November 14, 2024

TO: Madera County Transportation Commission
FROM: Gus Khouri, President
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RE: STATE LEGISLATIVE UPDATE – NOVEMBER

GENERAL UPDATE

Election Day was held on November 5. Nationally, former President Donald Trump secured a second term by obtaining 312 electoral votes (270 needed). Trump became only the second president ever to be elected to a nonconsecutive term (Grover Cleveland in 1892). Vice President Harris secured 57.3% of the vote, down from the 63.5% that President Biden obtained in 2020. Republicans also claimed control of the U.S. Senate, securing 53 seats (picked up four seats), and control of the House of Representatives, securing at least 218 seats, with eight remaining. Congressman Adam Schiff (D-Burbank) defeated former baseball star Steve Garvey 58.9% to 41.1% to secure the U.S. Senate seat vacated by Laphonza Butler.

Proposition 5, which would lower the vote threshold for bonds for affordable housing and infrastructure (roads, hospitals, fire stations, libraries, and water facilities), was defeated by 55.5% to 44.5%. Please click here to view Valley-wide ballot measures and races.

The new 2025-26 Session legislative class will be sworn into office on Monday, December 2. Democrats will continue to hold supermajorities in both houses of the State Legislature (at least 75%), with a 30 to 10 margin in the Senate, if the current count in Senate District 37 holds for the Republicans to flip the seat, and a 61 to 19 advantage in the Assembly, but several races are close (AD 36, AD 40, AD 47, and AD 58). The Regular Session will reconvene on Monday, January 6. The proposed FY 2025-2026 State budget will be released by January 10. This report summarizes additional results of interest to MCTC, including the impact on congressional races and each house of the legislature.

Congress (CD – Congressional District)

CD 5 includes the whole Counties of Amador, Tuolumne, Mariposa, and Calaveras; portions of Fresno, Stanislaus, **Madera,** and El Dorado Counties; Amador City, Angels, Hughson, Ione, Jackson, Oakdale, Placerville, Plymouth, Riverbank, Sonora, Sutter Creek, and Waterford, and portions of the Cities of Fresno, Turlock, and Modesto to balance population. These communities have tourism- and agriculture-based economies in large swaths of federal public lands. Shared interests include recreation, natural resource management, broadband access, healthcare, wildfires, and forest conservation. **Tom McClintock (R) is re-elected with 62.2% of the vote.**

CD 13 includes all of Merced County, portions of Fresno, **Madera**, San Joaquin, and Stanislaus Counties, the whole Cities of San Joaquin, Patterson, Livingston, Dos Palos, Los Banos, Kerman, Madera, Atwater, Huron, Ceres, Mendota, Merced, Firebaugh, Lathrop, Coalinga, Newman, Gustine, and Chowchilla, and portions of the Cities of Modesto and Turlock. This district includes cities along Interstate 5 from Fresno County to San Joaquin County and communities along Highway 99. The district connects rural Valley communities with larger cities. These communities share interests in transportation and issues related to an agriculture- and food-processing-based economy. **Congressman John Duarte leads former Assemblymember Adam Gray with 50.8% to 49.2% (2,882 vote difference with several ballots left to be counted).**

State Assembly (AD- Assembly District)

AD 8 consists of All Inyo, Tuolumne, Mariposa, and Mono and portions of Fresno, **Madera,** and Calaveras Counties. This district includes the entire Cities of Sonora, Angels, Bishop, the town of Mammoth Lakes, and portions of Clovis and Fresno. Pieces of Madera and Fresno foothill communities are added to respect mountainous communities and to balance the population. This district keeps Sierra communities together, reflecting shared interests such as watersheds, fire protection, emergency response, and recreation. **David Tangipa (R), a former field representative for Fresno County Supervisor Nathan Magsig, beat out former Congressman George Radanovich to succeed termed-out Assemblymember Jim Patterson (R) by acquiring 53.3% of the vote.**

AD 27 consists of **portions of** Merced, Fresno, **and Madera** Counties, including the whole Cities of Coalinga, Kerman, San Joaquin, Merced, Mendota, Dos Palos, Madera, Los Banos, Firebaugh, Huron, Atwater, Chowchilla, and Livingston, and portions of the City of Fresno. Major commuting and transportation corridors are Interstate 5 and Highway 99. **Assemblymember Esmeralda Soria (D) secured re-election with 53.2% of the vote.**

State Senate (SD- Senate District)

Only odd-numbered seats were up for election in the 2024 cycle. Senator Marie Alvarado-Gil changed her party affiliation from Democrat to Republican during the year. Below is a summary of the Valley's Senate delegation.

