, California Transit Association (CTA), California Association for Coordinated Transportation, Transportation Agency for Monterey County, and County of Monterey.

In October, the full board authorized the General Manager/CEO to enter into contract with Shaw Yoder Antwih Schmelzer & Lange for legislative advocacy services. Representatives will be introduced during your Committee meeting.

Calendar year 2022 legislative advocacy focused on the following themes: COVID relief, continuing to monitor and prepare for the Air Resources Board's Innovative Clean Transit (ICT) Regulation, and expedited environmental clearance for certain transportation projects. Through participation on the CTA's COVID-19 Transit

Crisis Relief Task Force and the CTA State Legislative Committee, staff was able to continue supporting and advocating for legislation that will benefit MST through the pandemic recovery.

The draft 2023 State Legislative Program will continue much of the same advocacy as in 2022. Additionally, MST will sponsor legislation to increase MST's contracting thresholds for supplies, equipment and materials to align with FTA allowances and other transit operators in the state.

Staff recommends that your Committee review and provide feedback on MST's draft 2023 State Legislative Program. The Committee's input will be incorporated into the final 2023 State Legislative Program that will go to the full Board in December.

ATTACHMENT(S):

2023 Draft State Legislative Program

Prepared by: 
Michelle Overmeyer

Reviewed by: 
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MST 2023 State Legislative Program

1S. Engage in cooperative support among partner organizations.

- a. Support the 2023 Legislative Programs of the California Transit Association (CTA) and California Association of Coordinated Transportation (CalACT).
- b. Support CTA's efforts to support legislation and administrative strategies to implement a new federal transportation authorization legislation in a way that ensures the best possible outcome for transit operators in California.
- c. Support the 2023 State Legislative Programs for the Transportation Agency for Monterey County (TAMC) and MST member-jurisdictions.
- d. Support other partner agency legislative efforts where common interests exist.
- e. Ensure that state legislative efforts are consistent with and coordinated with the MST federal legislative program.

2S. Support transit-related legislation.

- a. Sponsor legislation to increase MST's contracting thresholds for supplies, equipment, and materials to align with FTA allowances and other California transit districts.
- ~~a~~.b. Support legislation and polices that enable transit-supportive development.
- ~~b~~.c. Support legislation augmenting programs to fund public transit buses and support vehicles with electric, hydrogen, bio-fuel and other alternative-powered engines and energy storage.
- ~~c~~.d. Support legislation that increases safety for transit employees and customers by increasing penalties against those that commit crimes against an operator of a transit vehicle, against the transit riding public, or against property of transit agencies.
- ~~d~~.e. Monitor and support efforts to advance racial justice and transportation equity through state transportation policy.

3S. Encourage the state to restore, preserve and augment transportation and transit funding.

- a. Oppose any transfer or expenditure of Transportation Development Act (TDA), Public Transportation Account, Greenhouse Gas Reduction Fund, Traffic

Congestion Relief Fund, and other transit funds to state and local agencies for purposes other than those specified in the Act and existing transit funding law.

~~Monitor the effects of 2010 Proposition 22 and Proposition 26 on transit funding.~~

