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June 4, 2022

The Honorable Lena Gonzalez
Senate Transportation Committee, Chair
State Capitol, Room 405
Sacramento, CA 95814

RE: AB 2438 (Friedman) Transportation Planning: alignment with state plans and greenhouse gas emissions reduction standards – OPPOSE UNLESS AMENDED

Dear Chair Gonzalez:

On behalf of the Madera County Transportation Commission (MCTC), the federally designated Metropolitan Planning Organization and state designated Regional Transportation Planning agency for the Madera Region, I am writing to express a position of **oppose unless amended** to AB 2438, which would mandate a “one size fits all” approach to tackling mutual goals of addressing critical air quality and mobility issues by constraining all state funds for purposes of complying with the Governor’s Executive order to implement the Climate Action Plan for Transportation Infrastructure (CAPTI) and California Transportation Plan.

As a self-help county, MCTC has aggressively advocated for pronounced active transportation, rail (high-speed rail, Alameda Corridor Express and San Joaquins service) and transit investments to support the Highway 99 corridor, a major goods movement corridor, an arterial to national parks, such as Sequoia National Park and Yosemite, and a lifeline route for evacuating Valley residents. Our multi-modal advocacy predates the issuance of the Governor’s Executive Orders N-19-19 on which CAPTI is predicated upon. We are also working closely with Caltrans on deploying electric vehicle charging stations on along the 99 Corridor throughout the San Joaquin Valley. Denying access to billions of dollars in state funds however will undermine our ability to be a funding partner on the state highway system and exacerbate our response to safety, climate change and goods movement, and promises made to Madera County voters.

Many disadvantaged communities within the Madera Region, including farmworkers, laborers, and tourists that drive our local economy must rely on the automobile as other modes of transportation are not readily accessible. The Madera Region contains several rural pockets reachable only via local roadways, do not have easy access to public transportation, and lack significant safety for bicycle and pedestrians as many of the local roads do not contain sidewalks or designated bicycle lanes. Rather than prohibit our ability to access state funding, the bill should be amended to allow for flexibility in accessing state funding for projects resulting in greenhouse gas reductions, multimodal investments, make vehicle miles traveled proportional to a region’s density, and consider investments to build out rail systems including the Altamont Corridor Express, San Joaquins system, Valley Link, and high-speed rail.

Member Agencies: County of Madera, City of Madera, City of Chowchilla

For these reasons, we ask that you oppose AB 2438 unless amended to accommodate all modes when heard in your Senate Committee on Transportation. If you have any questions, please feel free to contact our legislative advocate, Gus Khouri, at (916) 605-8975 or gus@khouriconsult.com.

Sincerely,



Patricia Taylor
Executive Director

cc: Members of the Senate Transportation Committee
The Honorable Laura Friedman, Assembly Member, 43rd District
The Honorable Frank Bigelow, Assembly Member, 5th District
The Honorable Anna Caballero, Senator, 12th District
The Honorable Adam Gray, Assembly Member, 21st District