MCTC 2023 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.	In 2017, the legislature enacted SB 1 (Beall), Chapter 5, statutes of 2017, which provides $5.2 billion in annual revenues to fund traffic congestion relief, highway rehabilitation and safety, local streets and roads repair, and multi-modal options through investments into public transportation, commuter and intercity rail, and bicycle and pedestrian programs. Caltrans is proposing to make crucial investments in State Route (SR) 99 between Madera and Fresno County. The proposed $33.5 million 2022 ITIP contribution, coupled with Madera County's Mid-Cycle Regional Improvement Program ($832,000) and SHOPP funds ($50 million), will eliminate a 5.8-mile four-lane bottleneck, alleviating severe congestion, enhancing safety, and enhancing goods movement throughput on State Route (SR) 99 between Avenues 7 and 12 in Madera County by constructing additional lanes in the median. MCTC is still awaiting receipt of those funds as approved at the CTC meeting in March of 2022. **MCTC will remain diligent in acquiring approved state funding and competing for additional state funds to improve safety, congestion management, and goods movement throughput 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, for operations and capital needs for bus, rail and bicycle and pedestrian programs.** In 2014, the Legislature called for a pilot program (SB 1077) to study a road charge model as a possible replacement source to the gas tax. Due to the limited number of participants from rural and low-income areas and the truncated timeline, more work is needed to recommend an appropriate charge rate. Issues include protecting privacy relating to data collection, enforcement, and compliance. While the enactment of SB 1 has delayed possible implementation, Governor Newsom's Executive Order, N-79-20, which prohibits petroleum-powered vehicles sales by 2035, has accelerated conversation on converting to alternative fuels and electric vehicles, which do not pay at the pump. Reducing vehicle miles traveled in Madera County is a challenge given the lack of density

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		and jobs/housing imbalance and the impracticality of certain populations to use transit (labor, agricultural workers) so travel by passenger vehicle is vital. **MCTC will monitor Road User Charge Technical Advisory Committee's activities. 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.**
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.	Educate our delegation and funding partners, such as the California State Transportation Agency (CalSTA), CTC, Caltrans, and the Newsom Administration, about Highway 99, including the funding plan, and attributes that make it a highway of state and national significance, as previously recognized by the Brown Administration in letters submitted to the Trump Administration. 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.**
3. Transit Funding Reform	Support potential changes to the Transportation Development Act that will assist local public transportation systems with funding eligibility.	The Transportation Development Act dedicates a statewide ¼-cent sales tax for each county for local transportation purposes. That 1/4 cent sales tax, known as the Local Transportation Fund (LTF), generates over $1.5 billion annually, primarily for public transit. Madera County operators have had difficulty in meeting the farebox recovery ratio (FRR) requirements (20% for urban operators) that are necessary to qualify to use funds for operational purposes. AB 149 (Committee on Budget), Chapter 81, Statutes of 2021, provides statutory relief in meeting farebox recovery requirements for receiving State Transit Assistance (STA), Low

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		Carbon Transit Operations Program (LCTOP), and State of Good Repair funds, through fiscal year 22-23. It suspends Transportation Development Act (TDA) and STA penalties for this duration. The bill also adds a list of new exemptions from the farebox recovery calculation, including on-demand service and micro transit service beyond fixed-route service, costs for security, ticketing services, pensions, planning for improvements in transit operations, integration with other operators and agencies, transitioning to zero-emission operations, and for compliance with state and federal mandates. **MCTC will monitor the CTA 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.** **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.**
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.	Per AB 179 of 2017, the CTC and California Air Resources Board are required to convene twice a year to coordinate transportation policies, with a focus on reducing vehicle miles traveled and greenhouse gas emissions. The California Department of Housing and Community Development has been added as a participant. Concurrently, the legislature continues to work on providing resources to develop additional affordable housing and assess job creation opportunities to help mitigate vehicle miles traveled. In 2019, the legislature enacted AB 101, Chapter 159, Statutes of 2019, which provided resources for local jurisdictions to zone for additional affordable housing. On September 20, 2019, Governor Newsom issued Executive Order, N-19-19, directing the California State Transportation Agency to leverage $5 billion in state

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	Support state funding to expand 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. Ensure predictability and stability of transportation revenue should conversion occur due to lack of reliance on petroleum consumption to address greenhouse gas emission reduction.	funding to encourage mode shift with an emphasis on reducing greenhouse gases and vehicles miles traveled. Regional transportation planning agencies face greater challenges in addressing mobility and congestion management while accounting for local land use planning and complying with state mandates to reduce greenhouse gas emissions and vehicle miles traveled. Given the unique geography of Madera County and the travel patterns associated with the jobs-housing nexus and goods movement, has exacerbated gridlock traffic, making reducing vehicle miles traveled a challenge. The prospects for reducing greenhouse gas emissions however could be realized through state investments made to improve the availability of charging station infrastructure and providing incentives for converting from gas-powered to electric passenger vehicles, where feasible, along the state highway system. On September 23, 2020, Governor Newsom issued Executive Order N-79-20, which prohibits the sale of gasoline-powered passenger vehicles by 2035, promotes zero-emission vehicles for future mobility needs. Given that transportation is predominantly funded through the gas tax, a successor funding mechanism will be needed. In July of 2021, the California State Transportation Agency adopted the Climate Action Plan for Transportation infrastructure (CAPTI), which prioritizes multi-modal investments to compel mode shift, and limits highway capacity projects to be delivered on an as needed basis. Per the bill's legislative intent, SB 743, Chapter 386, Statutes of 2013, was explicitly enacted to provide CEQA relief for the construction of the Golden 1 Center in Sacramento but is being used as a template for prospective transportation planning on the state highway system, with an emphasis on eliminating capacity projects and further influencing local sales tax measure investments. This could have an impact on the administration of delivering projects within the voter-approved Measure T expenditure plan. **MCTC will work with organizations such as the California League of Cities, California State Association of Counties, and Self-Help Counties Coalition, among others, to 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 creation to reduce vehicle miles traveled. This includes acquiring funding to expand the infrastructure and incentives, particularly for disadvantaged**

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		communities, for electric vehicle conversion by minimizing concerns over range, cost, and infrastructure. MCTC will support operational improvements such as telecommuting (by accessing proceeds from the $6 billion for broadband infrastructure the legislature approved in the FY 21-22 budget or federal money), vanpools, shipping more freight via rail, and promoting opportunities for regions to sell mitigation credits to generate revenue for providing multi-modal options. MCTC will work with organizations such as the 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. 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.

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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.	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. Madera 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 State Rail Assistance and Transit Capital and Intercity Rail Program to expand passenger rail service in the county.**