- b. Continue to educate the public on the value of SB-1, which comprehensively enhances funding for transportation throughout the state, including public transit. Pursue funds that have been disencumbered from other agencies' cancelled projects. Ensure that funds are maximized for MST and that the region's authority to decide how to program any new funds is retained. Work with the Governor's Administration, the Legislature, [the California State Transportation Agency \(CalSTA\)](#), the California Transportation Commission, Caltrans, [the California Air Resources Board \(CARB\)](#), [the California Energy Commission \(CEC\)](#), and others in key decision-making processes. Seek funding for bus operations, maintenance and administration facilities; new bus purchases; zero-emission bus (ZEB) infrastructure and energy storage; transit stations; security improvements to property and buses; bus shelters; innovative fare payment systems; Intelligent Transportation Systems (ITS); Bus Rapid Transit (BRT); and mixed-use transit-oriented developments (TODs).
- c. As Caltrans is the designated recipient for some of MST's federal funds, support legislation and administrative strategies to implement the transit programs in ~~FAST Act~~ [the bipartisan Infrastructure Investment and Jobs Act \(IIJA\)](#) ~~and the new transportation bill~~ in a way that ensures prompt distribution of funds to small urban and rural operators to yield the best possible outcome for transit.
- d. Support and advocate protecting and maximizing transit's share of Cap & Trade revenues, including additional ongoing, dedicated revenue for transit from the 40 percent of Cap & Trade funds not continuously appropriated pursuant to existing statute.
- e. Participate in the development of ~~California Air Resources Board (CARB's)~~ Zero Emission Vehicle Investment Plan [Funding Plan for Clean Transportation Incentives](#) and the [CEC's Clean Transportation Investment Plan](#) criteria and apply for funding as appropriate.
- f. Support discussions with the Administration and ~~California State Transportation Agency~~ [CalSTA](#) on implementation of the Governor's executive orders and [Climate Action Plan for Transportation Infrastructure \(CAPTI\)](#) process to address climate change through transportation investments to protect transit agencies from any negative impacts, and work to ensure state and federal funds are made available to achieve the goals outlined in the orders.
- g. Advocate for additional state funding to address the adverse funding impact of the COVID-19 pandemic on transit agencies, [with a focus on additional state funding for operations and extensions to existing statutory relief](#).
- h. Support MST member-jurisdictions' efforts to combat homelessness and advocate for transit funding the help get homeless individuals to jobs, medical appointments, and other essential services. [Additionally, work with CTA to](#)

expand homelessness funding to require consideration of transit availability for future project sites.

- i. Support efforts to bridge the digital divide by funding capital and operating expenses for broadband and Wi-Fi-enabled transit buses.
- j. Support legislation to require Medi-Cal managed care plans (MCP) to reimburse public transit agencies for Medi-Cal eligible trips with or without prior MCP approval for the trip.

4S. Support reductions in burdensome legal and/or regulatory requirements.

- a. Support exemptions for small operators from financially burdensome new legal or regulatory requirements or minimize their impact on small operators.
- b. Continue to participate on the CTA's TDA Reform Task Force to review existing metrics for the qualification and distribution of TDA revenues, with the possibility for legislation in ~~2022~~ 2023 or 2024 to update TDA law.
- c. Oppose efforts to mandate benefits, **mandated collective bargaining over single subjects**, or other specific working conditions that would increase MST's costs and that would be more appropriately addressed through the **normal** local collective bargaining process.
- d. Monitor ongoing rule-making discussions at the CARB including AB 32, SB 375 and the state's "Cap and Trade" program, and oppose additional regulatory requirements that do not have a new, dedicated funding source provided for their implementation.
- e. Monitor the CARB's Innovative Clean Transit (ICT) regulation and support the provision of new sources of funding to incentivize the adoption of ZEB technology and energy storage.
- f. Support efforts to streamline state-administered federal grant programs to allow funds to be delivered to transit agencies more promptly and/or administered directly by small urban transit operators who already receive and manage federal transit grants, where appropriate.
- g. Monitor state implementation of pension reform laws.
- h. Support efforts to pursue extensions and expansions of statutory and categorical exemptions under the California Environmental Quality Act (CEQA) for transit projects and transit-oriented developments.
- i. Monitor and support continued efforts to expand governing boards' authority to meet virtually.

5S. Raise MST's profile and role in state legislative issues.

- a. Continue to bring legislators, key Governor Newsom staff, and state commissions, boards, agencies & department members and others to MST for ~~a facilities~~ facility and project tours, site visits and presentations.
- b. Develop and maintain positive working relationships with ~~elected state representatives including Governor Newsom, Assembly members Rivas and Stone, and Senators Caballero and Laird. Reach out to elected legislative officials during the 2022 session, including those that may be assigned committees with oversight over transportation-related matters~~ MST's state legislative delegation, legislators assigned to committees with oversight on transportation, local government environmental, and budget issues, as well as Governor Newsom and his administration, during the 2023-2024 Legislative Session.
- c. Continue having MST Board and staff participate in transit-related meetings with elected representatives, key transportation and budget committee members and other officials.

