



Meeting of the
Madera County Transportation Commission
Policy Board

LOCATION

**Madera County Transportation Commission
2001 Howard Road, Suite 201
Madera, California 93637**

SPECIAL NOTICE: Precautions to address COVID-19 (a.k.a. the “Coronavirus”) will apply to this meeting. See below Special Notice for additional details.

DATE

June 22, 2022

TIME

3:00 PM

Policy Board Members

Commissioner Tom Wheeler, Chair	Madera County Supervisor
Commissioner Diana Palmer, Vice Chair	Councilmember, City of Chowchilla
Commissioner Cecelia Gallegos	Councilmember, City of Madera
Commissioner Jose Rodriguez	Councilmember, City of Madera
Commissioner Brett Frazier	Madera County Supervisor
Commissioner Robert Poythress	Madera County Supervisor

Representatives or individuals with disabilities should contact MCTC at (559) 675-0721 at least three (3) business days in advance of the meeting to request auxiliary aids or other accommodations necessary to participate in the public meeting.



In compliance with Government Code §54952.3, compensation for legislative body members attending the following simultaneous meeting is \$100. Compensation rate is set pursuant to the rules of the Madera County Transportation Commission.

SPECIAL NOTICE

Important Notice Regarding COVID 19

The meeting of June 22, 2022 will take place remotely in accordance with Government Code Section 54953(e) et seq. (AB 361), and Resolution No. 21-15 Amendment No. 9, as adopted by the Madera County Transportation Commission Policy Board on May 18, 2022. The meeting will be conducted through a hybrid combination of in-person and/or all virtual attendance of the six members of the Policy Board via teleconference using the GoToWebinar platform. Public is highly encouraged using the virtual platform via a computer, tablet, or smartphone.

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1 (914) 614-3426 or 1 (877) 309-2074 (Toll Free)
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For participation by teleconference only, please use the above phone number and access code. If you participate by teleconference only, you will be in listen-only mode.

If you wish to make a comment on a specific agenda item during the meeting, please use the “Raise Hand” feature in GoToWebinar and you will be called on by the chair during the meeting. If you are participating via telephone only, you can submit your comments via email to publiccomment@maderactc.org or by calling 559-675-0721 ext. 7. Comments will be shared with the Policy Board and placed into the record at the meeting. Every effort will be made to read comments received during the meeting into the record, but some comments may not be read due to time limitations. Comments received after an agenda item will be made part of the record if received prior to the end of the meeting.

Regarding any disruption that prevents The Policy Board from broadcasting the meeting to members of the public, then (1) if public access can be restored quickly, the meeting will resume in five (5) minutes to allow re-connection of all members of the Committee and members of the public; or (2) if service cannot be restored quickly, the meeting shall stop, no further action shall be taken on the remaining agenda items and notice of the continued meeting will be provided.

AGENDA

At least 72 hours prior to each regular MCTC Board meeting, a complete agenda packet is available for review on the [MCTC website](#) or at the MCTC office, 2001 Howard Road, Suite 201, Madera, California 93637. All public records relating to an open session item and copies of staff reports or other written documentation relating to items of business referred to on the agenda are on file at MCTC. Persons with questions concerning agenda items may call MCTC at (559) 675-0721 to make an inquiry regarding the nature of items described in the agenda.

INTERPRETING SERVICES

Interpreting services are not provided at MCTC's public meeting unless requested at least three (3) business days in advance. Please contact MCTC at (559) 675-0721 during regular business hours to request interpreting services.

Servicios de interprete no son ofrecidos en las juntas públicas de MCTC al menos de que se soliciten con tres (3) días de anticipación. Para solicitar estos servicios por favor contacte a Evelyn Espinosa at (559) 675-0721 x 5 durante horas de oficina.

MEETING CONDUCT

If this meeting is willfully interrupted or disrupted by one or more persons rendering orderly conduct of the meeting unfeasible, the Chair may order the removal of individuals who are willfully disrupting the meeting. Such individuals may be arrested. If order cannot be restored by such removal, the members of the Board may direct that the meeting room be cleared (except for representatives of the press or other news media not participating in the disturbance), and the session may continue.

RECORD OF THE MEETING

Board meetings are recorded. Copies of recordings are available upon request, or recordings may be listened to at the MCTC offices by appointment.

Agenda

1. **CALL TO ORDER**
2. **PLEDGE OF ALLEGIANCE**
3. **PUBLIC COMMENT**

This time is made available for comments from the public on matters within the Board's jurisdiction that are not on the agenda. Each speaker will be limited to three (3) minutes. Attention is called to the fact that the Board is prohibited by law from taking any substantive action on matters discussed that are not on the agenda, and no adverse conclusions should be drawn if the Board does not respond to the public comment at this time. It is requested that no comments be made during this period on items that are on today's agenda. Members of the public may comment on any item that is on today's agenda when the item is called and should notify the Chairman of their desire to address the Board when that agenda item is called.

MCTC SITTING AS THE TRANSPORTATION POLICY COMMITTEE

4. **CLOSED SESSION**

4-A. Report of Closed Session Item from May 18, 2022, Policy Board Meeting

Enclosure: No

Action: No Reportable Action

5. **TRANSPORTATION CONSENT ITEMS**

All items on the consent agenda are considered routine and non-controversial by MCTC staff and will be approved by one motion if no member of the Committee or public wishes to comment or ask questions. If comment or discussion is desired by anyone, the item will be removed from the consent agenda and will be considered in the listed sequence with an opportunity for any member of the public to address the Committee concerning the item before action is taken.

5-A. Congestion Mitigation & Air Quality (CMAQ) Apportionment Loan

Enclosure: Yes

Action: Information and Discussion Only

5-B. Notices of Funding Opportunity (NOFOs) for the Broadband Equity, Access, and Deployment (BEAD) Program, Middle Mile Broadband Infrastructure Grant

(MMG) Program, and the State Digital Equity Planning Grant Program authorized by the *Bipartisan Infrastructure Law*

Enclosure: No

Action: Information and Discussion Only

[5-C.](#) Reconnecting Communities Pilot (RCP) Discretionary Grant Program authorized by the *Bipartisan Infrastructure Law*

Enclosure: Yes

Action: Information and Discussion Only

[5-D.](#) FY 2022 Bridge Investment Program Notice of Funding Opportunity

Enclosure: No

Action: Information and Discussion Only

[5-E.](#) 2022 Clean School Bus Rebates

Enclosure: No

Action: Information and Discussion Only

[5-F.](#) I-5 Freight Zero Emissions Route Operations (ZERO) Pilot Study

Enclosure: No

Action: Information and Discussion Only

[5-G.](#) Letter of Confirmation: Consistency with Madera County 2018 Regional Transportation Plan and Sustainable Communities Strategy (SCS) – River Grove

Enclosure: Yes

Action: Information and Discussion Only

[5-H.](#) SR 41 South Expressway – Letter of Support

Enclosure: Yes

Action: Information and Discussion Only

[5-I.](#) Request for State Budget Funding – City of Madera Letter of Support

Enclosure: Yes

Action: Information and Discussion Only

[5-J.](#) Active Transportation Program Letters of Support

Enclosure: Yes

Action: Information and Discussion Only

5-K. Continuation of Teleconferenced Meetings – Resolution 21-15 Amendment No. 9

Enclosure: Yes

Action: Approve Continuation of Teleconferenced Meetings by Resolution 21-15 Amendment No. 9

6. TRANSPORTATION ACTION/DISCUSSION ITEMS

6-A. FY 2022-23 Unmet Transit Needs Recommendations

Enclosure: Yes

Action: MCTC Staff recommends the MCTC Policy Board approve the Social Service Transportation Advisory Council’s 2022-23 Unmet Transit Needs finding by Resolution No. 22-07

6-B. State Legislative and Budget Update

Enclosure: Yes

Action: Information and Discussion Only. Direction may be provided

6-C. Draft 2022 Regional Transportation Plan and Sustainable Communities Strategy, Draft Program Environmental Impact Report, Draft 2023 Federal Transportation Improvement Program, and Draft Corresponding Conformity Analysis

Enclosure: No

Action: Information and Discussion Only

MCTC SITTING AS THE MADERA COUNTY TRANSPORTATION COMMISSION

7. REAFFIRM ALL ACTIONS TAKEN WHILE SITTING AS THE TRANSPORTATION POLICY COMMITTEE

8. ADMINISTRATIVE CONSENT ITEMS

All items on the consent agenda are considered routine and non-controversial by MCTC staff and will be approved by one motion if no member of the Committee or public wishes to comment or ask questions. If comment or discussion is desired by anyone, the item will be removed from the consent agenda and will be considered in the listed sequence with an opportunity for any member of the public to address the Committee concerning the item before action is taken.

8-A. Executive Minutes – May 18, 2022

Enclosure: Yes

Action: Approve May 18, 2022, meeting minutes

8-B. Transportation Development Act (LTF, STA) – Allocation, Resolution 21-13 Amendment No. 3, Resolution 21-14 Amendment No. 3

Enclosure: Yes

Action: Approve Resolution 21-13 Amendment No. 3, Resolution 21-14 Amendment No. 3

9. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

9-A. Executive Director Employment Agreement – 2019-02, Resolution 22-08

Enclosure: Yes

Action: Approve Executive Director Employment Agreement – 2019-02, Resolution 22-08

9-B. August and September 2022 Policy Board Meeting Dates

Enclosure: No

Action: Information and Discussion Only

MCTC SITTING AS THE MADERA COUNTY 2006 TRANSPORTATION AUTHORITY

10. AUTHORITY – ADMINISTRATIVE CONSENT ITEMS

All items on the consent agenda are considered routine and non-controversial by MCTC staff and will be approved by one motion if no member of the Authority or public wishes to comment or ask questions. If comment or discussion is desired by anyone, the items will be removed from the consent agenda and will be considered in the listed sequence with an opportunity for any member of the public to address the Authority concerning the item before action is taken.

10-A. Self-Help Counties Coalition – 2022 Focus on the Future Conference

Enclosure: No

Action: Information and Discussion Only

10-B. Measure T Citizens' Oversight Committee Meeting

Enclosure: No

Action: Information and Discussion Only

10-C. Measure T FY 2022-23 Draft Annual Work Program (AWP)

Enclosure: Yes

Action: Information and Discussion Only

10-D. Financial Advisory Services On-call Agreement

Enclosure: Yes

Action: Approve On-call agreement with KNN Public Finance

10-E. Continuation of Teleconferenced Meetings – Resolution 21-1 Amendment No. 9

Enclosure: Yes

Action: Approve Continuation of Teleconferenced Meetings by Resolution 21-1 Amendment No. 9

11. AUTHORITY – ACTION/DISCUSSION ITEMS

11-A. Draft Measure T Renewal Investment Plan and Draft Implementing Guidelines

Enclosure: Link to Documents

Action: (1) Circulate and request the local jurisdictions to consider approval of the Draft Measure T Investment Plan and Draft Implementing Guidelines; and (2) Request the Madera County Board of Supervisors to consider by resolution designating the Madera County Transportation Commission to continue serving as the Authority, per PUC 180050; therefore, MCTC would sit as the “Madera County 2027 Transportation Authority” for the purposes of the sales tax measure

OTHER ITEMS

12. MISCELLANEOUS

12-A. Items from Staff

12-B. Items from Caltrans

12-C. Items from Commissioners

13. ADJOURNMENT

***Items listed above as information still leave the option for guidance/direction actions by the Board.**



STAFF REPORT
Board Meeting of June 22, 2022

AGENDA ITEM: 4-A

PREPARED BY: Patricia Taylor, Executive Director

SUBJECT:

Report of Closed Session Item from May 18, 2022, Policy Board Meeting

Enclosure: No

Action: No Reportable Action

SUMMARY:

The MCTC Policy Board conducted a closed session at its May 18, 2022 meeting. The closed session item was as follows:

- A. *Public Employee Performance Evaluation (Pursuant to Government Code Section 54957(b)(1))*
- B. *Conference with Labor Negotiators (Pursuant to Government Code Section 54957.6)
Commission Negotiators: Chair Jose Rodriguez and Supervisor Brett Frazier
Employee: Patricia Taylor*

The Commission conducted an evaluation, which was “satisfactory” or “above” rating. No action required.

FISCAL IMPACT:

No fiscal impact to the approved 2021-22 Overall Work Program and Budget.



STAFF REPORT
Board Meeting of June 22, 2022

AGENDA ITEM: 5-A

PREPARED BY: Jeff Findley, Principal Regional Planner

SUBJECT:

Congestion Mitigation & Air Quality (CMAQ) Apportionment Loan

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

Our partner agency, the San Diego Association of Governments (SANDAG), indicated a need for additional CMAQ apportionments. The Madera region has an available unobligated balance of \$4,000,000 for Fiscal Year 21/22 that would become unavailable in FFY 22/23. Therefore, MCTC will loan \$4,000,000 of CMAQ apportionments from FFY 21/22 to SANDAG, effective the date of the signed letter. SANDAG will repay the borrowed \$4,000,000 in CMAQ apportionments to MCTC in FY 24/25, contingent upon federal disbursement apportionments to SANDAG for FFY 24/25 at anticipated levels.

The letter of understanding sets forth MCTC and SANDAG's intent for a loan of the identified CMAQ apportionments and requests the California Department of Transportation to adjust each Region's apportionment balance effective the date of the letter and upon loan repayment. This exchange will allow SANDAG to advance and obligate additional CMAQ funded projects, reduce MCTC's unobligated balance of CMAQ apportionments, and return those apportionments to MCTC for obligations in FFY 24/25.

FISCAL IMPACT:

No fiscal impact to the approved 2021-22 Overall Work Program and Budget.



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MEMBER AGENCIES

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- Coronado*
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- Tribal Chairmen's Association*
- Mexico*



May 23, 2022

Sujaya Kalainesan
Division of Local Assistance
California Department
of Transportation 1120 N
Street MS 1
Sacramento, CA 95814

Dear Ms. Kalainesan:

Subject: Congestion Mitigation and Air Quality Improvement Program Apportionment Memorandum of Understanding Between the Madera County Transportation Commission and the San Diego Association of Governments

This letter formalizes and constitutes our understanding of an exchange in Congestion Mitigation and Air Quality Improvement Program (CMAQ) apportionment between the Madera County Transportation Commission (MCTC) and the San Diego Association of Governments (SANDAG). MCTC has available \$4,000,000 in CMAQ apportionment from FFY 2020/2021, which it seeks to loan to SANDAG. SANDAG would like to use these funds to obligate funds in FFY 2021/2022 and to use the remainder in FFY 2022/2023. In exchange, amounts equivalent to the apportionment used by SANDAG under this letter of understanding will be returned to MCTC in FFY 2024/2025, contingent on federal apportionment to SANDAG for FFY 2024/2025.

This exchange applies to apportionment only and does not impact MCTC obligation authority from current or prior years.

This letter of understanding sets forth SANDAG's and MCTC intent for use of the identified CMAQ apportionment, and requests that the California Department of Transportation (Caltrans) adjust each county's apportionment as appropriate. This exchange would benefit both SANDAG and MCTC: SANDAG will complete its conversion of AC for I-5 HOV Lanes, while reducing MCTC's unobligated apportionment balance.

This letter of understanding will be in effect for obligations through September 30, 2023, only.

Please provide MCTC and SANDAG with written confirmation that this exchange of apportionment is allowed and will be supported by Caltrans.

We appreciate this opportunity to exchange CMAQ apportionment and support our transportation partners. If you have any questions, please contact Jeff Findley, Principle Regional Planner, at (559) 675-0721 Ext. 4 or Sue Alpert, SANDAG's Federal Funds Manager, at (619) 595-5318.



HASAN IKHRATA
Chief Executive Officer
SANDAG



PATRICIA TAYLOR
Executive Director
MCTC

cc:

Jacqueline Kahrs, Caltrans HQ
Jim Perrault, Caltrans District 6
Dylan Moore, Caltrans District 11



STAFF REPORT
Board Meeting of June 22, 2022

AGENDA ITEM: 5-B

PREPARED BY: Sandy Ebersole, Administrative Analyst

SUBJECT:

Notices of Funding Opportunity (NOFOs) for the Broadband Equity, Access, and Deployment (BEAD) Program, Middle Mile Broadband Infrastructure Grant (MMG) Program, and the State Digital Equity Planning Grant Program authorized by the *Bipartisan Infrastructure Law*

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

[Broadband Equity, Access, and Deployment \(BEAD\) Program](#)

The purpose of the program is to support broadband planning, deployment, mapping, equity, and adoption to bridge the digital divide in unserved and underserved communities. There is approximately \$41.601 billion in total program funding. Each state will receive a minimum allocation of \$100 million from the BEAD Program, with remaining funding allocated by formula based on the number of unserved locations in a given state. There is generally a 25 percent nonfederal cost share requirement. Eligibility is limited to state governments, but there are multiple opportunities for coordination and subgranting to local governments. The deadline for states to submit Letters of Intent is **July 18, 2022**, and the deadline to submit requests for Initial Planning Funds is **August 15, 2022**.

[Middle Mile Broadband Infrastructure Grant \(MMG\) Program](#)

The purpose of the program is to support the construction, improvement, and acquisition of middle mile broadband infrastructure. There is \$980 million in total program funding. Award sizes will generally range from \$5 million to \$100 million each. There is a 30 percent nonfederal cost share requirement. Local governments are directly eligible for funding. The deadline to submit an application is **September 30, 2022**.

[State Digital Equity Planning Grant Program](#)

The purpose of the program is to support the development of State Digital Equity Plans that identify barriers to digital equity and strategies to overcome those barriers. There is \$53.4 million in total program funding, to be distributed via formula. Tentative allocations for each state are outlined on page 13 of the NOFO. There is no cost share requirement. Eligibility is limited to state governments; however, states may make subgrants to local and tribal

governments; nonprofit organizations; community anchor institutions; local educational agencies (LEAs); public housing authorities (PHAs); and other agencies to assist in the development of State Digital Equity Plans. The deadline to submit applications is **July 12, 2022**.

FISCAL IMPACT:

No fiscal impact to the approved 2021-22 Overall Work Program and Budget.



STAFF REPORT
Board Meeting of June 22, 2022

AGENDA ITEM: 5-C

PREPARED BY: Sandy Ebersole, Administrative Analyst

SUBJECT:

Reconnecting Communities Pilot (RCP) Discretionary Grant Program authorized by the *Bipartisan Infrastructure Law*

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

The RCP was created under the Bipartisan Infrastructure Law and will provide up to \$1 billion over the next 5 years. The program's funds can support planning, capital construction, and technical assistance to equitably and safely restore community connectivity through the removal, retrofit, mitigation, or replacement of eligible transportation infrastructure facilities that create barriers to mobility, access, or economic development.

The Notice of Funding Opportunity is expected to be released Summer of 2022. Project Nominations are due to Caltrans **June 30, 2022**. For more information visit [Reconnecting Communities Pilot Program – Planning Grants and Capital Construction Grants](#).

FISCAL IMPACT:

No fiscal impact to the approved 2021-22 Overall Work Program and Budget.

FEDERAL RECONNECTING COMMUNITIES PILOT PROGRAM FACTSHEET

(Subject to change per the Notice of Funding Opportunity)

The Bipartisan Infrastructure Law (BIL) established the new Reconnecting Communities Pilot (RCP) discretionary grant program. The program's funds can support planning, capital construction, and technical assistance to equitably and safely restore community connectivity through the removal, retrofit, mitigation, or replacement of eligible transportation infrastructure facilities that create barriers to mobility, access, or economic development.

PURPOSE AND GOALS

The purpose of the RCP is to restore community connectivity by achieving the following goals:

- ❖ Improve mobility and access through the removal of barriers.
- ❖ Absorb transportation demand and provide safe mobility and access.
- ❖ Opportunities for inclusive economic development.