SD 4 is based on nesting AD 8 and AD 22 and includes the whole Counties of Alpine, Amador, Calaveras, El Dorado, Inyo, Mariposa, Mono, Stanislaus, Tuolumne, and portions of **Madera,** Merced, Nevada, and Placer Counties. This district includes the whole Cities of Amador City, Angels, Bishop, Ceres, Hughson, Ione, Jackson, Modesto, Newman, Oakdale, Patterson, Placerville, Plymouth, Riverbank, Sonora, South Lake Tahoe, Sutter Creek, Turlock, Waterford, and the towns of Truckee and Mammoth Lakes. This district follows communities-of-interest requests from Sierra counties to be placed with neighboring counties to the north. Valley rural communities and some urban cities help populate this Sierra district. The district brings together communities with common interests in challenges of open space, water, broadband access, medical access, federal land management, national parks, tourism, emergency services, and transportation infrastructure. **Senator Marie Alvarado-Gil (R) represents this district.**

SD 14 is based on nesting AD 27 and AD 31. It includes **portions of** Fresno, **Madera,** Merced, and Tulare Counties, including the whole Cities of Atwater, Chowchilla, Coalinga, Dos Palos, Firebaugh, Fowler, Gustine, Huron, Kerman, Los Banos, Madera, Mendota, Merced, Orange Cove, Parlier, Reedley, Sanger, San Joaquin, and Selma, and portions of the Cities of Fresno and Livingston. Counties and cities are split to meet those obligations and balance the population in neighboring districts while considering communities of interest. Many of the cities in this district run along the main transportation routes of

Interstate 5 and Highway 99 and share interests in the food processing economy, water, and agriculture. These are primarily Latino and immigrant communities that confront infrastructure challenges and concerns related to healthcare. **Senator Anna Caballero (D) represents this district.**

General Outlook

The 2023-24 Regular Session adjourned on August 31. The current class of legislators, which includes 35 termed-out members, is in office until November 30. The new class of legislators will be sworn in on December 2. The legislature recently published its 2025 calendar. Below are key dates for the day:

Legislature reconvenes	January 6
Governor's Budget Introduced	January 10
Bill Request Deadline to Legislative Counsel	January 25
Bill Introduction Deadline	February 21
Spring Recess	April 10 - April 20
Policy Committee Hearing Deadline (fiscal bills)-House of origin bills	May 2
Policy Committee Hearing Deadline (non-fiscal)- House of origin bills	May 9
Fiscal Committee Deadline- Housing of Origin	May 23
Last Day to Pass House of origin Bills off the Floor	June 6
Budget Bill Passage Deadline	June 15
Policy Committee Deadline-2nd House	July 18
Summer Recess	July 18 - August 17
Fiscal Committee Deadline-2nd House	August 29
End of Regular Session- 1st year	September 12
Governor's Bill Signing Period Deadline	October 12
Legislature reconvenes for 2nd Year of Session	January 5, 2026

On August 31, Governor Newsom called for a Special Session to address gasoline price spikes in November 2022. Assemblymember Gregg Hart authored ABx2 1, which requires the California Energy Commission (CEC) to develop requirements for oil refiners to maintain resupply plans to cover production loss during maintenance events and maintain minimum inventories. Governor Newsom signed ABx2 1 on October 14.

On November 7, Governor Newsom convened another Special Session to bolster California legal resources to protect civil rights, reproductive freedom, climate action, and immigrant families. The special session was called in anticipation of President-elect Trump acting on those issues, as articulated during his campaign, once he is sworn into office in January.

Gas Tax Successor Source Efforts

Transportation is heavily dependent on the gas tax. With gas-powered vehicles becoming more fuel efficient, the rise in telework, and rapid conversion to zero-emission vehicles, gas tax resources have declined, hampering the ability to fund our infrastructure. The gas tax is regressive and is losing purchasing power despite inflationary adjustments included in SB 1 in 2017 for the gas tax, currently at 59.6 cents, and a flat, tiered vehicle registration fee. Governor Newsom's Executive Order N-79-20, which phases out gas-powered vehicle sales by 2035, makes it inevitable to convert to a new funding

mechanism. This will impact funding for local streets and roads, highway safety and maintenance, and local apportionments for regional infrastructure needs.

In 2014, the Legislature called for a pilot program (SB 1077) to study a road charge model as a possible replacement source for 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, the issue may rise to the forefront soon due to the prevalence of alternative fuel and electric vehicles, which do not pay at the pump. This conversation has been accelerated by Executive Order N-79-20, which prohibits the sale of gas-powered passenger vehicles by 2035 and will require conversion to alternative fuels and funding sources for state transportation programs.

Additionally, per SB 1121 of 2022, the California Transportation Commission (CTC) has been hosting meetings on a statewide needs assessment and potential successor source to the gas tax in hopes of formulating policy recommendations to the legislature. The next Road User Charge Task Force meeting is scheduled for November 8. We have been working with the San Joaquin Valley Regional Policy Council and CTC on possible options, hoping to work with a broad coalition to introduce legislation in 2025.

CAPTI 2.0

The California State Transportation Agency (CalSTA) has been conducting workshops on implementing a revised version of the Climate Action Plan for Transportation Infrastructure (CAPTI), designed to prioritize investments into multimodal options and only fund highway projects as a last resort. The most recent version of the plan emphasizes the reduction of vehicle miles traveled to be eligible for state grant funding and encourages the establishment of managed lanes, including a congestion pricing mechanism, with excess proceeds directed towards active and public transportation projects on the highway.