MCTC 2025 State Legislative Platform - DRAFT

Issue	Goal	Strategy
1. MCTC's Priority Projects	Aggressively pursue funds through the State Budget, California Transportation Commission (CTC) allocation process or any other state sources.	MCTC will remain diligent in acquiring approved state funding and competing for additional state funds to improve safety, congestion management, and goods movement throughput, and general economic vitality on State Routes 41 and 99. MCTC will also assist local jurisdictions to pursue revenue made available through the Cap and Trade and Active Transportation Programs, including maintenance costs for awarded projects with coordination within Caltrans right-of-way, and for operations and capital needs for bus, rail and bicycle and pedestrian programs. MCTC supports a revenue-neutral conversion from the gas tax to a source that ensures equity in revenue collection that does not disadvantage those who must drive further to job centers, school, or medical facilities. Balancing the need of weaning our dependence on petroleum to fund transportation, while ensuring that a regressive replacement funding mechanism to the gas tax is not imposed, is critical to protecting disadvantaged communities and Madera County residents in conducting daily activities. Utilizing the vehicle registration fee may prove to be a more equitable option. MCTC will monitor the Road User Charge Technical Advisory Committee's activities.
2. Regional Partnerships	Coordinate with the San Joaquin Valley Policy Council to raise awareness for the Highway 99 Corridor and highlight its' importance as a transportation facility of state and national significance.	MCTC will work with San Joaquin Valley COGs (Fresno, Kern, Kings, Merced, San Joaquin, Stanislaus, Tulare) and Caltrans to raise awareness of the importance of Highway 99 and its need for improvements as one of the two major interregional corridors in the state and the vital role it plays in goods movement in addition to regional connectivity to major metropolitan areas. MCTC will collaborate with San Joaquin Valley partners to pursue funding to improve safety and goods movement conditions on Highway 99. MCTC will coordinate with the metropolitan planning organizations in the San Joaquin Valley to ensure that efforts to reduce greenhouse gas emission account for opportunities and limitations within the region.

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		MCTC will advocate to ensure that goals expressed in the Caltrans System Investment Strategy (CSIS) does not limit the ability to address safety and goods movement projects on the state highway system.
3. Transit Funding Reform	Support potential changes to the Transportation Development Act that will assist local public transportation systems with funding eligibility.	MCTC will monitor the CalSTA TDA working group and support modifications to the TDA process as appropriate to ensure that the county's transit operators are provided with flexibility to continue accessing funding to maintain and expand service. MCTC will support efforts to advocate for additional flexibility for TDA, State Transit Assistance Program, and State of Good Repair funding. This includes supporting an extension of AB 149 and seeking additional funding for operations, and a successor source to the sales tax on diesel to fund transit capital and operations. MCTC will also advocate for new formula funding to transit operators that provides dedicated public transit service for state and national parks. This would support YARTS service through Madera County (Mariposa, Merced, Tuolumne and Mono as well) to support access to Yosemite National Park. MCTC will advocate to protect SB 125 formula funds provided by the legislature for operations and capital needs from being diverted.
4. Greenhouse Gas Emissions Reduction Mandates	Monitor activities on conversations regarding the jobs-housing imbalance and the impact on vehicle miles traveled. Protect transportation funding from being withheld or diverted and find other alternatives to address meeting affordable housing goals. Support state funding to expand	MCTC will work with organizations such as the California Chamber of Commerce, California League of Cities, California State Association of Counties, and Self-Help Counties Coalition, among others, to extend and pursue funding from Cap-and-Trade revenues or other means to comply with the statewide mandate to reduce greenhouse gas emissions and endorse policies that promote regional job and housing creation to reduce vehicle miles traveled. This includes acquiring funding to expand the infrastructure and incentives, particularly for disadvantaged communities, for electric vehicle conversion by minimizing concerns over range, cost, and infrastructure MCTC will oppose efforts to continually revise emissions or vehicle miles traveled targets, which undermine previous investments and condition competitiveness for state funding beyond what is achievable for the region.

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	infrastructure and incentives for conversion to electric vehicles to reduce greenhouse gas emissions. Monitor the implementation of SB 743, potential modification of SB 375, and protect the ability to continue addressing congestion management and safety on the state highway system without compromising economic activity. Ensure predictability and stability of transportation revenue should conversion occur due to lack of reliance on petroleum consumption to address greenhouse gas emission reduction.	MCTC will work with organizations such as the California Chamber of Commerce, California League of Cities, California State Association of Counties, San Joaquin Valley Policy Council, among others, to protect transportation funding from being withheld or diverted, while working with stakeholders to find alternatives to address jobs-housing imbalance. This includes monitoring the implementation of SB 743, and potential extension of SB 375, and impacts on addressing safety, congestion management, goods movement on the state highway system to ensure that capacity projects are not precluded from being funded, and there not a negative impact on the local economy. MCTC supports state transportation funding that provides a revenue-neutral conversion to a source that ensures equity in revenue collection that does not disadvantage those that must drive further to job centers. Distribution should respect the vital role the San Joaquin Valley plays in maintaining system integrity and providing mobility options. MCTC will collaborate with all stakeholders to implement CAPTI to promote mode-shift where feasible, while also working towards completing key highway projects that enhance safety, and support goods movement, tourism, disaster response, and military operations.
5. Passenger Rail	Provide enhanced passenger rail commuter service connecting the Valley to the Bay Area and Southern California Maintain and increase funding for commuter and intercity passenger rail for Ace/ San Joaquins. Pursue funding opportunities made available through CalSTA.	MCTC will work cooperatively with CalSTA, Caltrans Division of Rail, Amtrak, CTC, LOSSAN, ACE, San Joaquins, and Union Pacific Railroad to expand passenger rail service to accommodate for Madera County residents. MCTC will also continue to diligently work on establishing extended commuter/intercity rail service to not only offset the impacts of congestion on SR 99, but to also reduce greenhouse gas emissions, and expand mobility options. MCTC will advocate to increase and acquire funding from CalSTA through the Low Carbon Transit Operations Program, State Rail Assistance and Transit Capital and Intercity Rail Program to expand transit and passenger rail service in the county. MCTC supports the Governor’s plan for further passenger rail investments, the 2024 California State Rail Plan, and California High-speed Rail Authority’s 2024

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		Business Plan to complete the Early Operating Segment between Merced and Bakersfield between 2030 and 2033.