- ❖ Employing residents in the area impacted by the project through targeted hiring programs, in partnership with registered apprenticeship programs, if applicable.
- ❖ Contracting and subcontracting with disadvantaged business enterprises.

FUNDING AVAILABLE FY 2022

	Planning	Capital Construction	Overall Reconnecting Communities
FY22 Annual Funding	\$50M	\$145M	~\$195M
Cost Share	No more than 80% Federal	No more than 50% of total project cost	
Award Amounts	Not to exceed \$2M per recipient	No less than \$5M	



For more information, please visit webpage: USDOT:

<https://www.transportation.gov/grants/reconnecting-communities>

June 2, 2022

FEDERAL RECONNECTING COMMUNITIES PILOT PROGRAM FACTSHEET

(Subject to change per the Notice of Funding Opportunity)

ELIGIBLE ACTIVITIES

Planning Grants:

- ❖ Planning studies; public engagement; other transportation planning activities required in advance of a project to remove, retrofit, or mitigate an existing facility
- ❖ Technical assistance prioritized to economically disadvantaged communities.

Capital Construction Grants:

- ❖ To conduct construction activities necessary to carryout a project to remove, retrofit, mitigate, or replace an existing eligible facility.

ELIGIBLE FACILITIES

- ❖ Interstate Highway
- ❖ Arterial Road
- ❖ Other Street or Road
- ❖ Rail
- ❖ Airport
- ❖ Port
- ❖ Gas Pipeline

SCHEDULE

Notice of Funding Opportunity	Summer 2022
Project Nominations due to Caltrans	June 30, 2022

ELIGIBLE APPLICANTS

- ❖ States
- ❖ Units of Local Government
- ❖ Federally Recognized Tribal Governments
- ❖ Metropolitan Planning Organizations
- ❖ Nonprofit Organizations
- ❖ Facility Owner





STAFF REPORT
Board Meeting of June 22, 2022

AGENDA ITEM: 5-D

PREPARED BY: Sandy Ebersole, Administrative Analyst

SUBJECT:

FY 2022 Bridge Investment Program Notice of Funding Opportunity

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

The U.S. Department of Transportation has issued a [Notice of Funding Opportunity for the Fiscal Year \(FY\) 2022 Bridge Investment Program](#). The purpose of the program is to support the replacement, rehabilitation, preservation, and protection of bridges in the National Bridge Inventory. There is \$2.36 billion in total program funding, with \$20 million for Planning projects and \$2.34 billion for Large Bridge Projects and Bridge Projects. Applicants may apply to one or more BIP funding categories based on eligible projects as appropriate.

Large Bridge Projects

The purpose is to support bridge replacement, rehabilitation, preservation, and protection for large projects with eligible costs greater than \$100 million. The minimum award size is \$50 million, and the maximum award size is 50 percent of the total project cost. DOT will prioritize construction projects for bridges in poor or fair condition, at risk of falling into poor condition within the next three years, and that would benefit from multi-year funding of up to four years. The deadline to submit an application is **August 9, 2022**.

Planning

The purpose is to support planning, feasibility analysis, and revenue forecasting for bridge projects. The goal is to develop proposals that would subsequently be eligible under the Large Bridge Projects or Bridge Projects categories. There is no minimum or maximum award size. The deadline to submit an application is **July 25, 2022**.

Bridge Projects

The purpose is to support bridge replacement, rehabilitation, preservation, and protection for projects with eligible costs less than \$100 million. The minimum award size is \$2.5 million, and the maximum award size is 80 percent of the total project cost or 90 percent for off-

system bridges. DOT will prioritize projects for bridges in poor or fair condition, at risk of falling into poor condition within the next three years, and that would benefit from a phased award to complete final design and right-of-way acquisition and then begin construction. The deadline to submit an application is **September 8, 2022**.

FISCAL IMPACT:

No fiscal impact to the approved 2021-22 Overall Work Program and Budget.



STAFF REPORT
Board Meeting of June 22, 2022

AGENDA ITEM: 5-E

PREPARED BY: Sandy Ebersole, Administrative Analyst

SUBJECT:

2022 Clean School Bus Rebates

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

The U.S. Environmental Protection Agency (EPA) has issued a solicitation for **2022 Clean School Bus (CSB) Rebates**, the first opportunity for funding under the Clean School Bus Program authorized by the *Bipartisan Infrastructure Law*. The purpose of the program is to support the replacement of old diesel school buses with new clean and zero-emission (ZE) school buses. There is \$500 million in total program funding, with \$250 million in funding for clean school buses and \$250 million for ZE school buses. EPA expects to award rebates ranging from \$15,000 to \$375,000 per bus for up to 25 replacement buses per application. The agency will prioritize certain high-need, rural, and tribal [school districts](#) for funding. The application deadline is **August 19, 2022**.

FISCAL IMPACT:

No fiscal impact to the approved 2021-22 Overall Work Program and Budget.



STAFF REPORT
Board Meeting of June 22, 2022

AGENDA ITEM: 5-F

PREPARED BY: Nicholas Dybas, Associate Regional Planner

SUBJECT:

I-5 Freight Zero Emissions Route Operations (ZERO) Pilot Study

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

The I-5 Freight ZERO Pilot Study outlines current and future conditions, issues and challenges, and exploratory analyses of solutions to freight operation problems in the San Joaquin Valley. The stated objective is to “prepare a feasibility study of zero emission technologies for potential implementation along the I-5 corridor in the Valley.” The Scope of the study was as follows:

1. Assess the freight patterns along the corridor;
2. Synthesize different technologies such as zero emission vehicles, autonomous and connected vehicles, and truck cargo utilization;
3. Develop a pilot study concept for large-scale implementation of such technologies;
4. Conduct a small-scale data collection pilot with available zero emission vehicle technologies;
5. Use empirical data to quantify the benefits and costs of the technologies;
6. Provide insights for the development of a plan that considers the implementation of the pilot study concept

The study identifies six primary problems in goods movement in the region: Safety and Collisions, Congestion, Environmental and Air Quality, Pavement Deterioration, Illegal Parking, and Low Rail Usage.

The study was commissioned by the San Joaquin Valley Regional Planning Agencies and prepared by the UC Davis Institute of Transportation Studies (ITS).

[Final Report I-5 Freight Zero Emissions Route Operations \(ZERO\) Pilot Study](#)

FISCAL IMPACT:

No fiscal impact to the approved 2021-22 Overall Work Program and Budget.



STAFF REPORT
Board Meeting of June 22, 2022

AGENDA ITEM: 5-G

PREPARED BY: Patricia Taylor, Executive Director

SUBJECT:

Letter of Confirmation: Consistency with Madera County 2018 Regional Transportation Plan and Sustainable Communities Strategy (SCS) – River Grove

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

The River Grove project is a 120-unit affordable rental housing community in Oakhurst. The project is consistent with the policies and development pattern contained within the Madera County 2018 Regional Transportation Plan and Sustainable Communities Strategy (SCS). The project supports the implementation of the SCS that the California Air Resources Board has determined to achieve the region’s greenhouse gas emissions target.

River Grove Implements the SCS as follows:

- Maximized land use through high-density development.
- Incorporation of sidewalks and bike lanes to promote non-motorized transit.
- Zero net energy development supported by on-site renewable energy.
- Installation of electric vehicle charging infrastructure.

MCTC has prepared a letter of confirmation for this project. The letter of confirmation is attached to this item.

FISCAL IMPACT:

No fiscal impact to the approved 2021-22 Overall Work Program and Budget.



2001 Howard Road, Suite 201
Madera, California 93637

Office: 559-675-0721
Website: www.maderactc.org

May 23, 2022

Thomas J. Collishaw
President / CEO
Self-Help Enterprises
8445 W. Elwin Ct.
Visalia, CA 93290

Re: Letter of Confirmation: Consistency with Madera County 2018 Regional Transportation Plan and Sustainable Communities Strategy (SCS) - River Grove

Dear Mr. Collishaw,

On behalf of the Madera County Transportation Commission, this letter confirms that the **River Grove** project is consistent with the policies and development pattern contained within the Madera County 2018 Regional Transportation Plan and Sustainable Communities Strategy (SCS). The project supports the implementation of the SCS that the California Air Resources Board has determined to achieve the region's greenhouse gas emissions target.

Project Description

River Grove is a 120-unit affordable rental housing community in Oakhurst (Madera County), and the first phase is 70 units. The project includes an approximately 3,000 square foot community center which will provide office space for the full-time on-site manager and resident services staff. The community center will be available for family gatherings and community workshops. It will also provide space for the after-school program and various resident services, including STEM programs for youth, computer lab and classes, financial literacy and budgeting, and various health and wellness activities such as Zumba, health screenings, and obesity prevention. River Grove will serve residents earning 30-60% of the area median income, and rents will range from \$300-\$900 per month. This housing opportunity allows families to pay affordable rent, allowing them to achieve housing stability and pursue other financial goals such as attending school or saving for homeownership. River Grove will be an all-electric project that includes renewable solar PV to offset 100% of the residential and common area electrical loads, resulting in an affordable project to operate and zero net energy. Self-Help Enterprises will also incorporate extensive water conservation measures, including highly efficient drip irrigation systems, thoughtful hardscapes, and low water use landscaping. The

project is over 20 units/acre and includes the construction of bike lanes, sidewalks, and electric vehicle charging infrastructure.

Implementation of SCS:

River Grove implements the SCS as follows:

- Maximizes land use through high-density development.
- Incorporation of sidewalks and bike lanes to promote non-motorized transit.
- Zero net energy development supported by on-site renewable energy.
- Installation of electric vehicle charging infrastructure.

For the reasons cited above, the Madera County Transportation Commission considers the River Grove project consistent with the policies, development pattern, and commitment to active transportation as contained in the Madera County Sustainable Communities Strategy. Should you have any questions, please contact me at patricia@maderactc.org or (559) 675-0721.

Sincerely,



Patricia Taylor
Executive Director
Madera County Transportation Commission



STAFF REPORT
Board Meeting of June 22, 2022

AGENDA ITEM: 5-H

PREPARED BY: Patricia Taylor, Executive Director

SUBJECT:

SR 41 South Expressway – Letter of Support

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

Included in your package is a letter of support from MCTC for the Multimodal Project Discretionary Grant Opportunity for the SR 41 South Expressway project.

FISCAL IMPACT:

No fiscal impact to the approved 2021-22 Overall Work Program and Budget.



2001 Howard Road, Suite 201
Madera, California 93637

Office: 559-675-0721
Website: www.maderactc.org

May 19, 2022

The Honorable Pete Buttigieg
Secretary of the United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Buttigieg:

The Madera County Transportation Commission supports the application of the County of Madera to the United States Department of Transportation's (USDOT) Multimodal Project Discretionary Grant Opportunity for the Madera 41 South Expressway Project (Project). If awarded, the funding will allow Caltrans and its partners to deliver a meaningful project and advance our region's smart, sustainable growth goals.

This Project is a collaborative effort between Caltrans, Madera County, and the local property owners along State Route 41 (SR 41). The Project will improve approximately 4.5 miles of SR 41 and is necessary to modernize a rural highway into a facility that provides safe and efficient traffic operations for our region. This request for \$39 million represents approximately 40 percent of the total project cost. It will be matched with funds from local contributions. If the County is awarded a RURAL grant, they will consider utilizing a Transportation Infrastructure Finance and Innovation Act (TIFIA) loan to ensure timely construction scheduled to begin in 2024.

The SR 41 Expressway project is located north of the Fresno-Madera County border in one of the fastest-growing communities in Madera County and the San Joaquin Valley. It is a crucial commute corridor between rural eastern Madera County and employment centers in urban valley communities. In addition, SR 41 provides access to several rural, disadvantaged, and remote communities leading into the Sierra Nevada. Improved multimodal access is critical to ensuring our most disadvantaged communities have reliable transportation to job locations, healthcare, and other services. The Project will include bicycle facilities and enhanced access to transit services. The Project will also improve air quality and promote and support electric vehicles.

Nationally, this corridor helps to transport the agricultural commodities of the San Joaquin Valley to rail, freight, and port terminals for worldwide distribution and is also the most utilized travel facility used by local, state, national, and international visitors to Yosemite National Park each year.

This segment of SR 41 is currently one lane in each direction. The demands of the corridor causes significant congestion-related travel delay, exacerbated by growth in through travel and the area's households and employment centers, including two large regional medical facilities. This Project will provide crucial roadway safety improvements and congestion relief at a heavily utilized regional travel convergence point. Safety improvements will involve reducing conflict points caused by unprotected left-hand turns, widening of shoulders, and developing a center median to provide separation between opposing travel directions.

The national importance of this route cannot be understated as SR-41 is the most utilized direct route to Yosemite National Park, a national and international destination, with four and a half million visitors each year. It also supports the transport of agricultural goods from one of the most productive agricultural regions in the world. In 2020 Madera County was ranked 18th in agricultural production in the United States, and as such, the economic impact of supporting infrastructure reaches far beyond Madera.

As with many rural corridors in California, this route serves as a reliable primary and alternative evacuation route for communities living in nearby high-risk fire zones. In the last four years, seven wildfires greater than 5,000 acres required SR 41 to be used as an evacuation route. As wildfire seasons in California continue to become more severe and deadly, these primary evacuation routes must be improved to sustain access for residents to escape the fires and for emergency personnel to access them.

This Project is vital to Madera County residents and is a critical infrastructure project that the community has selected as part of the region's preferred Sustainable Community Strategy. This Project is part of a long-range community vision to help Madera County reduce harmful emissions, improve traveler safety, and support a robust and vibrant economy.

The Madera County Transportation Commission strongly supports the Madera 41 South Expressway project. Thank you for considering this request.

Sincerely,



Patricia Taylor
Executive Director
Madera County Transportation Commission



STAFF REPORT
Board Meeting of June 22, 2022

AGENDA ITEM: 5-1
PREPARED BY: Patricia Taylor, Executive Director

SUBJECT:

Request for State Budget Funding – City of Madera Letter of Support

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

Included in your package is a letter of support for the City of Madera’s request for State Budget Funding for the Avenue 13 (Pecan Avenue) Sewer Trunk Main Rehabilitation Project.

FISCAL IMPACT:

No fiscal impact to the approved 2021-22 Overall Work Program and Budget.



2001 Howard Road, Suite 201
Madera, California 93637

Office: 559-675-0721 Facsimile: 559-675-9328
Website: www.maderactc.org

May 24, 2022

The Honorable Nancy Skinner
Chair of the Senate Budget and Fiscal Review Committee
1020 N Street, Room 502
Sacramento, CA 95814

The Honorable Phil Ting
Chair of the Assembly Budget Committee
1021 O Street, Suite 8230
Sacramento, CA 95814

RE: Request for State Budget Funding – City of Madera Support Letter

Dear Chairs Skinner and Ting:

On behalf of Madera County Transportation Commission (MCTC), I am writing to offer this letter of support for the City of Madera in their pursuit of securing State Budget Funding. The City intends to use this funding to support its Avenue 13 (Pecan Avenue) Sewer Trunk Main Rehabilitation Project, to rehabilitate several miles of pipeline that has the greatest risk of failure after a recent inspection indicated extensive corrosion along 5 miles of pipeline. This project is of highest urgency, just short of being declared a local emergency. Last year, Madera was awarded \$3.5 million in assistance by Congressman Costa through the Omnibus Bill, however the scope of this project will require at least an additional \$5 million to be fulfilled.

The MCTC fully supports the City's efforts in seeking \$5 million in funding for rehabilitation of the Avenue 13 Sewer Trunk Main. This trunk main is approximately 50 years old and is the only sewer interceptor pipeline delivering wastewater from the City of Madera general region to the wastewater treatment plant. Some portions of the pipeline may potentially be delayed but only for a few years. Other portions are urgent. The City's request for additional State Budget funding addresses those urgent portions. This issue ultimately affects the entire community, residents, and businesses in and around the City. Any failure, regardless of location, would be disastrous.

Potential consequences of failure include:

- Temporary shutdown of the entire City of Madera and adjacent service areas including local schools, Madera Community College, and Madera Community Hospital until a

bypass can be put in place.

- Bypass pumping and environmental cleanup costs are unknown, but there is indication the cost would be in the upwards of \$10 million.
- Damage to the wastewater treatment plant from foreign material deposited in the pipeline from collapse that is washed downstream.
- Closure of Avenue 13 or Union Pacific Railroad Spur Line (depending on location of failure) for an unspecified period during repairs.
- Due to current construction demands in the Central Valley, there could be difficulty finding a contractor to make the emergency repairs.
- Failure in pipe, if not seen by motorist, could result in physical injury to driver and passengers, with potential to affect nearby motorists as well.

All sewage produced by homes and businesses within the city, both grey water and black water, flows through this trunk main to the wastewater treatment plant, which processes approximately 5 million gallons of raw sewage per day. Following completion of the sewer system condition assessment, the City is now faced with extensive rehabilitation costs system-wide because of the age and material of pipelines. Many of the pipes have reached or exceeded their expected useful life. This is an extreme burden facing today's ratepayers which is only exacerbated by the pandemic and the City's demographics.

Like most cities, Madera businesses represent a significant portion of the lifeblood of the community. Failure of the pipeline could cause shutdown or interruption to many businesses thus demonstrating just one more financial impact to ratepayers and residents of the City and County.

This project is vital to the City of Madera infrastructure and cannot be delayed due to its vulnerable state. This project is part of a long-range community vision intended to provide City of Madera residents and businesses with safe, secure, and appropriate services without interruptions.

For these reasons, the MCTC strongly supports the City of Madera's efforts to secure \$5 million under State Budget funding. We urge you to grant their request as it stands to enable the city to maintain essential services residents need.

Sincerely,



Patricia Taylor, Executive Director
Madera County Transportation Commission

CC:

The Honorable Members of the Senate Budget and Fiscal Review Committee
The Honorable Members of the Assembly Budget Committee



STAFF REPORT
Board Meeting of June 22, 2022

AGENDA ITEM: 5-J
PREPARED BY: Patricia Taylor, Executive Director

SUBJECT:

Active Transportation Program Letters of Support

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

The Active Transportation Program encourages increased use of active modes of transportation. The Madera County Transportation Commission is pleased to provide letters of support to our local agencies for the following projects:

- Madera Citywide Safe Routes to School Project
- La Vina Community Mobility and Safety Enhancements Project

FISCAL IMPACT:

No fiscal impact to the approved 2021-22 Overall Work Program and Budget.



2001 Howard Road, Suite 201
Madera, California 93637

Office: 559-675-0721 Facsimile: 559-675-9328
Website: www.maderactc.org

June 14, 2022

Keith Helmuth
City Engineer
City of Madera Engineering Department
428 E Yosemite Ave
Madera, CA 93638

Subject: Caltrans Active Transportation Program Grant– Madera Citywide Safe Routes to School Project

Dear Mr. Helmuth:

On behalf of the Madera County Transportation Commission (MCTC), I am pleased to provide a letter in support of the City of Madera's regionally significant project currently under consideration for the Active Transportation Program (ATP) Cycle 6 program funding. This grant application is for the Madera Citywide Safe Routes to School Project.

MCTC fully supports the City of Madera's ATP grant application for improvements in the vicinity of 6 elementary schools in Madera.

Improvements, identified by Workshops and Walk Audits held in cooperation with parents and staff and prepared by the Local Government Commission, would work toward improving pedestrian safety around our schools. Improvements will generally include walkability, lighting, and Safe Routes to School.

This project aligns with the goals and objectives of the Madera County Regional Transportation Plan and Sustainable Communities Strategy by prioritizing investment in disadvantaged communities, building safe, accessible infrastructure, fostering a modal shift to active transportation, and improving public health. The ATP program represents the perfect opportunity to address the needs of students, parents, and residents. It aligns with the program's purposes and goals and those of the Climate Action Plan for Transportation Infrastructure (CAPTI).