- f. Support California receiving its fair share of its contribution to federal transportation funding.
- g. Oppose efforts to reduce or limit federal formula or discretionary transit funds or to eliminate the federal role of funding public transit operations and capital by deleting the program from the Highway Trust Fund.
- h. Seek additional funding for elderly and disabled transportation, including the FTA Section 5310 elderly and disabled transit capital funding program, which under FAST Act incorporates funding for projects formerly eligible under the Section 5317 New Freedoms Program.
- i. Oppose any efforts to shift current, expanded, or new transit funds or fuel taxes/fees to non-transportation programs or projects.
- j. Support initiatives to develop the workforce necessary to successfully deliver transit services, including continued and expanded funding of regional training consortium programs, which provide advanced transit specific training through local community colleges and similar educational institutions.
- k. Support federal legislative efforts to provide incentives for zero-emission buses and charging/storage infrastructure equivalent or comparable to the alternative fuels tax credit currently available for compressed and liquefied natural gas.
- l. Support increased public transportation funding to reduce vehicles miles travelled and associated greenhouse gas emissions. Ensure that trust fund and general fund transit programs are protected if carbon fees are implemented at the federal level. Support green energy funding and incentives for zero-emission buses and associated charging/storage infrastructure.
- m. Increase the Small Transit Intensive Cities (STIC) set-aside to levels that ensure effectiveness of the program.

3F. Support reductions in burdensome legal and/or regulatory requirements.

- a. Encourage legislative and regulatory efficiency.
- b. Require the Department of Transportation (DOT) to consistently apply the requirement that federal loans be considered local match across all DOT programs.
- c. Work to streamline regulations and improve the ability of local and regional agencies to plan and deliver transportation projects and services in a timely, cost-effective manner.
- d. Advocate for changes in policies that inhibit MST's abilities to effectively provide mobility, including inappropriate usage of the 13c provision of the 1964 Federal Transit Act, restrictions of buses based on axle weight, Buy America, and unreasonable spare ratio requirements.
- e. Monitor Asset Management, Safety, and Performance requirements on transit agencies being implemented by the Federal Transit Administration and continue

to advocate for exemptions and/or reduced reporting requirements for small operators.

- f. Reduce regulatory burden, advocate that any new federal safety regulations should accept the safety programs of public transit agencies that have developed their safety plans/activities as members of large risk pools (e.g., CalTIP).

4F. Raise MST's profile and role in federal legislative issues.

- a. Continue to bring legislators, key staff, and other federal stakeholders to MST for a facilities tour and presentation.
- b. Offer opportunities to educate Congressman Jimmy Panetta and his local and DC staff members about MST and the importance of public transit in the Monterey Bay region, the State of California, and around the entire country.
- c. Continue having MST Board and staff participate in transit-related meetings with federal elected representatives, key transportation and budget committee members, and other officials.

To: Board Administrative Performance Committee
From: Carl Sedoryk, General Manager / CEO
Subject: 2023 Federal Legislative Program

RECOMMENDATION:

Recommend approval of the 2023 Federal Legislative Program to the Board of Directors.

FISCAL IMPACT:

None.

POLICY IMPLICATIONS:

The Board adopts an annual legislative program. The recommended 2023 Federal Legislative Program is consistent with the mission of advocating and delivering quality public transportation as a leader within our community and industry. The 2023 Federal Legislative Program will be presented to representatives in Congress and their respective staff members and will direct MST positions on legislative matters throughout the year. The Federal Legislative Program is used as a guideline for supporting, opposing, or watching legislation when time does not permit official MST Board action on specific legislation.