We are appreciative of the City of Madera's efforts to pursue funding for this important project through the ATP program and look forward to the needed benefits this active transportation project will bring.

Sincerely,

Patricia Taylor
Executive Director
Madera County Transportation Commission

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



2001 Howard Road, Suite 201
Madera, California 93637

Office: 559-675-0721 Facsimile: 559-675-9328
Website: www.maderactc.org

June 15, 2022

Jared Carter
Deputy Public Works Director
Madera County Department of Public Works
200 West Fourth Street
Madera, CA 93637

Subject: Caltrans Active Transportation Program Grant - La Vina Community Mobility and Safety Enhancements Project

To whom it may concern,

On behalf of the Madera County Transportation Commission (MCTC), I am pleased to provide a letter in support of the Madera County Department of Public Works Cycle 6 of the California Department of Transportation Active Transportation (ATP) grant application. This grant application is for the La Vina Community Mobility and Safety Enhancements Project.

The MCTC fully supports the plan to implement the improvements outlined in the County's 2018 La Vina Mobility Study in this proposed ATP grant project. These needed improvements will provide safer conditions for students, parents, and residents, including walking and biking routes within the La Vina community itself. Most residents currently choose to drive to various destinations within La Vina instead of using more active modes of transportation because the current roadway conditions are so unsafe in that community. We hope that providing residents with safe facilities to walk or bike will enhance safety and promote healthy activity for all the students, staff, parents, and residents in the La Vina community.

This project aligns with the goals and objectives of the Madera County Regional Transportation Plan and Sustainable Communities Strategy by prioritizing investment in disadvantaged communities, building safe, accessible infrastructure, fostering a modal shift to active transportation and public transit, and improving public health. MCTC staff have met with La Vina residents to discuss their transportation needs. Implementing the La Vina Mobility Study is a key action able that addresses many of the comments we received in those meetings. The ATP program represents the perfect opportunity to address some of La Vina's critical needs. It aligns with the program's purposes and goals and those of the Climate Action Plan for Transportation Infrastructure (CAPTI).

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

We are appreciative of Madera County's efforts to pursue funding for this important project through the ATP program and look forward to the needed benefits this active transportation project will bring.

Sincerely,



Patricia Taylor
Executive Director
Madera County Transportation Commission



STAFF REPORT
Board Meeting of June 22, 2022

AGENDA ITEM: 5-K

PREPARED BY: Patricia Taylor, Executive Director

SUBJECT:

Continuation of Teleconferenced Meetings – Resolution 21-15 Amendment No. 9

Enclosure: Yes

Action: Approve Continuation of Teleconferenced Meetings by Resolution 21-15 Amendment No. 9

SUMMARY:

In accordance with recent amendments to the Brown Act open meetings law (AB 361), it is recommended that the MCTC Policy Board approve Resolution 21-15 Amendment No. 9, allowing for continued remote teleconferenced public meetings for all MCTC Policy Board and its Committees based upon a continued state of emergency related to the COVID-19 pandemic as well as recommendations from state officials regarding social distancing.

FISCAL IMPACT:

No fiscal impact to the approved 2021-22 Overall Work Program and Budget.

**BEFORE
THE COMMISSIONERS OF THE
MADERA COUNTY TRANSPORTATION COMMISSION
COUNTY OF MADERA, STATE OF CALIFORNIA**

In the matter of
**FINDING OF A PROCLAMATION OF A STATE
OF EMERGENCY BY THE GOVERNOR’S
ORDER DATED 3-4-20 PERSISTS, AND
AUTHORIZING REMOTE TELECONFERENCE
MEETINGS OF THE POLICY BOARD AND ITS
COMMITTEES OF THE MADERA COUNTY
TRANSPORTATION COMMISSION FOR THE
PERIOD OF JULY 1 THROUGH JULY 31, 2022
PURSUANT TO BROWN ACT PROVISIONS**

Resolution No.: **21-15**
Amendment No. 9

WHEREAS, the Madera County Transportation Commission (Commission) is committed to preserving and nurturing public access and participation in meetings of the Policy Board and its committees; and

WHEREAS, all meetings of the Commission are open and public, as required by the Ralph M. Brown Act (Cal. Gov. Code 54950 – 54963), so that any member of the public may attend, participate, and watch the Commission conduct their business; and

WHEREAS, the Brown Act, Government Code section 54953(e), makes provisions for remote teleconferencing participation in meetings by members of a legislative body, without compliance with the requirements of Government Code section 54953(b)(3), subject to the existence of certain conditions; and

WHEREAS, a required condition is that a state of emergency is declared by the Governor pursuant to Government Code section 8625, proclaiming the existence of conditions of disaster or of extreme peril to the safety of persons and property within the state caused by conditions as described in Government Code section 8558; and

WHEREAS, a proclamation is made when there is an actual incident, threat of disaster, or extreme peril to the safety of persons and property within the jurisdictions that are within the Madera County’s boundaries, caused by natural, technological, or human-caused disasters; and

WHEREAS, it is further required that state or local officials have imposed or recommended measures to promote social distancing, or, the legislative body meeting in person would present imminent risks to the health and safety of attendees; and

WHEREAS, the Policy Board previously adopted Resolution 21-15 on September 30, 2021, finding that the requisite conditions exist for the Policy Board and its committees to conduct remote teleconference meetings without compliance with paragraph (3) of subdivision (b) of section 54953; and

WHEREAS, such conditions persist in Madera County, specifically, a state of emergency has been declared due to the COVID-19 pandemic; and

WHEREAS, State and local officials continue to recommend social distancing measures to help combat the spread; and

WHEREAS, the Policy Board does hereby find that the COVID-19 state of emergency has caused, and will continue to cause, conditions of peril to the safety of persons within Madera County that are likely to be beyond the control of services, personnel, equipment, and facilities of the Commission; and

WHEREAS, as a consequence of the emergency, the Policy Board does hereby find that the Policy Board of Madera County Transportation Commission and all of its committees shall conduct their meetings without compliance with paragraph (3) of subdivision (b) of Government Code section 54953, as authorized by subdivision (e) of section 54953, and that such the Commission shall comply with the requirements to provide the public with access to the meetings as prescribed in paragraph (2) of subdivision (e) of section 54953; and

WHEREAS, measures have been taken to ensure access for the public including the ability to participate virtually and provide comment.

NOW, THEREFORE, THE POLICY BOARD OF THE MADERA COUNTY TRANSPORTATION COMMISSION DOES HEREBY RESOLVE AS FOLLOWS:

Section 1. Recitals. The Recitals set forth above are true and correct and are incorporated into this Resolution by this reference.

Section 2. Affirmation that Local Emergency Persists. The Policy Board hereby considers the conditions of the state of emergency in Madera County and proclaims that a local emergency persists.

Section 3. Re-ratification of Governor's Proclamation of a State of Emergency. The Policy Board ratifies that the Governor of the State of California issued a Proclamation of a State of Emergency, effective as of its issuance date of March 4, 2020, which remains in effect.

Section 4. Imminent Public Health and Safety Risk. The Policy Board finds that as a result of the emergency, meeting in person could present imminent risks to the health or safety of attendees.

Section 5. Remote Teleconference Meetings. The Executive Director and the Policy Board of Madera County Transportation Commission are hereby authorized and directed to take all actions necessary to carry out the intent and purpose of this Resolution including, conducting open and public meetings in accordance with Government Code section 54953(e) and other applicable provisions of the Brown Act.

Section 6. Effective Date of Resolution. This Resolution shall take effect immediately upon its adoption and shall be effective until the earlier of (i) November 30, 2021, or such time the Policy Board adopts a subsequent resolution in accordance with Government Code section 54953(e)(3) to extend the time during which the Policy Board of Madera County Transportation Commission may continue to teleconference without compliance with paragraph (3) of subdivision (b) of section 54953.

The foregoing resolution was adopted this 22nd day of June 2022 by the following vote:

Commissioner Tom Wheeler	_____
Commissioner Diana Palmer	_____
Commissioner Cecelia Gallegos	_____
Commissioner Jose Rodriguez	_____
Commissioner Brett Frazier	_____
Commissioner Robert Poythress	_____

Chairman, Madera County Transportation Commission

Executive Director, Madera County Transportation Commission



STAFF REPORT
Board Meeting of June 22, 2022

AGENDA ITEM: 6-A

PREPARED BY: Evelyn Espinosa, Associate Regional Planner

SUBJECT:

FY 2022-23 Unmet Transit Needs Recommendations

Enclosure: Yes

Action: MCTC Staff recommends the MCTC Policy Board approve the Social Service Transportation Advisory Council's 2022-23 Unmet Transit Needs finding by Resolution No. 22-07

SUMMARY:

Pursuant to Section 99401.5 of the California Public Utilities Code, the Madera County Transportation Commission (MCTC), as the Regional Transportation Planning Agency, must make a finding after holding a Public Hearing that there are no unmet public transportation needs within the jurisdiction of claimants which can be reasonably met before it may approve Local Transportation Fund claims for streets and roads.

The MCTC Policy Board adopted the following definitions by Resolution No. 22-01 for its Unmet Transit Needs process:

- A. **UNMET TRANSIT NEEDS:** an unmet transit need is an expressed or identified need that is not currently being met through existing public transportation services. An unmet transit need also is a need required to comply with the Americans with Disabilities Act (ADA).
- B. **REASONABLE TO MEET:** The term "reasonable to meet" shall apply to public or specialized transportation services that meet the following minimum criteria:
 1. **Feasibility**
 - The proposed service can be provided with available Transportation Development Act (TDA) funding and/or other funding sources (per state law, the lack of available resources shall not be the sole reason for finding that a transit need is not reasonable to meet per PUC Section 99401.5(c).
 - Sufficient ridership potential exists for new, expanded, or revised transit services.

- The proposed transit service will be safe and comply with local, state, and federal law.
2. Community Acceptance
 - The proposed transit service has community support from the general public, community groups, and/or community leaders.
 3. Benefit to Population
 - The proposed transit service serves a significant number of residents where it is needed and would benefit the general public and/or senior and disabled persons as a whole.
 4. Cost Effective
 - The proposed transit service will not affect the ability of the overall system of the implementing agency or agencies to meet applicable transit system performance objectives or the State TDA farebox ratio requirement after any exemption(s) period(s) if the service is eligible for exemption(s) per CCR 6633.2.
 - The proposed transit service, if implemented or funded, would not cause the responsible operator to incur expenditures in excess of the maximum amount of LTF, STA, FTA funds, and fare revenues and local support.
 5. Consistent with Intent of Existing Transit Service(s)
 - Once established, the proposed transit service will not abuse or obscure the intent of existing transit service(s).
 - The proposed transit need should be in conformance with the goals included in the Regional Transportation Plan/Sustainable Communities Strategy, and consistent with the intent of the goals of the adopted Short Range Transit Plan.

The role of the Social Services Transportation Advisory Council (SSTAC) is to aid the MCTC Policy Board in its review of transit issues with emphasis on the annual identification of transit needs within Madera County. The establishment of the Madera County SSTAC is consistent with State Law (SB 498, Chapter 673, 1987) which mandates both the purpose and minimum membership of this body. The purpose of the SSTAC is to:

- A. Annually participate in identification of transit needs (Unmet Transit Needs Public Hearing Process).
- B. Review and recommend appropriate action by the MCTC Policy Board which finds, by resolution, that:
 1. There are no unmet transit needs,
 2. There are no unmet transit needs that are reasonable to meet,
 3. There are unmet transit needs that are reasonable to meet.
- C. Advise the MCTC on any other major transit issues, including the coordination and consolidation of specialized transportation services.

At the “Unmet Transit Needs” Public Hearing on Wednesday, April 20, 2022, the MCTC Policy Board opened the hearing to receive public testimony. The following staff evaluation was

prepared in cooperation with the SSTAC. MCTC Staff, on behalf of the SSTAC, will submit that body's findings to the MCTC Policy Board under separate correspondence.

NARRATIVE OF EVALUATION

City of Madera

There are unmet transit needs that are reasonable to meet at this time in the City of Madera.

MCTC staff has reviewed and discussed testimony regarding the City of Madera's transit services with the SSTAC. The recommendation from MCTC staff and the SSTAC is that there are unmet transit needs that are reasonable to meet at this time.

Testimony was received regarding the Walmart stop. The City of Madera is currently evaluating all bus stops as part of its on-going transit plan study. This bus stop will be under evaluation as well.

Testimony was received about the need for wastebaskets at bus stops in the City of Madera. The SSTAC recommended that there be waste baskets at each bus stop and that it is regularly maintained. Madera METRO is currently looking to improve sanitation around transit stops.

Testimony regarding wait times due to shortage in drivers is already being addressed. The City of Madera informed the SSTAC that they are in the process of hiring and training additional drivers that should improve wait times.

Testimony was received about street improvements, safety, lighting, speeding on the streets, and safety around parks and schools, and will be shared with the appropriate agencies. Testimony about signage improvements was also received and the City of Madera informed the SSTAC that those improvements will be part of their planned system improvement after the Transit Plan is finalized in 2023. Testimony about a fare decrease was received. The City of Madera indicated that they are not currently charging fares.

Testimony about driver customer service was received. Customer service training and safety training will resume in person, which should be more effective. Driver training was held virtually during the pandemic.

City of Chowchilla

There are no unmet transit needs in the City of Chowchilla.

County of Madera

There are no unmet transit needs in Madera County.

Testimony received about street improvements, safety, lighting, speeding on the streets, safety around parks and schools will be shared with the appropriate agencies.

Testimony about a fare decrease was received. Madera County has not raised the fare in many years. It will be considered in the future when the County has more capacity.

Testimony about signage improvement was received. The County informed the SSTAC that they are working on purchasing signs for bus location with more information as part of their service improvement plan.

Testimony about service expansion was received. The County indicated that it has already expanded service in the La Vina area. Monday was added as an extra day of service by the County.

FISCAL IMPACT:

No fiscal impact to the approved 2021-22 Overall Work Program and Budget.

Social Service Transportation Advisory Council

Commission Members

•

Chairman
Tom Wheeler
County of Madera

•

Vice Chairman
Diana Palmer
City of
Chowchilla

•

Cecilia Gallegos
City of Madera

•

Brett Frazier
Madera County

•

Jose Rodriguez
City of Madera

•

Robert Poythress
Madera County

June 22, 2022

Tom Wheeler, Chairman
Madera County Transportation Commission
2001 Howard Road, Suite 201
Madera, California 93637

SUBJECT: SSTAC FY 2022/23 “Unmet Transit Needs” Recommendation

Dear Chairman Wheeler:

It is with great pleasure that the Social Service Transportation Advisory Council (SSTAC) again makes a recommendation to the Madera County Transportation Commission concerning potential Unmet Transit Needs in Madera County. The SSTAC in weeks prior to the public hearing to review past actions and prepare for this year’s unmet transit needs process. Testimony regarding transit needs in Madera County was received at the “Unmet Transit Needs” Public Hearing on April 20, 2022. The SSTAC met again the week following the public hearing to discuss potential transit issues. Based on the testimony and written comments received our recommendations to the Commission are as follows:

The MCTC staff and SSTAC considered the hearing testimony and written comments and recommend the MCTC Policy Board find the following:

1. That the Madera County Transportation Commission finds that there are unmet transit needs that are reasonable to meet in FY 2022/23 within the jurisdiction of the City of Madera, and that there are no unmet transit needs within the jurisdiction of the City of Chowchilla, and County of Madera.

The Madera Metro and the Madera Dial-A-Ride provide transportation services that cover the entire City of Madera.

The Chowchilla Area Transit Express (CATX) provides transportation services that cover the entire City of Chowchilla as well as Fairmead and Valley State Prison.

The Madera County Connection (MCC) provides inter-city transportation from Chowchilla, Fairmead, Madera, La Vina, Madera Ranchos and Eastern Madera County to Children’s Hospital Central California where a connection can be made to Fresno via the Fresno Area Express (FAX).

The Senior Bus Program and the Escort Service provides transportation to the Eastern Madera County communities including the newly developed Eastern Madera County Escort Program transit service to Raymond. This service is provided on Wednesdays from 8:30 am to 4:30 pm.

2. Maintain existing transit systems in Madera County: Madera Transit System (Madera Metro and Dial-A-Ride) in the City of Madera; Madera County Connection; Chowchilla Area Transit Express; Eastern Madera County Escort Service; and Eastern Madera County Senior Bus.

MCTC
Executive Director
Patricia Taylor
2001 Howard Rd. Suite 201
Madera, CA 93637
(559) 675-0721
(559) 675-9328 FAX

MCTC staff and SSTAC recommend that the current public transit systems continue to operate in Madera County. The existing transit systems meet an existing need for public transit services in the county.

The existing systems are:

- Madera Transit System – City of Madera (Dial-A-Ride and Madera Metro);
- Chowchilla Area Transit Express – City of Chowchilla;
- Eastern Madera County Escort Service; and Eastern Madera County Senior Bus;
- Madera County Connection

MCTC staff and SSTAC recommend that the unmet transit needs which were found reasonable to meet be addressed as recommended by the SSTAC during its meeting of May 16, 2022.

- Testimony was received regarding the Walmart stop. The City of Madera is currently evaluating all bus stops as part of its on-going transit plan study. This bus stop will be under evaluation as well.
- Testimony was received about the need for wastebaskets at bus stops in the City of Madera. The SSTAC recommended that there be waste baskets at each bus stop and that they are regularly maintained. Madera METRO is currently looking to improve sanitation around transit stops.

Sincerely,

Evelyn Espinosa

Evelyn Espinosa, MCTC Staff on behalf of
Social Service Transportation Advisory Council
which was approved by the SSTAC Chair, Frank Simonis



2001 Howard Road, Suite 201
Madera, California 93637

Office: 559-675-0721 Fax: 559-675-9328
Website: www.maderactc.org

June 22, 2022

TO: Interested Individuals

SUBJECT: FY 2022/23 Unmet Transit Needs Public Hearing

On behalf of the entire Madera County Transportation Commission (MCTC) Board, I thank you for presenting your Unmet Transit Needs comments to MCTC staff. Public participation in this process is critical to ensure that the transportation needs of the community are being reasonably met.

This year we received several comments that will help improve public transportation within the Madera Region. The Social Service Transportation Advisory Council, a group comprised of local social service agency representatives and local transit agency staff, thoroughly evaluated each comment, and made subsequent recommendations to the MCTC Policy Board.

Enclosed is a copy of the findings resolution, comment summaries and the Social Service Transportation Advisory Council's response to each comment.

If you have any questions, please contact MCTC staff member Evelyn Espinosa at 675-0721 or evelyn@maderactc.org.

Sincerely,

Tom Wheeler, Chair
Madera County Transportation Commissioner

Analysis of Comments Received During the FY 22/23 Unmet Transit Needs Process

Comment #	Agency Affiliation	Transit Service/Jurisdiction	Public Comments	Is it an "Unmet Transit Need" An unmet transit need is an expressed or identified need that is not currently being met through existing public transportation services. An unmet transit need also is a need required to comply with the Americans with Disabilities Act (ADA).	If identified as an "Unmet Transit Need", is it "Reasonable to Meet"					NOTES
					FEASIBLE	COMMUNITY ACCEPTANCE	BENEFIT TO THE POPULATION	COST-EFFECTIVE	CONSISTENT WITH INTENT OF EXISTING TRANSIT SERVICE(S)	
Workshops										
1	County	MCC/La Vina	6 PM bus route reinstatement	No						Expanded service already. Additional day since March, on Monday. County will be monitoring ridership.
2	County	MCC/La Vina	Bus Service on Monday	No						See above.
3	County	MCC/La Vina	More Dial A ride eligibility	No						There is fixed route in this area. Dial-A-Ride will be considered in the future with the service improvement plan.
4	City of Madera	Metro	Maps at the bus shelters to show where people are at and the direction/connections.	No						Increase signage to improve visibility and user friendliness (METRO) is being addressed with permanent solution coming with the Madera tranist plan (May 2023). County is working on purchasing sign for bus location with more information.
5	City of Madera	Metro	The buses need better signaling. Community members have used the bus and being dropped off at the stop they didn't want to wait for a connection bus. It was not clearly understood that the bus would not directly drop them off.	No						Technology enhancement is being looked at. First lower scale improvement gearing towards larger scale.
6	City of Madera	Metro	Shelters and seats needed.	No						More information needed. There is a revamping on all routes so it will be evaluated as the city moves forward.
7	City of Madera	Metro	More frequency for METRO. Hospital route takes too long, now 2 hours instead of 30 minutes.	No						Part of driver shortage during Covid and being addressed.
8	City of Madera	Metro	Walmart Stop	Yes	Yes					Part of Madera Transit plan to Study. Under review at this time.
9	City of Madera	Metro	Bus taking too long cause delays, so community members lose their doctors appointments and have to re-schedule doctor's appointments.	No						Part of driver shortage during Covid and being addressed.
10	City of Madera	Metro	Bus stop condition: No bus shelter to wait for bus or seat.							There is a revamping on all routes so it will be evaluated as the City moves forward.
11	County	MCC	More La Vina bus stops.	No						Under Consideration for improvement plan.
12	City of Madera	Metro	Tulare St does not have bus stops.	No						Residential area; there are bus routes on main streets (Cleveland stop). There are liability issues. Dial-A-Ride available for door-to-door.
13	City of Madera	Metro	Cleveland, there are bus stops bus stops but more needed and shelters needed.	No						There is a revamping on all routes so it will be evaluated as the City moves forward.
14	City of Madera	Metro	Yosemite, Adell St., Cleveland, behind Monroe St., RD 29, Rd 28, 13, 15, 14 no bus stops or shelter.	No						There is a revamping on all routes so it will be evaluated as the City moves forward.

15	City of Madera	Metro, MCC	More direct routes. It takes too long. More buses.	No						Service expanded since March 1.
16	County	MCC	Almost total lack of public transportation. There is an inability to reach services (School, adult school) for students. Service to reach the College. YARTS used to give service, but the County did not believe in it.	No						These are the types of improvements that MCC is continuously looking at. Ongoing review. YARTS routes are reviewed by another agency.
Comment Cards										
17	City of Madera	Metro	More buses for whoever doesn't have a car by Abby St.	No						There are liability issues in residential areas. Dial-A-Ride provides Door-to-door service.
18	City of Madera	Metro, DAR	My main concern about the bus stop are the following: as a resident, I'm not considered part of the city because I reside on Posey Ave/28 ¼ Rd. Now I do have 2 bus stops near by now but they are a walking distance. Unfortunately, during rainy seasons there isn't much protections against the rain. Although I no longer commute using public transport I do see other resident standing near the bus stop to seek shelter from rain or sun. also, hours of waiting time are so off schedule although I know they try their best it was a struggle for myself to go out to school on time because of waiting time or constant stops.	No						There are liability issues in residential areas. Dial-A-Ride provides Door-to-door service.
19	City of Madera	Metro, DAR	I live on Posey Ave, crossing rd is 28 ¼ in Madera the only bus stop close to me is on Tozer near Cotton Creek Apartment, in the bus would pass every 15-30 min on time and as scheduled I would be able to get to work but due to Covid I have not been able to catch the bus because to got o work it would end up not coming until 30 more minutes after and ended up walking and me being pregnant. Also tried dial-a-ride they tell me to schedule an appointment which it would not benefit me because I need it right away.	No						Part of driver shortage during Covid and being addressed.
20	City of Madera	Metro, DAR	Fresus Way and Olive Avenue More transit	No						There are liability issues in residential areas. Dial-A-Ride provides Door-to-door service.
	City of Madera		More streetlights	No						Refer to Public Works Department.
21	County	MCC	More public transit in La Vina area	No						Service expanded since March 1.
	County		Improve streets Sidewalks for La Vina school More streetlights	No						Refer to Public Works Department.
22	City of Madera	Metro, DAR	Wilson St and Davis St More bus stops More bus shelters Improve public transit	No						There is a revamping on all routes so it will be evaluated as the City moves forward.
	City of Madera		Improve the streets, there are tons of potholes More streetlights, the streets are very dark	No						Public works will receive the comments
23	City of Madera	Metro, DAR	Ellis Street More bus stops Public transit	No						There is a revamping on all routes so it will be evaluated as the City moves forward.

	City of Madera		Improve Ellis St. A stop sign	No						Refer to Public Works.
24	City of Madera	Metro, DAR	Lake St and 5 St. Improve public transit Bus stop	No						There is a revamping on all routes so it will be evaluated as the City moves forward.
	City of Madera		More sidewalks for walking	No						Refer to Public Works.
25	City of Madera	Metro, DAR	Cleveland Ave and Owens St. Bus drivers are not polite, please improve.	No						Customer service training and safety training already provided. More training will be coming up in-person. Driver shortage is being addressed and that is expected to improve customer service.
	City of Madera		There is too much garbage from homeless people	No						Refer to Public Works.
26	County	MCC	Improve public transit More stops	No						These are the types of improvements that MCC is continuously looking at. Ongoing review.
27	County	MCC	Improve public transit Improve La Vina school	No						These are the types of improvements that MCC is continuously looking at. Ongoing review.
	County		More streetlights	No						Refer to Public Works.
28	County	MCC	Improve public transit (it charges a lot)	No						Fares have not been raised for over 20 years. It will be considered in the future when the County has more capacity.
	County		More Street lights in La Vina St., Uvas Ave., Paraiso St., Ave 9.	No						Refer to Public Works.
	County		More sidewalks for students.	No						Refer to Public Works.
	County		Bike lanes	No						Refer to Public Works.
29	County	MCC, DAR	More Street lights, it is dark at night More sidewalks, there aren't any	No						Refer to Public Works.
30	County	MCC	Improve public transit.	No						There is on-going assessments and service improvement.
31	County		More bike lanes so children can use their bicycles. More patrolling around La Vina streets.	No						Refer to Law Enforcement.
32	County		Potholes in Yosemite Trash around Riverside	No						Public works will receive the comments
33	County		Potholes around Tulare St Wessmith Way, speeding	No						Public works will receive the comments. Refer to Law enforcement.
34	County		Road 28 and 13 ½ Ave Sidewalks for children to go to school Stop signs Street lights because it is very dark Fix the streets	No						Refer to Public Works.
35	County		Fix potholes, there are too many. More traffic lights around 18 ½ for children safety .	No						Refer to Public Works.
36	City of Madera		Lives by Lake St. He would like more information if it would be possible to add more stop signs.	No						Refer to Public Works.

37	County		More streetlights and street improvements because it is hard to cross the streets. Rd 28 ½ and 13 ¼.	No						Refer to Public Works.
38	City of Madera		Put a stop sign between the street by the Pan American Park. There are always accidents happening, it is dangerous especially it being close to where children are present.	No						Refer to Public Works and Law Enforcement.
39	City of Madera		Merced St and Fresno St, Green Way Stop signs Lighting is very dim	No						Refer to Public Works.
40	City of Madera		Katherine St More streetlights and stop signs. There are many accidents in this area.	No						Refer to Public Works and Law Enforcement.
41	City of Madera		I would like to get more stop signs by Sherwood St and Lake St. There is a lot of accidents on that Road. Thank you.	No						Refer to Public Works and Law Enforcement.
42	City of Madera		Improvements to Tulare St. More stop signs More sidewalks	No						Refer to Public Works.
43	City of Madera		Improve E. Yosemite Ave. Fix streets. More stop signs for children's safety around MLK, Sierra Vista, and Millview School.	No						Refer to Public Works.
44	County		I would like that streets: 13 ¼ and Rd. 29 be fixed. And more stops signs and traffic lights	No						Refer to Public Works.
45	City of Madera		Fix Gateway, SR 145, there are too many potholes	No						Refer to Public Works.
46	City of Madera		Fix E. Yosemite Ave. Lots of potholes.	No						Refer to Public Works.
47	County		La Vina streets: Ave 9, 8 ½, 8. Rd 24, 23 are in bad conditions.	No						Refer to Public Works.
48	City of Madera		I would like more street lighting. Fix roads.	No						Refer to Public Works.
49	County		Fix potholes on 17 ½. The potholes affect car tires.	No						Refer to Public Works.
50	City of Madera		More lighting around Davis St. it is very dark. Fix streets there are many potholes.	No						Refer to Public Works.
51	City of Madera		Improve streets. Fix road potholes. Improve pedestrian infrastructure. More recreation areas.	No						Refer to Public and Parks and Recreation Department.
52	City of Madera		I would like to see more stop signs on SR 145 because there are many accidents there.	No						Refer to Public Works.
53	County		I would like 28 ½ and 13 ¼ to be fixed. There are many potholes and add more stop signs.	No						Refer to Public Works.
54	City of Madera		E Yosemite is very dark at night, it needs more streetlights.	No						Refer to Public Works.
55	City of Madera		More Street lights on E. Yosemite Ave.	No						Refer to Public Works.
56	City of Madera		I live by B St and A St. For children's safety when going to school: Streets are in bad conditions, they need fixing. It is very dark at night, more streetlights.	No						Refer to Public Works.

57	City of Madera		More Street lights and fix those that do not work. Get more patrols day and night. Azalea Ave, Road 29, fix parks, clean the streets	No						Refer to Public Works.
58	City of Madera		Lilly St and Sunrise Ave Traffic light for children's safety for school (Virginia). Add speed bumps on Sunrise Avenue and Lilly St. Speed signs for cars, so they reduce speed Public transit	No						Refer to Public Works and Law Enforcement.
59	City of Madera		E. Yosemite Ave.	No						Not enough information.
60	City of Madera		Streets around schools for children's safety.	No						Not enough information.
61	City of Madera		N Lake and Sherwood St. add stop sign	No						Refer to Public Works.
62	City of Madera		Austin and Martin St. Repair Streets More Street lights because they are dark Sidewalks for House entrances	No						Refer to Public Works.
63	City of Madera		I live by Millview school, I would like more stop signs, thanks.	No						Refer to Public Works.
64	City of Madera		N. L St. I would like pavement where I live because I live by an alley. Thank you.	No						Refer to Public Works.
65	City of Madera		Washington Ave and Washington, or Crossing St. Sidewalks Fix the streets, the potholes for cars	No						Refer to Public Works.
66	City of Madera		Cross St and Lily St, Magnolia St, Washington St. Sidewalks Fix Streets More streetlights Stop signs	No						Refer to Public Works.
67	City of Madera		I live by Sherwood Way and Lake St. there are too many accidents Stop signs to prevent car accidents and it is dangerous for children in the park.	No						Refer to Public Works.
68	County		Improve streets Ave 12 and 10	No						Refer to Public Works.
69	City of Madera		Sonora Street and Cleveland Ave Fix streets and potholes Add speed bumps because cars speed on the streets More safety for school children	No						Refer to Public works and Law Enforcement,
70	Chowchilla		Improve streets More speed bumps cars speed a lot	No						Refer to Public works and law-enforcement.
71	City of Madera		Sunrise and Lilly St. More police officers More speed bumps, cars speeding More speed signs	No						Needs to be referred to Law Enforcement.

72	County		Rd 29 ½ and Ave 8 More speed bumps: cars speed Fix streets More signs for children’s safety	No						Refer to Public works and Law Enforcement.
73	County		Rd 29 ½ and Ave 8 Speed bumps, cars speed on the streets and it is dangerous for students.	No						Refer to Public works and Law Enforcement.
74	County		Rd 29 ½ and Ave 8 Eastin Arcola Fix streets for students safety Add speed bumps, there are races on the streets.	No						Refer to Public works and law-enforcement.
75	County		Fix streets: Ave 9, Rd 24, Ave 8, 8 ½, Rd 25 More stop signs Add speed bumps on Ave 9 because cars race down the street	No						Refer to Public works and law-enforcement.
76	County		Add speed bumps on Ave 9 because cars race down the street	No						Refer to Public works and law-enforcement.
76	County		Drainage problems when it rains on Paraiso St. Fix streets: Road 24, 23, Ave 7, 8, 8 ½, 7 More streetlights, very dark streets, it helps safety.	No						Refer to Public works Department.
Comments from Leadership Council for Justice and Accountability Counsel Letter 2022-23										
77	City of Madera	METRO	A. Transit users in the City of Madera report up to one hour wait times for buses on occasion, and expressed the need for routes in the City of Madera to run more frequently.	No						City working on reducing headway time and and hiring more drivers to improve that.
78	ALL	ALL	B. Residents and transit users report a need to expand rate assistance programs to provide free rides to people who are unable to pay their bus fare but who have transit needs nonetheless. This need was raised during the COVID-19 pandemic, during which many transit users have experienced additional financial hardships.	No						Fares have not been raised for over 20 years. It will be considered in the future when the County has more capacity.
79	County		C. Residents and transit users report a need for street lighting in La Vina, Fairmead, and Madera County to ensure transit users’ first and last miles are safely lit.	No						Refer to Public Works department.
80	City of Madera		D. Residents and transit users continue to elevate the need for wastebaskets at bus stops in the City of Madera.	YES	Yes					County will look into this. Contractor currently clean in a regular basis. METRO is looking to improve sanitation around transit stops. City of Chowchilla provides garbage pick up for those.

81	County		<p>E. Residents and transit users in unincorporated communities have identified streets that need repavement and clean mobility infrastructure like sidewalks, crosswalks, and street lighting in order to facilitate their first and last miles, and thus, their use of public transit.</p> <p>A few examples that were elevated in our conversations were sidewalks and street lighting along Avenue 9 and within the subdivision of homes located in La Vina, and road repavement to Rd 26 in Madera Acres, Rd 29 in Parksdale, and Valerie Avenue in Madera Acres. One of the reasons it is critical that communities have sidewalks to connect residents to bus stops is to ensure ADA accessibility for transit users who use wheelchairs.</p>	No						Refer to Public Works Department.
82	County		<p>F. Residents from Fairmead and Madera County report the need for speed reduction infrastructure near schools for the safety of children. For instance, residents in Fairmead have been asking Madera County and MCTC for speed bumps or other similar speed reduction infrastructure in front of Fairmead Elementary school on Ave. 22 3/4.</p>	No						Refer to Public Works Department
83		All	<p>G. Resident and transit users report the need for electronic bus signs on buses and at bus stops. At bus stops, an electronic sign should indicate the estimated time of arrival of the bus and its destination along its current route, and electronic signs on the buses should confirm the direction in which the bus is traveling along its route with its final destination. Residents report that this will greatly improve the user-friendliness of public transit in Madera County and encourage ridership.</p>	No						On-going evaluation
84	County	MCC	<p>H. Residents and transit users in La Vina continue to elevate the need for more frequent routes between La Vina and the City of Madera. Currently, the bus only runs on Wednesdays and Fridays, leaving transit-dependent persons with no other means of transportation without access to basic amenities (including healthcare, food, and other emergency services) most days of the week.</p>	No						Under evaluation depending on talks with Fairmead community. They have expressed interest in a location near future community center, which is still in location planning process

85	County	MCC	I. Residents and transit users in Fairmead have elevated the need to continue working towards installation of a second bus stop in Fairmead. As we understand it, the status of this project is pending collaboration between the Fresno EOC and Madera County Public Works. We ask that MCTC direct these agencies to continue their work on this project as soon as possible in collaboration with Fairmead residents, and oversee progress to ensure this project stays on track and remains coordinated with the planning efforts for the Fairmead Library & Community Center.	No						Under evaluation depending on talks with Fairmead community. They have expressed interest in a location near future community center, which location is still in the planning process.
86	City of Madera	METRO	J. Indigenous residents and transit users in Madera County have elevated they want more bus stops, specifically in Parksdale and Cesar Chavez Elementary school areas and more frequent bus stops.	No						There is a revamping on all routes so it will be evaluated as the City moves forward.
87	County	MCC	K. Indigenous residents and transit users in Madera County have elevated the need for stop signs on Avenue 13 and Avenue 14 ½.	No						Refer to Public Works Department.
Comments from Leadership Counsel for Justice and Accountability Counsel Letter Previous Years										
88	County	MCC	The Chowchilla-Fairmead-Madera schedule must be extended to the weekends to afford transit users improved access to this essential route	No						Previously Addressed
89	County	MCC	The schedule must be updated to include more frequent routes, both Northbound to Chowchilla and Southbound to Madera;	No						Previously Addressed
90	County	MCC	A second stop must be added on the Northern side of Fairmead around the vicinity of Avenue 23 to ensure that this curcial transit service is accessible to residents throughout the entire community. Provided that the only existing stop in Fairmead is located at Galilee Missionary Baptist Church on Avenue 22 1/2 near Fairmead Blvd, riders who live on the other side of the community are not able to easily access the route.	No						Previously addressed.
91	County	MCC	Increased frequency of routes for Eastin Arcola-Ripperdan-La Vina Transit. Extend to rest of the week including weekends and	No						Previously Addressed
92	County	MCC	Additional routes during the day.	No						Previously Addressed
93	City of Madera	Metro	Improvements to the MAX and "Dial-a-Ride" Systems in the City of Madera aimed at creating more equitable and user-friendly transit services: Re-opening of the Walmart stop;	No						Previously Addressed.
94	City of Madera	Metro	Installation of trash cans on MAX buses	No						Previously Addressed.
95	City of Madera	Metro	Thirty-minute incremented bus service on all MAX routes;	No						Previously Addressed.

96	City of Madera	Metro	Improvements to the "Dial-a-Ride" Dispatch system	No						Working on system updates.
97	City of Madera	Metro	Extended MAX service operation on weekends;	No						Previously Addressed.
98	All	Metro, MCC	Equip bus stops and buses with route-related signage	No						Previously Addressed.
99	All	All	Apply for grant funding to secure free rides for students	No						Already implemented.
100	All, MCTC	All	Pursuit of regional funding for an electric rural rideshare program	No						Looking into Countywide rideshare service.
101	All	All	Mandated discrimination prevention and accessibility training for all Madera County Transit Staff	No						Drivers already have this training; in-person training will resume shortly.