DISCUSSION:

MST staff works together with our national, state, and local partners to identify legislative issues important to our region. To inform our federal legislative program, we receive input from our advocacy partners including, but not limited to, the American Public Transportation Association, Community Transit Association of America, California Transit Association, California Association for Coordinated Transportation, Transportation Agency for Monterey County, County of Monterey, and The Bus Coalition. A summary of key action items we expect to be included in the proposed Program follows:

- **COVID-19 Relief:** Continue to monitor the disbursement of COVID-19 relief funds and engage Congress and the Administration, as necessary, to address any barriers related to access and use of these funds.
- **Infrastructure Investment and Jobs Act:** Staff will continue to engage Congress, the Administration, and our state and national partners, among

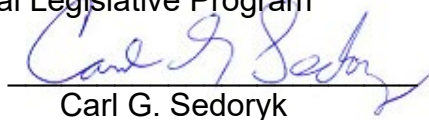
others, to ensure full implementation of the federal surface transportation authorization bill to grow California's transit funding and support the maintenance and development of a fast and efficient transit network in California. Staff will continue to seek funding for MST programs and projects through IIJA competitive grant opportunities.

- **Transportation Appropriations:** Staff will continue to support an appropriation level for federal surface transportation programs equal to, at minimum, authorized spending levels, and advocate for the highest possible levels of funding for individual multi-modal, rail, project finance, innovation, safety and transit programs.
- **Public Employees' Pension Reform Act of 2013:** Staff will continue to monitor litigation related to the implementation of the Public Employees' Pension Reform Act of 2013 by California's transit agencies; and may support transferring the transit grant certification process under 49 U.S.C. Section 5333(b) [commonly referred to as "Section 13(c)"] of the federal Urban Mass Transportation Act of 1964 from the United States Department of Labor to the United States Department of Transportation, if necessary.
- **Transit Pass Tax Benefits:** Staff will continue to urge Congress to maintain the transit pass tax benefit and will advocate for retaining permanent equal federal income tax treatment for employer-provided transit passes, vanpool and carpool, benefits and parking spaces.
- **Alternative Fuels Tax Credit:** If necessary to address inaction in 2022, staff will continue to support the permanent reinstatement of the Alternative Fuel Tax Credit and will continue to support extending the credit to include electricity and hydrogen, used in transit vehicles as an eligible alternative transportation fuel.
- **Buy America Requirements:** Staff will continue to request that Congress and the United States Department of Transportation create a unified system for complying and requesting waivers for projects receiving several types of USDOT funding.
- **New Mobility:** Staff will continue to engage state and federal decisionmakers to ensure the priorities of our transit agency and original equipment manufacturer members are included in federal policies related to mobility on demand, automated and connected vehicles and infrastructure.

ATTACHMENT(S):

2023 Federal Legislative Program

SUBMITTED BY:


Carl G. Sedoryk

MST 2023 Federal Legislative Program

1F. Engage in cooperative support among partner organizations.

- a. Support the 2023 American Public Transportation Association (APTA), and Community Transit Association of America (CTAA) Legislative Programs.
- b. Support APTA's recommendations on any federal **pandemic recovery or** infrastructure initiatives that are proposed or considered by Congress and the President. Include transit capital and operating funds as part of any further potential economic stimulus and jobs bills that may be proposed and relieve local agencies from funding match requirements.
- c. Support the 2023 Federal Legislative Programs of the Transportation Agency for Monterey County (TAMC) and MST member-jurisdictions.
- d. Support other partner agency legislative efforts where common interests exist.

2F. Ensure short-term and long-term transit funding stability and expansion.