Análisis de los comentarios recibidos durante el proceso de necesidades de transporte público insatisfechas del año fiscal 22/23

Comentario #	Agencia	Servicio de Transporte Público/Jurisdicción	Comentarios del Público	¿Es una "necesidad de transporte público insatisfecha"? Una necesidad de transporte público insatisfecha es una necesidad expresada o identificada que actualmente no se satisface a través de los servicios de transporte público existentes. Una necesidad de transporte público insatisfecha también es una necesidad requerida para cumplir con la Ley de Estadounidenses con Discapacidades (ADA).	Si se identifica como una "necesidad de transporte público insatisfecha", ¿es "razonable de satisfacer"?					NOTAS
					FACTIBLE	ACEPTACIÓN DE LA COMUNIDAD	BENEFICIO A LA POBLACIÓN	ECONOMICO	CONSISTENTE CON LA INTENCIÓN DE LOS PLANES Y SERVICIOS DE TRANSPORTE PÚBLICO EXISTENTES	
Talleres										
1	Condado	MCC/La Vina	Volver a tener ruta de 6 PM	No						El servicio ya ha sido aumentado. Un día adicional desde Marzo, el lunes. El número de pasajeros será monitoreado.
2	Condado	MCC/La Vina	Servicio de autobus el Lunes	No						See above.
3	Condado	MCC/La Vina	Más elegibilidad de Dial-A-Ride	No						Hay ruta fija en esta zona. Dial-A-Ride se considerará en el futuro con el plan de mejora del servicio.
4	Ciudad de Madera	Metro	Mapas en las paradas de autobús para mostrar dónde está la gente y la dirección/conexiones.	No						El aumentar la señalización para mejorar la visibilidad y la facilidad de uso (METRO), se está abordando con una solución permanente que viene con el plan de tránsito de Madera (mayo de 2023). El Condado está trabajando en la compra de letreros para la ubicación del autobús con más información.
5	Ciudad de Madera	Metro	Los autobuses necesitan una mejor señalización. Los miembros de la comunidad han usado el autobús y al ser dejados en la parada no querían esperar un autobús de conexión. No se entendió claramente que el autobús no los llevaría directamente.	No						Se está analizando la mejora de la tecnología. Primera mejora a menor escala orientándose hacia mayor escala.
6	Ciudad de Madera	Metro	Refugios y bancas se necesitan.	No						Se necesita más información. Hay una renovación en todas las rutas, por lo que se evaluará a medida que la ciudad avance.
7	Ciudad de Madera	Metro	Más seguido la ruta para Metro. La ruta al hospital toma mucho, ahora 2 horas en lugar de 30 minutos.	No						Parte de la escasez de conductores durante Covid y está siendo remediado.
8	Ciudad de Madera	Metro	Parada en Walmart.	Sí	Sí					Parte del plan de Madera Transit para estudiar. En revisión en este momento.
9	Ciudad de Madera	Metro	Los autobuses que tardan demasiado causan retrasos, por lo que los miembros de la comunidad pierden sus citas médicas y tienen que reprogramarlas.	No						Parte de la escasez de conductores durante Covid y está siendo remediado.
10	Ciudad de Madera	Metro	Condición de la parada de autobus: Sin refugio o bancas.							Hay una renovación en todas las rutas, por lo que se evaluará a medida que la ciudad avance.
11	Condado	MCC	Más paradas en La Vina	No						En consideración para plan de mejora.
12	Ciudad de Madera	Metro	La calle Tulare no tiene parada de autobus	No						Barrio residencial; hay rutas de autobús en las calles principales (parada Cleveland). Hay problemas de responsabilidad. Dial-A-Ride disponible para puerta a puerta.

13	Ciudad de Madera	Metro	Cleveland, hay paradas de autobus pero se necesitan más. Y también más refugios.	No						Hay una renovación en todas las rutas, por lo que se evaluará a medida que la ciudad avance.
14	Ciudad de Madera	Metro	Yosemite, Adell St., Cleveland, detrás de Monroe St., RD 29, Rd 28, 13, 15, 14 no hay parada de autobus o refugio.	No						Hay una renovación en todas las rutas, por lo que se evaluará a medida que la ciudad avance.
15	Ciudad de Madera	Metro, MCC	Más líneas directas. Tarda mucho. Más autobuses.	No						Servicio aumentado desde Marzo.
16	Condado	MCC	Falta casi total de transporte público. Hay una imposibilidad de llegar a los servicios (escuela, escuela de adultos) para los estudiantes. Servicio para llegar al Colegio. YARTS solía dar servicio, pero el Condado no creía en eso.	No						Estos son los tipos de mejoras que MCC busca continuamente. Revisión en curso. Las rutas de YARTS son revisadas por otra agencia.
Tarjetas de Comentarios										
17	Ciudad de Madera	Metro	Más autobus para los que no tienen coche por Abby St.	No						Hay problemas de responsabilidad en las zonas residenciales. Dial-A-Ride brinda servicio puerta a puerta.
18	Ciudad de Madera	Metro, DAR	Mi principal preocupación sobre la parada de autobús es la siguiente: como residente, no se me considera parte de la ciudad porque resido en Posey Ave/28 ¼ Rd. Ahora tengo 2 paradas de autobús cerca, pero están a distancia a pie. Desafortunadamente, durante la temporada de lluvias no hay muchas protecciones contra la lluvia. Aunque ya no viajo en transporte público, veo a otros residentes parados cerca de la parada de autobús para buscar refugio de la lluvia o el sol. Además, las horas de tiempo de espera están muy fuera de horario, aunque sé que hacen todo lo posible, fue una lucha para mí salir a la escuela a tiempo debido al tiempo de espera o las paradas constantes.	No						Hay problemas de responsabilidad en las zonas residenciales. Dial-A-Ride brinda servicio puerta a puerta.
19	Ciudad de Madera	Metro, DAR	I live on Posey Ave, crossing rd is 28 ¼ in Madera the only bus stop close to me is on Tozer near Cotton Creek Apartment, in the bus would pass every 15-30 min on time and as scheduled I would be able to get to work but due to Covid I have not been able to catch the bus because to get o work it would end up not coming until 30 more minutes after and ended up walking and me being pregnant. Also tried dial-a-ride they tell me to schedule an appointment which it would not benefit me because I need it right away.	No						Parte de la escasez de conductores durante Covid y está siendo remediado.
20	Ciudad de Madera	Metro, DAR	Fresus Way y Olive Avenue Mas transporte	No						Hay problemas de responsabilidad en las zonas residenciales. Dial-A-Ride brinda servicio puerta a puerta.
	Ciudad de Madera		Mas luces para la noche	No						Referirlo al Departamento de Obras Públicas.
21	Condado	MCC	More public transit in La Vina area	No						Servicio aumentado desde Marzo.
	Condado		Mejorar calles Aceras para la escuela en La Vina Más luces de calle	No						Referirlo al Departamento de Obras Públicas.
22	Ciudad de Madera	Metro, DAR	Wilson St y Davis St More paradas de autobus Más refugios Mejorar el transporte público	No						Hay una renovación en todas las rutas, por lo que se evaluará a medida que la ciudad avance.

	Ciudad de Madera		Mejorar las calles, muchos baches Más luces de calle, las calles están muy oscuras	No						Referirlo al Departamento de Obras Públicas.
23	Ciudad de Madera	Metro, DAR	Ellis Street Más paradas de autobus. Mejorar transporte público	No						There is a revamping on all routes so it will be evaluated as the City moves forward.
	Ciudad de Madera		Improve Ellis St. Señal de alto.	No						Referirlo al Departamento de Obras Públicas.
24	Ciudad de Madera	Metro, DAR	Lake St and 5 St. Mejorar transporte público Parada de autobus	No						Hay una renovación en todas las rutas, por lo que se evaluará a medida que la ciudad avance.
	Ciudad de Madera		More sidewalks for walking	No						Referirlo al Departamento de Obras Públicas.
25	Ciudad de Madera	Metro, DAR	Cleveland Ave and Owens St. Bus drivers are not polite, please improve.	No						Capacitación en servicio al cliente y capacitación en seguridad ya es parte del entrenamiento. Próximamente habrá más capacitación en persona. Se está solucionando la escasez de conductores y se espera que mejore el servicio al cliente.
	Ciudad de Madera		There is too much garbage from homeless people	No						Referirlo al Departamento de Obras Públicas.
26	Condado	MCC	Mejorar el transporte público More stops	No						Estos son los tipos de mejoras que MCC busca continuamente. Revisión en curso.
27	Condado	MCC	Mejorar el transporte público	No						Estos son los tipos de mejoras que MCC busca continuamente. Revisión en curso.
	Condado		Improve La Vina school Más luces de calle	No						Referirlo al Departamento de Obras Públicas.
28	Condado	MCC	Mejorar el transporte público (it charges a lot)	No						Las tarifas no se han aumentado durante más de 20 años. Se considerará en el futuro cuando el Condado tenga más capacidad.
	Condado		More Street lights in La Vina St., Uvas Ave., Paraiso St., Ave 9.	No						Referirlo al Departamento de Obras Públicas.
	Condado		More sidewalks for students.	No						Referirlo al Departamento de Obras Públicas.
	Condado		Bike lanes	No						Referirlo al Departamento de Obras Públicas.
29	Condado	MCC, DAR	More Street lights, it is dark at night More sidewalks, there aren't any	No						Referirlo al Departamento de Obras Públicas.
30	Condado	MCC	Mejorar el transporte público.	No						Hay evaluaciones continuas y mejoras al servicio.
31	Condado		More bike lanes so children can use their bicycles. More patrolling around La Vina streets.	No						Referirlo a CHP.
32	Condado		Potholes in Yosemite Trash around Riverside	No						Referirlo al Departamento de Obras Públicas.
33	Condado		Potholes around Tulare St Wessmith Way, speeding	No						Referirlo al Departamento de Obras Públicas. Referirlo a CHP o al Departamento de Policía.
34	Condado		Road 28 and 13 ½ Ave Sidewalks for children to go to school Stop signs Street lights because it is very dark Fix the streets	No						Referirlo al Departamento de Obras Públicas.
35	Condado		Fix potholes, there are too many. More traffic lights around 18 ½ for children safety .	No						Referirlo al Departamento de Obras Públicas.

36	Ciudad de Madera		Lives by Lake St. He would like more information if it would be possible to add more stop signs.	No						Referirlo al Departamento de Obras Públicas.
37	Condado		Más luces de calle and street improvements because it is hard to cross the streets. Rd 28 ½ and 13 ¼.	No						Referirlo al Departamento de Obras Públicas.
38	Ciudad de Madera		Put a stop sign between the street by the Pan American Park. There are always accidents happening, it is dangerous especially it being close to where children are present.	No						Referirlo al Departamento de Obras Públicas y Policía o Sheriff.
39	Ciudad de Madera		Merced St and Fresno St, Green Way Stop signs Lighting is very dim	No						Referirlo al Departamento de Obras Públicas.
40	Ciudad de Madera		Katherine St Más luces de calle and stop signs. There are many accidents in this area.	No						Referirlo al Departamento de Obras Públicas y Policía o Sheriff.
41	Ciudad de Madera		I would like to get more stop signs by Sherwood St and Lake St. There is a lot of accidents on that Road. Thank you.	No						Referirlo al Departamento de Obras Públicas y Policía o Sheriff.
42	Ciudad de Madera		Improvements to Tulare St. More stop signs More sidewalks	No						Referirlo al Departamento de Obras Públicas.
43	Ciudad de Madera		Improve E. Yosemite Ave. Fix streets. More stop signs for children's safety around MLK, Sierra Vista, and Millview School.	No						Referirlo al Departamento de Obras Públicas.
44	Condado		I would like that streets: 13 ¼ and Rd. 29 be fixed. And more stops signs and traffic lights	No						Referirlo al Departamento de Obras Públicas.
45	Ciudad de Madera		Fix Gateway, SR 145, there are too many potholes	No						Referirlo al Departamento de Obras Públicas.
46	Ciudad de Madera		Fix E. Yosemite Ave. Lots of potholes.	No						Referirlo al Departamento de Obras Públicas.
47	Condado		La Vina streets: Ave 9, 8 ½, 8. Rd 24, 23 are in bad conditions.	No						Referirlo al Departamento de Obras Públicas.
48	Ciudad de Madera		I would like more street lighting. Fix roads.	No						Referirlo al Departamento de Obras Públicas.
49	Condado		Fix potholes on 17 ¼. The potholes affect car tires.	No						Referirlo al Departamento de Obras Públicas.
50	Ciudad de Madera		More lighting around Davis St. it is very dark. Fix streets there are many potholes.	No						Referirlo al Departamento de Obras Públicas.
51	Ciudad de Madera		Improve streets. Fix road potholes. Improve pedestrian infrastructure. More recreation areas.	No						Referirlo al Departamento de Obras Públicas y al departamento de Parques.
52	Ciudad de Madera		I would like to see more stop signs on SR 145 because there are many accidents there.	No						Referirlo al Departamento de Obras Públicas.
53	Condado		I would like 28 ½ and 13 ¼ to be fixed. There are many potholes and add more stop signs.	No						Referirlo al Departamento de Obras Públicas.
54	Ciudad de Madera		E Yosemite is very dark at night, it needs Más luces de calle.	No						Referirlo al Departamento de Obras Públicas.
55	Ciudad de Madera		More Street lights on E. Yosemite Ave.	No						Referirlo al Departamento de Obras Públicas.

56	Ciudad de Madera		I live by B St and A St. For children's safety when going to school: Streets are in bad conditions, they need fixing. It is very dark at night, Más luces de calle.	No						Referirlo al Departamento de Obras Públicas.
57	Ciudad de Madera		More Street lights and fix those that do not work. Get more patrols day and night. Azalea Ave, Road 29, fix parks, clean the streets	No						Referirlo al Departamento de Obras Públicas.
58	Ciudad de Madera		Lilly St and Sunrise Ave Traffic light for children's safety for school (Virginia). Add speed bumps on Sunrise Avenue and Lilly St. Speed signs for cars, so they reduce speed Public transit	No						Referirlo al Departamento de Obras Públicas y Policía o Sheriff.
59	Ciudad de Madera		E. Yosemite Ave.	No						No hay suficiente información.
60	Ciudad de Madera		Streets around schools for children's safety.	No						No hay suficiente información.
61	Ciudad de Madera		N Lake and Sherwood St. add stop sign	No						Referirlo al Departamento de Obras Públicas.
62	Ciudad de Madera		Austin and Martin St. Repair Streets More Street lights because they are dark Sidewalks for House entrances	No						Referirlo al Departamento de Obras Públicas.
63	Ciudad de Madera		I live by Millview school, I would like more stop signs, thanks.	No						Referirlo al Departamento de Obras Públicas.
64	Ciudad de Madera		N. L St. I would like pavement where I live because I live by an alley. Thank you.	No						Referirlo al Departamento de Obras Públicas.
65	Ciudad de Madera		Washington Ave and Washington, or Crossing St. Sidewalks Fix the streets, the potholes for cars	No						Referirlo al Departamento de Obras Públicas.
66	Ciudad de Madera		Cross St and Lily St, Magnolia St, Washington St. Sidewalks Fix Streets Más luces de calle Stop signs	No						Referirlo al Departamento de Obras Públicas.
67	Ciudad de Madera		I live by Sherwood Way and Lake St. there are too many accidents Stop signs to prevent car accidents and it is dangerous for children in the park.	No						Referirlo al Departamento de Obras Públicas.
68	Condado		Improve streets Ave 12 and 10	No						Referirlo al Departamento de Obras Públicas.
69	Ciudad de Madera		Sonora Street and Cleveland Ave Fix streets and potholes Add speed bumps because cars speed on the streets More safety for school children	No						Referirlo al Departamento de Obras Públicas y Policía o Sheriff.
70	Chowchilla		Improve streets More speed bumps cars speed a lot	No						Referirlo al Departamento de Obras Públicas y Policía o Sheriff.

71	Ciudad de Madera		Sunrise and Lilly St. More pólce officers More speed bumps, cars speeding More speed signs	No						Referirlo al Departamento de Obras Públicas y Policía o Sheriff.
72	Condado		Rd 29 ½ and Ave 8 More speed bumps: cars speed Fix streets More signs for children’s safety	No						Referirlo al Departamento de Obras Públicas y Policía o Sheriff.
73	Condado		Rd 29 ½ and Ave 8 Speed bumps, cars speed on the streets and it is dangerous for students.	No						Referirlo al Departamento de Obras Públicas y Policía o Sheriff.
74	Condado		Rd 29 ½ and Ave 8 Eastin Arcola Fix streets for students safety Add speed bumps, there are races on the streets.	No						Referirlo al Departamento de Obras Públicas y Policía o Sheriff.
75	Condado		Fix streets: Ave 9, Rd 24, Ave 8, 8 ½, Rd 25 More stop signs Add speed bumps on Ave 9 because cars race down the street	No						Referirlo al Departamento de Obras Públicas y Policía o Sheriff.
76	Condado		Add speed bumps on Ave 9 because cars race down the street	No						Referirlo al Departamento de Obras Públicas y Policía o Sheriff.
76	Condado		Drainage problems when it rains on Paraiso St. Fix streets: Road 24, 23, Ave 7, 8, 8 ½, 7 Más luces de calle, very dark streets, it helps safety.	No						Referirlo al Departamento de Obras Públicas.

Comentations del Leadership Counsel for Justice and Accountability Counsel 2022-23

77	Ciudad de Madera	METRO	A. Los usuarios del transporte público en la Ciudad de Madera reportan tiempos de espera de hasta una hora para los autobuses en ocasión, y expresó la necesidad de que las rutas en la Ciudad de Madera funcionen con mayor frecuencia.	No						La ciudad está trabajando para reducir el tiempo de avance y contratar más conductores para mejorar eso.
78	ALL	Todos	B. Los residentes y los usuarios del transporte público informan la necesidad de ampliar los programas de asistencia tarifaria para brindar viajes gratis a personas que no pueden pagar su tarifa de autobús pero que tienen necesidades de tránsito sin embargo. Esta necesidad surgió durante la pandemia de COVID-19, durante la cual muchos los usuarios del transporte público han experimentado dificultades financieras adicionales.	No						Las tarifas no se han aumentado durante más de 20 años. Se considerará en el futuro cuando el Condado tenga más capacidad.
79	Condado		C. Los residentes y usuarios del transporte público informan la necesidad de alumbrado público en La Vina, Fairmead y el Condado de Madera para garantizar que las primeras y últimas millas de los usuarios del transporte público estén iluminadas de manera segura.	No						Referirlo al Departamento de Obras Públicas.

80	Ciudad de Madera		D. Los residentes y usuarios del transporte público continúan planteando la necesidad de papeleras en las paradas de autobús en Ciudad de Madera.	Sí	Sí					Condado investigará esto. El contratista actualmente limpia regularmente. METRO busca mejorar el saneamiento alrededor de las paradas de tránsito. Ciudad de Chowchilla proporciona recolección de basura para aquellos.
81	Condado		E. Los residentes y usuarios del transporte público en comunidades no incorporadas han identificado calles que necesitan repavimentación e infraestructura de movilidad limpia como aceras, cruces peatonales y alumbrado público para facilitar su primera y última milla y, por lo tanto, su uso del transporte público. Algunos ejemplos que se destacaron en nuestras conversaciones fueron las aceras y la calle. Iluminación a lo largo de Avenue 9 y dentro de la subdivisión de viviendas ubicadas en La Vina, y repavimentación de caminos a Rd 26 en Madera Acres, Rd 29 en Parksdale y Valerie Avenue en Madera Acres. Una de las razones por las que es fundamental que las comunidades tengan aceras para conectar residentes a las paradas de autobús es garantizar la accesibilidad de la ADA para los usuarios del transporte público que utilizan sillas de ruedas	No						Referirlo al Departamento de Obras Públicas.
82	Condado		F. Residentes de Fairmead y el Condado de Madera reportan la necesidad de infraestructura que reduce velocidad cerca de las escuelas para la seguridad de los niños. Por ejemplo, los residentes de Fairmead han estado solicitando al Condado de Madera y MCTC topes u otros dispositivos de velocidad similares infraestructura de reducción frente a la escuela primaria Fairmead en Ave 22 3/4.	No						Referirlo al Departamento de Obras Públicas
83		All	G. Los usuarios de transporte público y residentes informan la necesidad de letreros electrónicos en los autobuses y en los autobuses. se detiene En las paradas de autobús, un letrero electrónico debe indicar la hora estimada de llegada del autobús y su destino a lo largo de su ruta actual, y las señales electrónicas en los autobuses deben confirmar la dirección en la que viaja el autobús a lo largo de su ruta con su final destino. Los residentes informan que esto mejorará en gran medida la facilidad de uso del público tránsito en Madera Condado y fomentar el número de pasajeros.	No						On-going evaluation

84	Condado	MCC	H. Los residentes y usuarios del transporte público en La Viña continúan planteando la necesidad de transporte público más frecuente. rutas entre La Viña y la Ciudad de Madera. Actualmente, el autobús sólo funciona en miércoles y viernes, dejando a las personas dependientes del tránsito sin otro medio de transporte sin acceso a servicios básicos (incluidos atención médica, alimentos y otros servicios de emergencia) la mayoría de los días de la semana.	No						En evaluación dependiendo de las conversaciones con la comunidad de Fairmead. Han expresado interés en una ubicación cerca del futuro centro comunitario, que aún está en proceso de planificación el donde se ubicara.
85	Condado	MCC	I. Los residentes y usuarios del transporte público en Fairmead han elevado la necesidad de continuar trabajando hacia la instalación de una segunda parada de autobús en Fairmead. Tal como lo entendemos, el estado de este proyecto está pendiente de colaboración entre Fresno EOC y Madera Condado Public Obras. Pedimos que MCTC ordene a estas agencias que continúen su trabajo en este proyecto como tan pronto como sea posible en colaboración con los residentes de Fairmead, y supervisar el progreso para garantizar que este proyecto se mantenga encaminado y coordinado con los esfuerzos de planificación para el Biblioteca y centro comunitario de Fairmead.	No						En evaluación dependiendo de las conversaciones con la comunidad de Fairmead. Han expresado interés en una ubicación cerca del futuro centro comunitario, que aún está en proceso de planificación el donde se ubicara.
86	Ciudad de Madera	METRO	J. Los residentes indígenas y los usuarios del tránsito en Madera Condado han dicho que quieren más paradas de autobús, específicamente en las áreas de las escuelas primarias Parksdale y Cesar Chavez y más frecuentes paradas de autobús.	No						Hay una renovación en todas las rutas, por lo que se evaluará a medida que la Ciudad avance.
87	Condado	MCC	K. Indigenous residents and transit users in Madera Condado have elevated the need for stop signs on Avenue 13 and Avenue 14 %.	No						Referirlo al Departamento de Obras Públicas.
Comentarios Previos del Leadership Counsel for Justice and Accountability Counsel										
88	Condado	MCC	El horario de Chowchilla-Fairmead-Madera debe extenderse a los fines de semana para brindar a los usuarios del transporte público un mejor acceso a esta ruta esencial	No						Previamente abordado
89	Condado	MCC	El horario debe actualizarse para incluir rutas más frecuentes, tanto en dirección norte como Chowchilla y en dirección sur a Madera;	No						Previamente abordado

90	Condado	MCC	Se debe agregar una segunda parada en el lado norte de Fairmead alrededor de la avenida 23 para garantizar que este servicio de transporte público sea accesible para los residentes de toda la comunidad. Siempre que la única parada existente en Fairmead esté ubicada en Galilee Missionary Baptist Church en Avenue 22 1/2 cerca de Fairmead Blvd, los pasajeros que viven al otro lado de la comunidad no pueden acceder fácilmente a la ruta.	No						Previamente abordado.
91	Condado	MCC	Mayor frecuencia de rutas para Eastin Arcola-Ripperdan-La Vina Transit. Extender al resto de la semana incluyendo fines de semana y	No						Previamente abordado
92	Condado	MCC	Rutas adicionales durante el día.	No						Previamente abordado
93	Ciudad de Madera	Metro	Mejoras a los sistemas MAX y "Dial-a-Ride" en la Ciudad de Madera con el objetivo de crear servicios de tránsito más equitativos y fáciles de usar: Reapertura de la parada de Walmart;	No						Previamente abordado
94	Ciudad de Madera	Metro	Instalación de botes de basura en autobuses MAX	No						Previamente abordado
95	Ciudad de Madera	Metro	Servicio de autobús con incremento de treinta minutos en todas las rutas MAX;	No						Previamente abordado.
96	Ciudad de Madera	Metro	Mejoras al sistema de despacho "Dial-a-Ride"	No						Trabajando en actualizaciones al sistema.
97	Ciudad de Madera	Metro	Operación del servicio MAX extendido los fines de semana;	No						Previamente abordado.
98	Todos	Metro, MCC	Equipe las paradas de autobús y los autobuses con señalización relacionada con la ruta.	No						Previamente abordado.
99	Todos	Todos	Solicite fondos de subvención para asegurar viajes gratis para estudiantes	No						Ya implementado.
100	Todos, MCTC	Todos	Búsqueda de financiamiento regional para un programa de viajes compartidos rurales eléctricos	No						Analizando el servicio de viajes compartidos en todo el condado
101	Todos	Todos	Capacitación obligatoria sobre accesibilidad y prevención de la discriminación para todo el personal de tránsito de Madera Condado	No						Los conductores ya cuentan con este entranamiento. El entrenamiento presencial se reanudará en breve.

**BEFORE
THE COMMISSIONERS OF THE
MADERA COUNTY TRANSPORTATION COMMISSION
COUNTY OF MADERA, STATE OF CALIFORNIA**

In the matter of
**FINDINGS OF THE FY 2022-23 UNMET
TRANSIT NEEDS HEARING**

Resolution No.: **22-07**

WHEREAS, the Madera County Transportation Commission (MCTC) is a Regional Transportation Planning Agency and a Metropolitan Planning Organization, pursuant to State and Federal designation; and

WHEREAS, The Madera County Transportation Commission adopted the following definitions by Resolution No. 22-01 for its Unmet Transit Needs process:

- A. **UNMET TRANSIT NEEDS**: An unmet transit need is an expressed or identified need that is not currently being met through existing public transportation services. An unmet transit need also is a need required to comply with the Americans with Disabilities Act (ADA).
- B. **REASONABLE TO MEET**: The term “reasonable to meet” shall apply to public or specialized transportation services that meet the following minimum criteria:
 - 1. **Feasibility**
 - The proposed service can be provided with available Transportation Development Act (TDA) funding and/or other funding sources (per State law, the lack of available resources shall not be the sole reason for finding that a transit need is not reasonable to meet per PUC § 99401.5 (c).
 - Sufficient ridership potential exists for new, expanded, or revised transit services.
 - The proposed transit service will be safe and comply with local, state and federal law.
 - 2. **Community Acceptance**
 - The proposed transit service has community support from the general public, community groups, and/or community leaders.
 - 3. **Benefit to Population**
 - The proposed transit service serves a significant number of residents where it is needed and would benefit the general public and/or senior and disabled persons as a whole.
 - 4. **Cost-Effective**
 - The proposed transit service will not affect the ability of the overall system of the implementing agency or agencies to meet applicable transit system performance

objectives or the State TDA farebox ratio requirement after any exemption(s) period(s) if the service is eligible for an exemption(s) per CCR 6633.2.

- The proposed transit service, if implemented or funded, would not cause the responsible operator to incur expenditures in excess of the maximum amount of LTF, STA, FTA funds, and fare revenues and local support.

5. Consistent with Intent of Existing Transit Service(s)

- Once established, the proposed transit service will not abuse or obscure the intent of existing transit service(s).
- The proposed transit need should be in conformance with the goals included in the Regional Transportation Plan/Sustainable Communities Strategy, and consistent with the intent of the goals of the adopted Short Range Transit Plan.

WHEREAS, the Madera County Transportation Commission has given consideration to the requirements pursuant to Public Utilities Code, Section 99401.5.; and

WHEREAS, the Madera County Transportation Commission has determined that there are no public transportation or specialized transportation services that are identified in the 2018 Regional Transportation Plan which are not being implemented and/or funded; and

WHEREAS, the Madera County Transportation Commission, pursuant to Public Utilities Code Section 99401.5 has noticed and held a public hearing on April 20, 2022 to receive testimony on unmet public transportation needs; and

WHEREAS, the Madera County Transportation Commission has considered the testimony received at said hearing; and

NOW, THEREFORE, LET IT BE RESOLVED, that the Madera County Transportation Commission finds that there are unmet transit needs that are reasonable to meet in FY 2022/23 within the jurisdiction of the City of Madera, and there are no unmet transit needs within the jurisdictions of the County of Madera and City of Chowchilla; and

BE IT FURTHER RESOLVED, the Madera County Transportation Commission staff and the Social Service Transportation Advisory Council recommend the following:

1. That the Madera County Transportation Commission finds that there are unmet transit needs that are reasonable to meet in FY 2022/23 within the jurisdiction of the City of Madera.
 - Testimony was received regarding the Walmart bus stop. The City of Madera is currently evaluating all bus stops as part of its on-going Transit Plan Study. The Walmart bus stop will be under evaluation as well.
 - Testimony was received about the need for wastebaskets at bus stops in the City of Madera. The SSTAC recommended that there be waste baskets at each bus stop and

that it is regularly maintained. Madera METRO is currently looking to improve sanitation around transit stops.

- 2. That the Madera County Transportation Commission finds that there are no unmet transit needs that are reasonable to meet in FY 2022/23 within the jurisdiction of the City of Chowchilla and the County of Madera.
- 3. Maintain existing transit systems in Madera County: The Madera Metro and the Madera Dial-A-Ride provide transportation services that cover the entire City of Madera.

The Chowchilla Area Transit Express (CATX) provides transportation services that cover the entire City of Chowchilla as well as Valley State Prison.

The Madera County Connection (MCC) provides inter-city transportation from Chowchilla, Fairmead, Madera, La Vina, Madera Ranchos and Eastern Madera County to Children’s Hospital Central California where a connection can be made to Fresno via the Fresno Area Express (FAX). The Senior Bus Program and the Escort Service provides transportation to the Eastern Madera County communities.

BE IT FURTHER RESOLVED, the Madera County Transportation Commission finds that the existing transit systems meet a continuing transit need and it is reasonable to continue the funding for the existing transit systems.

The foregoing resolution was adopted this 22nd day of June 2022, by the following vote:

- Commissioner Wheeler _____
- Commissioner Palmer _____
- Commissioner Gallegos _____
- Commissioner Rodriguez _____
- Commissioner Frazier _____
- Commissioner Poythress _____

Chairman, Madera County Transportation Commission

Executive Director, Madera County Transportation Commission



STAFF REPORT
Board Meeting of June 22, 2022

AGENDA ITEM: 6-B
PREPARED BY: Patricia Taylor, Executive Director

SUBJECT:

State Legislative and Budget Update

Enclosure: Yes

Action: Information and Discussion Only. Direction may be provided

SUMMARY:

Gus Khouri, Khouri Consulting, will provide a verbal update on the status of the State Budget and current Legislation proposals. Included in your package are various position letters concerning the following bills:

- AB 2237 (Friedman) – Transportation Planning: regional transportation improvement plan: sustainable communities strategies: climate goals - OPPOSE
- AB 2438 (Friedman) – Transportation Planning: alignment with state plans and greenhouse gas emissions reduction standards – OPPOSE UNLESS AMENDED
- AB 1778 (Garcia) – State Transportation Funding: Freeway Projects: Poverty and Pollution: Department of Transportation – OPPOSE, UNLESS AMENDED
- AB 1944 (Lee) – Local Government: open and public meetings - SUPPORT
- AB 2550 (Arambula) – State Air Resources Board: Ambient Air Quality Standards: Nonattainment Districts - OPPOSE
- AB 2622 (Mullin) – Sales Tax Exemption for Zero Emission Transit Buses – SUPPORT
- SB 942 (Newman) – Low Carbon Transit Operations Program: Free or Reduced Fare Transit Program - SUPPORT

FISCAL IMPACT:

No fiscal impact to the approved 2021-22 Overall Work Program and Budget.



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June 4, 2022

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

RE: AB 2237 (Friedman) Transportation Planning: regional transportation improvement plan: sustainable communities strategies: climate goals – OPPOSE

Dear Chair Gonzalez:

On behalf of the Madera County Transportation Commission (MCTC), the federally designated Metropolitan Planning Organization (MPO) and state designated Regional Transportation Planning Agency for the Madera Region, I am writing to express our **opposition to AB 2237**, which would undermine local control and our fiduciary responsibility to deliver projects on voter-approved projects on the state highway system and assisting with state and regional mobility and air quality priorities.

AB 2237 would sever the state and local partnership by allowing the California Air Resources Board (CARB) and California Transportation Commission (CTC) to select projects from a voter-approved transportation local sales tax expenditure plan to determine which are compliant with the Climate Action Plan for Transportation Infrastructure (CAPTI). If a project is determined to be non-compliant, local agencies would be prohibited from delivering that project. This bill undercuts the full benefit of previous investments for safety improvements or congestion management, particularly for disadvantaged communities in the San Joaquin Valley, who must contend with a high volume of commercial truck traffic and super commute to places of employment. Completion of corridors that facilitate goods movement and tourism and serve as evacuation routes would also be impacted. The Governor's plan to site as many as four inland ports in the San Joaquin Valley further underscores the need to update the state highway system.

Our region has made a commitment to local voters to deliver the investments that our voter-approved Measure T expenditure plan promised. A key part of keeping our promises is to secure state matching funds to pair with our local investments on state assets, since our county does not generate enough in local sales tax revenues to make up for the disproportionate cost of delivering projects. Therefore, a strong partnership with the state is mandatory.

This bill is also duplicative of existing law, which already requires agencies such as MCTC in consultation with state agencies, to prepare and adopt regional transportation plans which demonstrate growth in a financially and environmentally responsible way while contributing to the state's goals of reductions in greenhouse gas emissions and miles driven on the road.

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

For these reasons, we ask you to oppose AB 2237 when it is 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



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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



2001 Howard Road, Suite 201
Madera, California 93637

Office: 559-675-0721 Facsimile: 559-675-9328
Website: www.maderactc.org

June 4, 2022

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

RE: AB 1778 (Cristina Garcia): State Transportation Funding: Freeway Projects: Poverty and Pollution: Department of Transportation – OPPOSE UNLESS AMENDED

Dear Chair Gonzalez:

On behalf of the Madera County Transportation Commission (MCTC), I am writing to express our position of **oppose unless amended** on Assembly Bill (AB) 1778 (Cristina Garcia), as amended March 24 and as revised April 19, which would eliminate any capacity projects on the state highway system in areas falling within the zero to 50th percentile score on the California Healthy Places Index, a resource developed by a non-governmental entity.

Madera County does not enjoy the same density as Los Angeles County. For context, the Bay Area has a population of 6.8 million over 7,300 square miles, Los Angeles County has 10 million people living over 4,700 square miles, while the Valley has 4.3 million people spread out over 27,000 square miles. The Bay Area has nearly 60% more people living in an area a quarter the size of the Valley. Los Angeles has more than 2.5 times the population over 1/6 of the area. While we do have the same air quality concerns, we do have many disadvantaged communities, farmworkers, laborers, and blue-collar workers that must rely on the automobile to conduct business and daily activity. Our county also has a fiduciary responsibility to execute on our voter-approved measure program (Measure T) to enhance safety and mobility for goods movement and to accommodate the visitors that help bolster our tourist economy.

For these reasons, we respectfully request that the author amend this bill to be a district bill, and consider pursuing alternative strategies, such as more funding for clean trucks, buses, charging stations, and bicycle and pedestrian projects made available through various state programs. Unless amended, MCTC opposes this bill. We understand that the Los Angeles County Metropolitan Transportation Authority recently took action to abandon any widening of Interstate 710, perhaps solving the issue.

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

For these reasons, we ask you consider our position of oppose unless amended when it is 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 Cristina Garcia, Assembly Member, 58th District
The Honorable Frank Bigelow, Assembly Member, 5th District
The Honorable Anna Caballero, Senator, 12th District
The Honorable Adam Gray, Assembly Member, 21st District



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June 4, 2022

The Honorable Anna Caballero
Senate Governance and Finance Committee, Chair
State Capitol, Room 407
Sacramento, CA 95814

RE: AB 1944 (Lee): Local Government: open and public meetings –SUPPORT

Dear Chair Caballero:

On behalf of the Madera County Transportation Commission (MCTC) I am writing in support of AB 1944 (Lee), which would provide an exemption from the Brown Act for local agencies to meet virtually, without an emergency declaration, if a quorum is present at a physical location, and members of the public are provided with a video streamlining or call-in option to address the body remotely during the public comment period.

This bill will provide flexibility for our board members that may not be able to attend meetings in person and increases engagement to a broader segment of our population as well. It also aligns with the state’s goals of reducing vehicle miles traveled and greenhouse gas reductions as members of our board are located throughout the Madera region and would not be required to travel on local roadways to attend meetings if AB 1944 is enacted.

For these reasons, we ask for your support of AB 1944 when it is heard in your Senate Committee on Governance and Finance. 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 Governance and Finance Committee
The Honorable Alex Lee, Assembly Member, 25th District
The Honorable Frank Bigelow, Assembly Member, 5th District
The Honorable Adam Gray, Assembly Member, 21st District

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



2001 Howard Road, Suite 201
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May 31, 2022

The Honorable Joaquin Arambula
California State Assembly Member
State Capitol, Room 5155
Sacramento, CA 95814

RE: AB 2550 State Air Resources Board: Ambient Air Quality Standards: Nonattainment Districts – Oppose

Dear Assemblymember Arambula:

The San Joaquin Valley faces one of the most significant air quality challenges in the country due to its unique topography, climate, geography, and the presence of two major transportation corridors, creating a significant public health challenge for Valley residents. The District and CARB have a long successful history of working together to develop and implement plans to bring the San Joaquin Valley into compliance with state and federal air quality standards and improve public health. Unfortunately, AB 2550 will add additional cost, take away local control, and will not provide any additional air quality benefit. Limited state resources would be better spent on reducing mobile source emissions which are the largest contributor to the Valley's air quality challenge.

Air districts have the expertise and primary authority to regulate stationary sources of emissions, with CARB having regulatory authority over mobile sources (which produce 85% of the Valley's NOx emissions). Current law requires air quality plans to be developed jointly between CARB and local air districts with extensive public participation throughout the process. CARB currently provides input into air district's regulatory activities, and has the authority to step in and take over an air district's activities if the District fails to fulfill its obligations. CARB has never had the need to exercise this authority.

We support efforts to improve air quality and public health in the San Joaquin Valley. Unfortunately, AB 2550 will add cost and bureaucracy to the process, take away local control with no appreciable benefit to air quality. Instead of adding cost to process of developing air quality plans, the state would be better served by directing resources to fully funding its commitments to air quality incentives that will accelerate the introduction of cleaner equipment and air quality improvement.

Sincerely,

Tom Wheeler
Chair



2001 Howard Road, Suite 201
Madera, California 93637

Office: 559-675-0721 Facsimile: 559-675-9328
Website: www.maderactc.org

June 4, 2022

The Honorable Anna Caballero
Senate Governance and Finance, Chair
State Capitol, Room 407
Sacramento, CA 95814

RE: AB 2622 (Mullin) Sales Tax Exemption for Zero-Emission Transit Buses– SUPPORT

Dear Chair Caballero,

On behalf of the Madera County Transportation Committee (MCTC), I am writing in support of AB 2622 (Mullin), which would extend, through January 1, 2026, a partial sales tax exemption for transit agencies that purchase zero-emission buses.

In 2019, Governor Newsom signed into law AB 784 (Mullin), which provides an exemption from state sales and use taxes for ZEBs purchased by California public transit agencies. The intent behind this bill was to further encourage California public transit agencies to purchase ZEBs over conventionally fueled buses and to aid transit agencies in complying with the California Air Resource Board's (CARB) Innovative Clean Transit (ICT) regulation by reducing the upfront costs for these currently more expensive technologies. The ICT regulation requires California public transit agencies to completely transition their bus fleets to zero-emission fleets by 2040. Extending this partial sales tax exemption has the potential to save transit agencies up to \$50,000 per bus purchased, depending on the manufacturer and technology. Assisting public transit's transition not only helps meet our climate goals but helps communities attain better air quality as well.

For these reasons, we ask for your support of AB 2622 when it is heard in your Senate Committee on Governance and Finance. 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 Governance and Finance Committee
The Honorable Kevin Mullin, Assembly Member, 22nd District
The Honorable Frank Bigelow, Assembly Member, 5th District
The Honorable Adam Gray, Assembly Member, 21st District

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



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Website: www.maderactc.org

June 4, 2022

The Honorable Laura Friedman
Assembly Transportation Committee, Chair
1020 N Street, Room 112
Sacramento, CA 95814

RE: SB 942 (Newman) Low Carbon Transit Operations Program: Free or Reduced Fare Transit Program – SUPPORT

Dear Chair Friedman:

On behalf of the Madera County Transportation Commission (MCTC), I am writing in support of SB 942 (Newman), which will provide public transit operators in California with the flexibility to use Low Carbon Transit Operations Program (LCTOP) funds for free or reduced fare transit programs on an ongoing basis.