- a. Ensure a steady stream of needed vehicle and infrastructure funding on an annual basis, seek additional funding for the Federal Transit Administration Section 5339(a) and 5339(b) Bus and Bus Facilities formula and competitive capital grant programs.
- b. Seek federal funding for critical transit projects, including but not limited to new buses, bus equipment/facilities, Bus Rapid Transit (BRT), and zero emission equipment and infrastructure.
- c. Seek maximum annual appropriations for transit programs authorized under surface transportation program legislation.
- d. Protect Mass Transit Account funded programs ~~in surface transportation program authorization legislation~~ against rescission, sequestration or other financial reductions from attempts to solve General Fund imbalance problems with the federal budget. Seek funding from all authorized discretionary and formula funding sources including but not limited to Section 5310/New Freedoms (NF), Small Transit Intensive Cities (STIC), the federal mass transit benefit, homeland security, FTA Section 5309 (including continuation of the Small Starts program), FTA Section 5339(a) and (b), FTA Section 3006(b) (innovative mobility for seniors and disabled), US Department of Agriculture (rural areas), US Department of Health and Human Services (Affordable Care Act), US Department of Defense, US Department of Veterans Affairs, and other programs.
- e. Support strategies to stabilize and increase transportation funding sources in light of the depletion of the federal highway trust fund and transit trust fund. ~~and advocate for a well-funded, swiftly implemented, multi-year federal transportation program supported by annual, full-year, on-time appropriations of funding by Congress and apportionments by FTA. Support the APTA recommendations on federal public transportation authorizing law.~~

- f. Support California receiving its fair share of its contribution to federal transportation funding.
- g. Oppose efforts to reduce or limit federal formula or discretionary transit funds or to eliminate the federal role of funding public transit operations and capital by deleting the program from the Highway Trust Fund.
- h. Seek additional funding for elderly and disabled transportation, including the FTA Section 5310 elderly and disabled transit capital funding program, which under FAST Act incorporates funding for projects formerly eligible under the Section 5317 New Freedoms Program.
- i. Oppose any efforts to shift current, expanded, or new transit funds or fuel taxes/fees to non-transportation programs or projects.
- j. Support initiatives to develop the workforce necessary to successfully deliver transit services, including continued and expanded funding of regional training consortium programs, which provide advanced transit specific training through local community colleges and similar educational institutions.
- k. Support federal legislative efforts to provide incentives for zero-emission buses and charging/storage infrastructure equivalent or comparable to the alternative fuels tax credit currently available for compressed and liquefied natural gas.
- l. Support increased public transportation funding to reduce vehicles miles travelled and associated greenhouse gas emissions. Ensure that trust fund and general fund transit programs are protected if carbon fees are implemented at the federal level. Support green energy funding and incentives for zero-emission buses and associated charging/storage infrastructure.
- m. Increase the Small Transit Intensive Cities (STIC) set-aside to levels that ensure effectiveness of the program.

3F. Support reductions in burdensome legal and/or regulatory requirements.

- a. Encourage legislative and regulatory efficiency.
- b. Require the Department of Transportation (DOT) to consistently apply the requirement that federal loans be considered local match across all DOT programs.
- c. Work to streamline regulations and improve the ability of local and regional agencies to plan and deliver transportation projects and services in a timely, cost-effective manner.
- d. Advocate for changes in policies that inhibit MST's abilities to effectively provide mobility, including inappropriate usage of the 13c provision of the 1964 Federal Transit Act, restrictions of buses based on axle weight, Buy America, and unreasonable spare ratio requirements.
- e. Monitor Asset Management, Safety, and Performance requirements on transit agencies being implemented by the Federal Transit Administration and continue

to advocate for exemptions and/or reduced reporting requirements for small operators.

- f. Reduce regulatory burden, advocate that any new federal safety regulations should accept the safety programs of public transit agencies that have developed their safety plans/activities as members of large risk pools (e.g., CalTIP).

4F. Raise MST's profile and role in federal legislative issues.

- a. Continue to bring legislators, key staff, and other federal stakeholders to MST for a facilities tour and presentation.
- b. Offer opportunities to educate Congressman Jimmy Panetta and his local and DC staff members about MST and the importance of public transit in the Monterey Bay region, the State of California, and around the entire country.
- c. Continue having MST Board and staff participate in transit-related meetings with federal elected representatives, key transportation and budget committee members, and other officials.

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