SB 942 will provide multiple simultaneous benefits of expanding mass transit usage, reducing congestion on our streets and roads, and offering an avenue for economic improvement for families who have been negatively impacted by the effects of the pandemic over the last two years.

For these reasons, we ask for your support of SB 942 when it is heard in your Assembly 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 Assembly Transportation Committee
The Honorable Josh Newman, Senator, 29th District
The Honorable Frank Bigelow, Assembly Member, 5th District
The Honorable Anna Caballero, Senator, 12th District
The Honorable Adam Gray, Assembly Member, 21st District

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



STAFF REPORT
Board Meeting of June 22, 2022

AGENDA ITEM: 6-C
PREPARED BY: Dylan Stone, Principal Regional Planner

SUBJECT:

Draft 2022 Regional Transportation Plan and Sustainable Communities Strategy, Draft Program Environmental Impact Report, Draft 2023 Federal Transportation Improvement Program, and Draft Corresponding Conformity Analysis

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

Madera County Transportation Commission (MCTC) staff released the Draft 2022 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), Draft 2023 Federal Transportation Improvement Program (FTIP), and Draft Corresponding Conformity Analysis for public review on Monday, June 20, 2022. The Draft Program Environmental Impact Report (PIER) for the RTP/SCS will be released on Monday, June 27, 2022.

The 2022 RTP/SCS is a long-term coordinated transportation/land use strategy to meet Madera County transportation needs out to the year 2046.

The 2023 FTIP is a near-term listing of capital improvement and operational expenditures utilizing State and federal monies for transportation projects in Madera County during the next four years.

The corresponding Conformity Analysis contains the documentation to support a finding that the 2023 FTIP and 2022 RTP/SCS meet the air quality conformity requirements for ozone and particulate matter.

The PEIR document provides an analysis of potential environmental impacts related to the implementation of the RTP/SCS as required by the California Environmental Quality Act.

The public review and comment period for each of the documents listed above are as follows:

- 55 days commencing on June 20, 2022, and ending on August 15, 2022, for the Draft 2022 RTP/SCS
- 30 days commencing on June 20, 2022, and ending on July 20, 2022, for the Draft 2023 FTIP and Draft Air Quality Conformity Analysis

- 45 days commencing on June 27, 2022, and ending on August 11, 2022, for the Draft PEIR

A public hearing for all of the draft documents will be held on July 20, 2022 at 3:00 p.m. during the July MCTC Policy Board Meeting. Public comments are welcomed at the hearing or may be submitted in writing by 5:00 p.m. by the indicated dates.

The draft documents are available for review at the Madera County Transportation Commission office, located at 2001 Howard Road, Suite 201, Madera, CA 93637 and on the Madera County Transportation Commission website at www.maderactc.org.

After considering the comments, the documents will be considered for adoption, by resolution, by the MCTC Policy Board at a regularly scheduled board meeting to be held on August 24, 2022. The documents will then be submitted to State and federal agencies for approval.

FISCAL IMPACT:

No fiscal impact to the approved 2021-22 Overall Work Program and Budget.



STAFF REPORT
Board Meeting of June 22, 2022

AGENDA ITEM: 8-A

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

Executive Minutes – May 18, 2022

Enclosure: Yes

Action: Approve May 18, 2022, meeting minutes

SUMMARY:

Attached are the Executive Minutes for the May 18, 2022, Policy Board Meeting.

FISCAL IMPACT:

No fiscal impact to the approved 2021-22 Overall Work Program and Budget.

MADERA COUNTY TRANSPORTATION COMMISSION

EXECUTIVE MINUTES

Date: May 18, 2022
Time: 1:30 pm
Place: Madera County Board Chambers
In person and GoToWebinar

Members Present: Acting Chair, Jose Rodriguez, Council Member, City of Madera
Cecelia Gallegos, Council Member, City of Madera
Brett Frazier, Supervisor, County of Madera
Robert Poythress, Supervisor, County of Madera
Alternate Waseem Ahmed, Council Member, City of Chowchilla
Alternate David Rogers, Supervisor, County of Madera

Members Absent: Chairman Tom Wheeler, Supervisor, County of Madera
Vice Chairman Diana Palmer, Council Member, City of Chowchilla

Policy Advisory Committee: Above Members
Michael Navarro, Caltrans District 06, Deputy Director

MCTC Staff: Patricia Taylor, Executive Director
Troy McNeil, Deputy Director/Fiscal Supervisor
Dylan Stone, Principal Regional Planner
Jeff Findley, Principal Regional Planner
Evelyn Espinosa, Associate Regional Planner
Nicholas Dybas, Associate Regional Planner
Sheila Kingsley, Office Assistant

1. CALL TO ORDER
2. PLEDGE OF ALLEGIANCE

3. PUBLIC COMMENT

This time is made available for comments from the public on matters within the Board’s jurisdiction that are not on the agenda. Each speaker will be limited to three (3) minutes. Attention is called to the fact that the Board is prohibited by law from taking any substantive action on matters discussed that are not on the agenda, and no adverse conclusions should be drawn if the Board does not respond to the public comment at this time. It is requested that no comments be made during this period on items that are on today’s agenda. Members of the public may comment on any item that is on today’s agenda when the item is called and should notify the Chairman of their desire to address the Board when that agenda item is called.

No other public comment.

MCTC SITTING AS THE MADERA COUNTY 2006 TRANSPORTATION AUTHORITY

4. AUTHORITY – ADMINISTRATIVE CONSENT ITEMS

All items on the consent agenda are considered routine and non-controversial by MCTC staff and will be approved by one motion if no member of the Committee or public wishes to comment or ask questions. If comment or discussion is desired by anyone, the item will be removed from the consent agenda and will be considered in the listed sequence with an opportunity for any member of the public to address the Committee concerning the item before action is taken.

A. Measure “T” FY 2022-23 Allocation

Action: Approve FY 2022-23 Allocation

B. FY 2021-22 Annual Work Program Amendment No. 1

Action: Approve FY 2021-22 Annual Work Program Amendment No. 1

C. Continuation of Teleconferenced Meetings – Resolution 21-1 Amendment No. 8

Action: Approve Continuation of Teleconferenced Meetings by Resolution 21-1 Amendment No. 8

Approval Consent Calendar Action A - C

Upon motion by Commissioner Poythress, Seconded by Commissioner Ahmed, to approve Consent Calendar Items A-C. A vote was called, and the motion carried.

Roll call for votes:

Commissioner Rodriguez	Yes
Commissioner Frazier	Yes
Commissioner Poythress	Yes
Commissioner Gallegos	Yes
Commissioner Ahmed	Yes
Commissioner Rogers	Yes

Vote passed 6-0

5. AUTHORITY ACTION/DISCUSSION ITEMS

A. Measure T Renewal Tracking Survey – Summary Report

Action: Accept the Measure T Renewal Tracking Survey – Summary Report

Action: Upon motion by Commissioner Rogers, seconded by Commissioner Poythress, to accept the Measure T Renewal Tracking Survey. A vote was called, and the motion carried.

Roll call for votes:

Commissioner Rodriguez	Yes
Commissioner Frazier	Yes
Commissioner Poythress	Yes
Commissioner Gallegos	Yes
Commissioner Ahmed	Yes
Commissioner Rogers	Yes

Vote passed 6-0

MCTC SITTING AS THE TRANSPORTATION POLICY COMMITTEE

6. TRANSPORTATION CONSENT ITEMS

All items on the consent agenda are considered routine and non-controversial by MCTC staff and will be approved by one motion if no member of the Committee or public wishes to comment or ask questions. If comment or discussion is desired by anyone, the items will be removed from the consent agenda and will be considered in the listed sequence with an opportunity for any member of the public to address the Committee concerning the item before action is taken.

A. MCTC 2021 Federal Transportation Improvement Program (FTIP) Amendment No. 10 – (Type 1 – Administrative Modification)

Action: Ratify

- B. MCTC 2021 Federal Transportation Improvement Program (FTIP) Amendment No. 11 – (Type 1 – Administrative Modification)
Action: Ratify
- C. Broadband for All Technical Assistance
Action: Information and Discussion Only
- D. Bipartisan Infrastructure Law Carbon Reduction Program
Action: Information and Discussion Only
- E. Community Economic Resilience Fund Planning Phase Draft Guidelines
Action: Information and Discussion Only
- F. Highway Safety Improvement Program (HSIP) Cycle 11 Call for Projects
Action: Information and Discussion Only
- G. Safe Streets and Roads for All (SS4A) Grant Program
Action: Information and Discussion Only
- H. Annual Disadvantaged Business Enterprise (DBE) Program Submittal Fiscal Year 2022-2023
Action: Information and Discussion Only
- I. State Bicycle and Pedestrian Plan Progress (SBPP) Report Webinar
Action: Information and Discussion Only
- J. California Strategic Highway Safety Plan (SHSP) Crash Data Dashboard Results for Madera County
Action: Information and Discussion Only
- K. Letter of Support - Madera High-Speed Rail Station Project Application for the U.S. Department of Transportation 2022 Multimodal Projects Discretionary Grant MEGA Competitive Grant Program
Action: Information and Discussion Only

- L. Letter of Support - Union Pacific (Fresno Subdivision) Ceres to Turlock Double Tracking Project Application for the U.S. Department of Transportation 2022 Multimodal Projects Discretionary Grant INFRA Competitive Grant Program
Action: Information and Discussion Only

- M. Letters of Opposition – AB 2237 and AB 2438
Action: Information and Discussion Only

- N. Reconnecting Communities Pilot (RCP) discretionary grant program webinar
Action: Information and Discussion Only

- O. Continuation of Teleconferenced Meetings – Resolution 21-15 Amendment No. 8
Action: Approve Continuation of Teleconferenced Meetings by Resolution 21-15 Amendment No. 8

Transportation Consent Calendar Action on Items A-O.

Upon motion by Commissioner Frazier, seconded by Commissioner Gallegos to reaffirm all actions taken while sitting as the Transportation Policy Committee. A vote was called, and the motion carried.

Roll call for votes:

Commissioner Rodriguez	Yes
Commissioner Frazier	Yes
Commissioner Poythress	Yes
Commissioner Gallegos	Yes
Commissioner Ahmed	Yes
Commissioner Rogers	Yes

Vote passed 6-0

7. TRANSPORTATION ACTION/DISCUSSION ITEMS

- A. State Legislative and Budget Update
Action: Information and Discussion Only. Direction may be provided

- B. 2022 Regional Transportation Plan and Sustainable Communities Strategy Scenario Planning
Action: Approve a Preferred Scenario for the 2022 Regional Transportation Plan and Sustainable Communities Strategy. Direction may be provided.

Action: Upon motion by Commissioner Poythress, seconded by Commissioner Ahmed, to approve Scenario 3 as the 2022 Regional Transportation Plan and Sustainable Communities Strategy preferred scenario. A vote was called, and the motion carried.

Roll call for votes:

Commissioner Rodriguez	Yes
Commissioner Frazier	Yes
Commissioner Poythress	Yes
Commissioner Gallegos	Yes
Commissioner Ahmed	Yes
Commissioner Rogers	Yes

Vote passed 6-0

MCTC SITTING AS THE MADERA COUNTY TRANSPORTATION COMMISSION

8. REAFFIRM ALL ACTIONS TAKEN WHILE SITTING AS THE TRANSPORTATION POLICY COMMITTEE

Upon motion by Commissioner Poythress, seconded by Commissioner Frazier to reaffirm all actions taken while sitting as the Transportation Policy Committee. A vote was called, and the motion carried.

Roll call for votes:

Commissioner Rodriguez	Yes
Commissioner Frazier	Yes
Commissioner Poythress	Yes
Commissioner Gallegos	Yes
Commissioner Ahmed	Yes
Commissioner Rogers	Yes

Vote passed 6-0

9. ADMINISTRATIVE CONSENT ITEMS

A. Executive Minutes – April 20, 2022

Action: Approve April 20, 2022, meeting minutes

B. Transportation Development Act (TDA) – Fund Estimates and Apportionment, LTF Resolution 22-05 and STA Resolution 22-06, and State of Good Repair (SGR)

Action: Approve TDA Fund Estimates and Apportionment, Resolutions 22-05 and 22-06, and State of Good Repair

Action: Upon motion by Commissioner Frazier, seconded by Commissioner Poythress, to approve the Administrative Consent Calendar Items A-B. A vote was called, and the motion carried.

Roll call for votes:

Commissioner Rodriguez	Yes
Commissioner Frazier	Yes
Commissioner Poythress	Yes
Commissioner Gallegos	Yes
Commissioner Ahmed	Yes
Commissioner Rogers	Yes

Vote passed 6-0

10. ADMINISTRATIVE ACTION/DISCUSSION ITEMS

NONE

OTHER ITEMS

11. MISCELLANEOUS

A. Items from Staff

Patricia Taylor, Executive Director, provided the following comments:

- This morning the California Transportation Commission (CTC) toured the proposed location for the High-Speed Rail Station at Avenue 12 and SR 99. The CTC will be holding a reception at 5:30 pm at the Fresno State Smittcamp Alumni House.
- The San Joaquin Valley Regional Policy Conference was held May 11-13. This was the first time in two years everyone was able to meet in person. Nicholas Dybas provided feedback regarding his experience at the Conference.
- Reminder for the agencies to apply for the Active Transportation Grant Program, application deadline is June 15, 2022.
- MCTC will be holding a meeting August 24, 2022 at 3:00 pm for the adoption of the Regional Transportation Plan and Sustainable Communities Strategy, and the Federal Transportation Improvement Program.

B. Items from Caltrans

Michael Navarro, Caltrans District 06, Deputy Director, provided a brief update on State Highway projects in Madera County

C. Items from Commissioners

This time was reserved for the Commissioners to inquire about specific projects.

12. CLOSED SESSION

A. Public Employee Performance Evaluation (Pursuant to Government Code Section 54957(b)(1))

Position: Executive Director

B. Conference with Labor Negotiators (Pursuant to Government Code Section 54957.6)

Commission Negotiators: Chair Jose Rodriguez and Supervisor Brett Frazier

Employee: Executive Director

13. ADJOURNMENT

Meeting adjourned at 4:30 pm.

Next meeting scheduled for Wednesday, June 22, 2022

Respectfully Submitted,



Patricia S. Taylor
Executive Director
Madera County Transportation Commission



STAFF REPORT
Board Meeting of June 22, 2022

AGENDA ITEM: 8-B

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

Transportation Development Act (LTF, STA) – Allocation, Resolution 21-13 Amendment No. 3, Resolution 21-14 Amendment No. 3

Enclosure: Yes

Action: Approve Resolution 21-13 Amendment No. 3, Resolution 21-14 Amendment No. 3

SUMMARY:

The County of Madera has submitted a request to amend their FY 2021-22 Local Transportation Fund (LTF) and State Transit Assistance (STA) allocations based upon carryover funds and an increase in current year estimates.

The County of Madera is requesting to carryover LTF funds from FY 2020-21 and to reallocate their allocations. The total 2020-21 LTF carryover and increased LTF estimate is \$1,615,843.11. Of that amount, \$19,687 is reprogrammed for MCTC Planning, \$784,959.11 for Streets and Roads, and \$811,817 for Pedestrian and Bicycle Facilities in 2021-22.

The County of Madera is requesting a STA amendment to reflect a new revised 2021-22 allocation of \$679,018, which resulted from a STA apportionment estimate increase of an additional \$127,142.

FISCAL IMPACT:

No fiscal impact to the approved 2021-22 Overall Work Program and Budget.

**BEFORE
THE COMMISSIONERS OF THE
MADERA COUNTY TRANSPORTATION COMMISSION
COUNTY OF MADERA, STATE OF CALIFORNIA**

In the matter of ALLOCATION OF FY 2021-22 LOCAL TRANSPORTATON FUND	Resolution No.: 21-13 Amendment No. 3
---	--

WHEREAS, the California Transportation Development Act established the Local Transportation Fund (LTF) and a continuous appropriation of said Fund, and

WHEREAS, the Madera County Transportation Commission (MCTC) is empowered to authorize apportionment and allocation of said Fund, and

WHEREAS, \$110,000 has been apportioned for Administration, \$117,501 has been reserved for Pedestrian and Bicycle facilities, and

WHEREAS, the Local Agencies have agreed to a MCTC expenditure of \$176,252 for shared system planning costs, per Section 99233.2 of the Transportation Development Act; and

WHEREAS, there is the sum of \$5,581,316 to be allocated from LTF, 2021-22;

WHEREAS, the Madera County Transportation Commission has made the finding in Resolution No. 21-12 that there are no substantial unmet transit needs that are reasonable to meet in FY 2021-22 within the jurisdictions of the County of Madera, the City of Madera, and the City of Chowchilla, and

WHEREAS, the County of Madera has carryover funds from FY 2020-21 and requests to revise its allocations, and

NOW, THEREFORE, LET IT BE RESOLVED, that the following sums have been allocated under the California Administrative Code by the Madera County Transportation Commission to be expended by the City of Chowchilla, the City of Madera, and the County of Madera for the purposes set forth below:

(A) City of Chowchilla

CATX		\$ 56,491
Pedestrian & Bicycle Projects		\$ 52,945
MCTC Planning Services	\$ 14,095	
Street & Road Projects	\$ 405,726	

(B) City of Madera

Madera Metro, Intermodal		\$ 783,856
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Pedestrian & Bicycle Projects		\$ 124,758.77
MCTC Planning Services	\$ 73,595	
Local Agency Planning	\$ 11,947	
Street & Road Projects	\$5,899,500.45	

C) County of Madera

Amtrak		\$ 25,000
MCC, Demand Response		\$ 112,060
Pedestrian & Bicycle Projects		\$ 857,613
MCTC Planning Services	\$ 88,562	
Street & Road Projects	\$ 2,822,428.11	

The foregoing resolution was adopted this 22nd day of June 2022 by the following vote:

Commissioner Tom Wheeler	_____
Commissioner Diana Palmer	_____
Commissioner Cecelia Gallegos	_____
Commissioner Brett Frazier	_____
Commissioner Robert Poythress	_____
Commissioner Jose Rodriguez	_____

 Chair, Madera County Transportation Commission

 Executive Director, Madera County Transportation Commission

**BEFORE
THE COMMISSIONERS OF THE
MADERA COUNTY TRANSPORTATION COMMISSION
COUNTY OF MADERA, STATE OF CALIFORNIA**

In the matter of ALLOCATION OF FY 2021-22 STATE TRANSIT ASSISTANCE FUND	Resolution No.: 21-14 Amendment No. 3
--	---

WHEREAS, State Transit Assistance funds have been made available to the Madera County Transportation Commission by the State Controller in the amount of \$1,388,217, an increase of \$259,635 from the original allocation;

WHEREAS, the Madera County Transportation Commission has apportioned these funds to the City of Chowchilla, City of Madera, and the County of Madera for the provision of Transit Operations and Transit Planning, and has invited applications for proposed uses of these funds; and

WHEREAS, the City of Madera, and the County of Madera submitted its applications recognizing the State Controller’s allocated amount;

WHEREAS, the agencies have complied by submitting appropriate documents detailing those projects and have sought authority to proceed; and

WHEREAS, priority consideration has been given to claims to enhance existing public transportation services, and to meet high priority regional, county-wide, or area-wide public transportation needs; and

WHEREAS, the sum of each of the three entities allocations from the State Transit Assistance Fund does not exceed the amount that each claimant is eligible to receive;

WHEREAS, the County of Madera has requested to revise its allocations;

NOW, THEREFORE, LET IT BE RESOLVED, that the County Auditor shall establish the following reserves and pay out the State Transit Assistance Fund in the amount listed for the transit projects shown below:

CLAIMANT	2021-22 STA
City of Chowchilla	
CATX	\$ 138,243
City of Madera	
Madera Metro, DAR, Intermodal	\$ 570,956
County of Madera	
MCC, Demand Response	\$ 679,018

Unallocated \$ 0

The foregoing resolution was adopted this 22nd day of June 2022 by the following vote:

Commissioner Tom Wheeler	_____
Commissioner Diana Palmer	_____
Commissioner Cecelia Gallegos	_____
Commissioner Brett Frazier	_____
Commissioner Robert Poythress	_____
Commissioner Jose Rodriguez	_____

Chair, Madera County Transportation Commission

Executive Director, Madera County Transportation Commission



STAFF REPORT
Board Meeting of June 22, 2022

AGENDA ITEM: 9-A
PREPARED BY: Patricia Taylor, Executive Director

SUBJECT:

Executive Director Employment Agreement – 2019-02, Resolution 22-08

Enclosure: Yes

Action: Approve Executive Director Employment Agreement – 2019-02, Resolution 22-08

SUMMARY:

The MCTC Policy Board conducted a closed session at its May 18, 2022 meeting. The closed session item was as follows:

- A. *Public Employee Performance Evaluation (Pursuant to Government Code Section 54957(b)(1))*
- B. *Conference with Labor Negotiators (Pursuant to Government Code Section 54957.6)
Commission Negotiators: Chair Jose Rodriguez and Supervisor Brett Frazier
Employee: Patricia Taylor*

The Amendment 2019-02 to the Executive Director Contract reflects the following:

- Effective July 1, 2022, Director shall receive an additional one-time increase of five percent (5%) to Director's Salary;
- Director shall be entitled to an additional one-time, two percent (2%) COLA to Director's compensation; and
- Contract shall terminate in 2025, unless amended

FISCAL IMPACT:

No fiscal impact to the approved 2021-22 Overall Work Program and Budget. Adjustments will be reflected in the 2022-23 Overall Work Program and Budget.

RESOLUTION NO. 22-08

A RESOLUTION OF THE MADERA COUNTY TRANSPORTATION COMMISSION APPROVING THE SECOND AMENDMENT TO EMPLOYMENT AGREEMENT OF EXECUTIVE DIRECTOR

WHEREAS, the Madera County Transportation Commission (hereinafter “Commission”) has employed Patricia Taylor (hereinafter “Employee”) as Executive Director since May 19, 1999; and

WHEREAS, effective July 1, 2019, Commission entered into a three-year employment agreement with Employee known as Contract No. 2019 (Employment Agreement: Executive Director, Madera County Transportation Commission) (hereinafter “Agreement”), for the period July 1, 2019 through June 30, 2022; and

WHEREAS, effective July 1, 2021 the Commission and Employee entered into the “First Amendment to Employment Agreement of Executive Director, Contract No.: 2019-01” (hereinafter “First Amendment”) which amended and updated the Agreement; and

WHEREAS, the Agreement as amended by the First Amendment is currently scheduled to terminate as of June 30, 2022; and

WHEREAS, the Commission now desires to extend the term of the Agreement and adjust the Executive Director’s compensation accordingly.

NOW, THEREFORE, the Policy Board of the Madera County Transportation Commission resolves as follows:

Section 1. The Policy Board hereby approves the Second Amendment to the Agreement, as attached.

Section 2. All other terms and conditions of the Agreement shall remain the same throughout the term of the Agreement unless otherwise modified by further Board action.

The forgoing resolution was ADOPTED this 22nd day of June, 2022 by the following vote:

- Commissioner Wheeler, Chair, voted: _____
- Commissioner Palmer, Vice-Chair voted: _____
- Commissioner Poythress voted: _____
- Commissioner Frazier voted: _____
- Commissioner Rodriguez voted: _____
- Commissioner Gallegos voted: _____

Chairman, Madera County Transportation Commission

Executive Director, Madera County Transportation Commission

**MADERA COUNTY TRANSPORTATION COMMISSION
SECOND AMENDMENT TO EMPLOYMENT AGREEMENT OF EXECUTIVE
DIRECTOR, CONTRACT NO. 2019-02**

This Second Amendment to the Employment Agreement of Executive Director, (hereinafter “Second Amendment”) is hereby entered into and made effective July 1, 2022, by and between the Madera County Transportation Commission (hereinafter “Commission”) and Patricia Taylor, an individual (hereinafter “Employee”) and modifies and amends the existing Contract No. 2019 (Employment Agreement: Executive Director, Madera County Transportation Commission) (hereinafter “Agreement” as amended by the “First Amendment to Employment Agreement of Executive Director, Contract No.: 2019-01” (hereinafter “First Amendment”))

RECITALS

WHEREAS, the Madera County Transportation Commission (hereinafter “Commission”) has employed Patricia Taylor (hereinafter “Employee”) as Executive Director since May 19, 1999; and

WHEREAS, effective July 1, 2019, Commission entered into the Agreement with Employee for the period July 1, 2019 through June 30, 2022; and

WHEREAS, effective July 1, 2021, the Commission and Employee entered into the First Amendment which amended and updated the Agreement; and

WHEREAS, the Agreement as amended by the First Amendment is currently scheduled to terminate as of June 30, 2022; and

WHEREAS, the Commission and Employee now desire to further amend the Agreement to extend the term of the Agreement and adjust the Executive Director’s compensation accordingly.

AGREEMENT

1. Sections 2.1, 2.3, and 3.1 of the Agreement are hereby amended to read in their entirety as follows:

2.0 Compensation and Reimbursement.

2.1 Compensation

For the services rendered pursuant to this AGREEMENT, EMPLOYEE’s annual compensation commencing July 1, 2019, shall be One Hundred Sixty Two Thousand Nine Hundred Seventy Dollars and Fifty Cents (\$162,970.50), or a monthly base salary of \$13,580.875 (“Salary”), which shall be paid on a pro-rated basis [bi-monthly or bi-weekly] at the same time as other employees of the

COMMISSION are paid. Notwithstanding, effective July 1, 2020, EMPLOYEE shall receive a one-time increase of one percent (1%) to EMPLOYEE's Salary. Furthermore, effective July 1, 2022, EMPLOYEE shall receive an additional one-time increase of five percent (5%) to EMPLOYEE's Salary. Salary shall be adjusted for payroll taxes, workers' compensation, and other payroll-related liability costs.

...

2.3 Cost of Living Adjustment

Commencing July 1, 2019, EMPLOYEE shall be entitled to a one percent (1%) per year cost of living adjustment ("COLA") to the above-stated compensation. Notwithstanding, for the period of July 1, 2020 through June 30, 2021, EMPLOYEE shall be entitled to a one-time, one and one-half percent (1.5%) cost of living adjustment ("COLA") to the above-stated compensation. Furthermore, commencing July 1, 2022, EMPLOYEE shall be entitled to an additional one-time, two percent (2%) COLA to EMPLOYEE'S compensation in effect at that time.

...

3.1 Commencement, Effective Date & Term of Agreement

EMPLOYEE shall commence providing services hereunder at 8:00 a.m. Pacific daylight savings time on July 1, 2019, or such date upon which the COMMISSION and EMPLOYEE may mutually agree and confirm in writing. In the event EMPLOYEE commences services on a date other than July 1, 2019, such date shall be deemed the effective date of this AGREEMENT ("Effective Date"). ~~The term of this AGREEMENT is three (3) years and shall terminated on June 30, 2022.~~ This AGREEMENT shall terminate on June 30, 2025 unless otherwise amended.

3. Except as so modified and amended, all remaining terms, conditions, and benefits of the Agreement, as amended by the First Amendment, shall remain unchanged and are incorporated herein by reference.

IN WITNESS WHEREOF, the Commission has caused this Second Amendment to be signed and executed on its behalf by its duly appointed officer and attested by its officers thereunto duly authorized, and Employee has signed and executed this Second Amendment.

<p>MADERA COUNTY TRANSPORTATION COMMISSION</p> <hr/> <p>CHAIR</p>	<p>EXECUTIVE DIRECTOR</p> <hr/> <p>PATRICIA TAYLOR</p>
<p>ATTEST:</p> <hr/> <p>, Clerk</p>	
<p>APPROVED AS TO FORM: ALESHIRE & WYNDER, LLP</p> <hr/> <p>SHANNON L. CHAFFIN, General Counsel</p>	

**MADERA COUNTY TRANSPORTATION COMMISSION
FIRST AMENDMENT TO EMPLOYMENT AGREEMENT OF EXECUTIVE DIRECTOR, CONTRACT
NO.: 2019-01**

This First Amendment to the Employment Agreement of Executive Director, (hereinafter "First Amendment") is hereby entered into and made effective July 1, 2020, by and between the Madera County Transportation Commission (hereinafter "Commission") and Patricia Taylor, an individual (hereinafter "Employee") and modifies and amends the existing Employment Agreement of the Executive Director, Contract No. 2019 (hereinafter "Agreement")

RECITALS

WHEREAS, the Madera County Transportation Commission (hereinafter "Commission") has employed Patricia Taylor (hereinafter "Employee") beginning in 1993 as transportation Planner, and, since May 19, 1999, as Executive Director; and

WHEREAS, effective July 1, 2019, Commission entered into the Agreement with Employee for the period July 1, 2019 through June 30, 2022; and

WHEREAS, at the conclusion of each fiscal year after a satisfactory or better annual salary review and performance evaluation, Employee is entitled to an increase in compensation of not lower than one percent of her then-current salary and an annual cost of living increase; and

WHEREAS, in June of 2020, Employee received a satisfactory or better performance evaluation for the period 2019-2020; and

WHEREAS, the Commission and Employee now desire to amend the Agreement to reflect that the Employee's salary will be increased by one percent and cost of living increase of one and one-half percent effective July 1, 2020.

AGREEMENT

1. Sections 2.1 and 2.3 of the Agreement are hereby amended to read in their entirety as follows:

2.0 Compensation and Reimbursement.

2.1 Compensation

For the services rendered pursuant to this AGREEMENT, EMPLOYEE's annual compensation commencing July 1, 2019, shall be One Hundred Sixty Two Thousand Nine Hundred Seventy Dollars and Fifty Cents (\$162,970.50), or a monthly base salary of \$13,580.875 ("Salary"), which shall be paid on a pro-rated basis [bi-monthly or bi weekly] at the same time as other employees of the




COMMISSION are paid. Notwithstanding, effective July 1, 2020, EMPLOYEE shall receive a one-time increase of one percent (1%) to EMPLOYEE'S Salary. Salary shall be adjusted for payroll taxes, workers' compensation, and other payroll-related liability costs.

2.3 Cost of Living Adjustment

Commencing July 1, 2019, EMPLOYEE shall be entitled to a one percent (1%) per year cost of living adjustment ("COLA") to the above-stated compensation. Notwithstanding, for the period of July 1, 2020 through June 30, 2021, EMPLOYEE shall be entitled to a one-time, one and one-half percent (1.5%) cost of living adjustment ("COLA") to the above-stated compensation.

3. Except as so modified and amended, all remaining terms, conditions and benefits of the Agreement shall remain unchanged and are incorporated herein by reference.

IN WITNESS WHEREOF, the Commission has caused this First Amendment to be signed and executed on its behalf by its duly appointed officer authorized, and Employee has signed and executed this First Amendment.

MADERA COUNTY TRANSPORTATION COMMISSION  CHAIR	EXECUTIVE DIRECTOR  PATRICIA TAYLOR
APPROVED AS TO FORM: ALESHIRE & WYNDER, LLP  SHANNON L. CHAFFIN, General Counsel	



STAFF REPORT
Board Meeting of June 22, 2022

AGENDA ITEM: 9-B
PREPARED BY: Patricia Taylor, Executive Director

SUBJECT:

August and September 2022 Policy Board Meeting Dates

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

The Madera County Transportation Commission has two significant changes related to the August and September 2022 Policy Board meetings. Those changes are as follows:

- **August Policy Board Meeting:** The MCTC is normally dark in August; however, it is imperative that the Policy Board meet during the month of August to adopt the 2022 Regional Transportation Plan/Sustainable Communities Strategy and Environmental Impact Report. The proposed meeting date is **Wednesday, August 24, 2022 at 3:00pm.**
- **September Policy Board Meeting:** The MCTC needs to push back the September Policy Board Meeting from Wednesday, September 21, 2022 to **Wednesday, September 28, 2022.** The purpose for the date change is due to the San Joaquin Valley Regional Policy Council – Valley Voice trip to Washington, DC. The Valley Voice trip is scheduled for Sunday, September 18 through Thursday, September 22, 2022.

FISCAL IMPACT:

No fiscal impact to the approved 2021-22 Overall Work Program and Budget.



STAFF REPORT
Board Meeting of June 22, 2022

AGENDA ITEM: 10-A
PREPARED BY: Patricia Taylor, Executive Director

SUBJECT:

Self-Help Counties Coalition – 2022 Focus on the Future Conference

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

The Self-Help Counties Coalition leadership will once again be hosting the 33rd Annual Focus on the Future Conference [Uniting the Transportation World: Building the Path to Our Future](#) November 13-15, 2022 at the Newport Beach Marriot.

The conference provides a forum for Self-Help Counties and other transportation agencies, elected officials, and the private sector to share experiences, highlight upcoming projects, and interact in a virtual environment.

If you are interested in attending, please contact [Sheila Kingsley](#) or [Sandy Ebersole](#).

FISCAL IMPACT:

No fiscal impact to the approved 2021-22 Overall Work Program and Budget.



STAFF REPORT
Board Meeting of June 22, 2022

AGENDA ITEM: 10-B

PREPARED BY: Sandy Ebersole, Administrative Analyst

SUBJECT:

Measure T Citizens' Oversight Committee Meeting

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

The next Measure T Citizens' Oversight Committee is scheduled for Wednesday, June 29, 2022 at 5:00 pm. The meeting will be conducted through a hybrid combination of in-person and/or all virtual attendance of the members of the Citizens' Oversight Committee via teleconference using the GoToMeeting platform.

<https://meet.goto.com/MaderaCTC/citizens-oversight-committee-meeting>

You can also dial in using your phone.

United States: [+1 \(646\) 749-3122](tel:+16467493122)

Access Code: 554-508-037

FISCAL IMPACT:

No fiscal impact to the approved 2021-22 Overall Work Program and Budget.



STAFF REPORT
Board Meeting of June 22, 2022

AGENDA ITEM: 10-C

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

Measure T FY 2022-23 Draft Annual Work Program (AWP)

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

Per Authority policy the Annual Work Program (AWP) is prepared annually and serves as the annual funding authority for the Measure T program. The AWP recognizes funds available for projects according to the Measure T Investment Plan and outlines each local jurisdiction's Annual Expenditure Plan with respect to the available funds. The Draft AWP only includes budgets for the 2022-23 fiscal year and does not yet contain any prior year reports. The final Annual Work Program will be presented for approval at the September Policy Board meeting.

FISCAL IMPACT:

No fiscal impact to the approved 2021-22 Overall Work Program and Budget.



ANNUAL WORK PROGRAM

DRAFT

Fiscal Year
2022-23

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INTRODUCTION

In November 2006 Madera County voters approved Measure “T”, which allowed a new Transportation Authority to impose a ½ cent retail transaction and use tax for 20 years (between April 1, 2007 and March 31, 2027). This sales tax measure will provide approximately \$204 Million in new revenues for transportation improvements according to financial projections through the year 2027. The allocation of projected sales tax revenues to specific types of transportation funding programs and improvement projects is described in the Investment Plan. The Investment Plan was developed by a Steering Committee who through many weeks of intense discussion and hard work developed the Measure funding program commitments. The Committee realized that providing Measure funds for all modes of transportation would meet the quality of life intent of the new Measure. This would in turn enable agencies within the County to address the needs of residents, businesses, and major industries over the 20-year life of the Measure. The Measure “T” Investment Plan details the following:

1. COMMUTE CORRIDORS/FARM TO MARKET PROGRAM (Regional Transportation Program) - \$104.1 million or 51%.

Authorizes major new projects to:

- Improve freeway interchanges
- Add additional lanes
- Increase safety as determined by the local jurisdictions
- Improve and reconstruct major commute corridors

These projects provide for the movement of goods, services, and people throughout the County. Major highlights of this Program include the following:

- **\$53.1 million** (approximately 26% of the Measure) is directed to fund capacity increasing projects and to leverage federal and State funding.
- **\$51.0 million** (approximately 25% of the Measure) is available for rehabilitation, reconstruction, and maintenance of sections of regional streets and highways.

Funds can be used for all phases of project development and implementation. This funding program requires new growth and development within the County and each of the cities to contribute to street and highway project costs through local mandatory Traffic Impact Fee (TIF) programs. Funds collected by the local agencies through the TIF programs will provide at least 20% of the funds needed to deliver Tier 1 Projects over the Measure funding period (2007 through 2027). Specific Regional Transportation Program highlights and implementing guidelines are also described in Appendix B of the Investment Plan and in Section 4 of the Strategic Plan.

2. SAFE ROUTES TO SCHOOLS AND JOBS PROGRAM (Local Transportation Program) - \$89.8 million or 44%.

The goal is to improve each individual City's and the County's local transportation systems. Several funding programs are included:

- **\$44.4 million** (approximately 21.75%) has been guaranteed to each city and the County to meet scheduled maintenance needs and to rehabilitate the aging transportation system.
- Another **\$44.4 million** of "flexible" funding is provided to the local agencies for any transportation project they feel is warranted including:
 - Fill potholes
 - Repave streets
 - County Maintenance District Area improvements
 - Add additional lanes to existing streets and roads
 - Improve sidewalks
 - Traffic control devices to enhance student and public safety
 - Enhance public transit
 - Construct bicycle and pedestrian projects and improvements
 - Separate street traffic from rail traffic

The local agencies in Madera County know what their needs are and how best to address those needs.

- About **\$1.0 million** (approximately 0.5%) is provided to fund local agencies for the ADA Compliance Program including curb cuts and ramps to remove barriers, as well as other special transportation services.

Funds can be used for all phases of project development and implementation. Specific Local Transportation Program highlights and implementing guidelines are described in Appendix B of the Investment Plan and in Section 4 of the Strategic Plan.

3. TRANSIT ENHANCEMENT PROGRAM (Public Transportation Program) - \$4.0 million or 2%.

The goal of this program is to expand or enhance public transit programs that address the transit dependent population and have a demonstrated ability to get people out of their cars and improve air quality. To accomplish this important goal:

- **\$3.7 million** (1.83% of Measure funding) is provided to the three (3) transit agencies within the County based upon service area population. Madera County would receive **\$2.0 million** or .92% of Measure funds, the City of Chowchilla would receive **\$0.3 million** or 0.14%, and the City of Madera would receive **\$1.4 million** or 0.77%. The transit agencies would use the funds to address major new expansions of the express, local, and feeder bus services including additional:
 - Routes
 - Buses (including low emission)
 - Night and weekend service
 - Bus shelters and other capital improvements

- Safer access to public transit services
 - Carpools
- The remaining **\$347,000** (0.17% of Measure funding) is directed to ADA, Seniors, and Paratransit programs to improve mobility for seniors and individuals with disabilities.

Specific Transit Enhancement Program highlights and implementing guidelines are also described in Appendix B of the Investment Plan and in Section 4 of the Strategic Plan.

4. ENVIRONMENTAL ENHANCEMENT PROGRAM - \$4.0 million or 2%.

This program's goal is to improve air quality and the environment through four (4) important programs:

- Environmental Mitigation
- Air Quality (including road paving to limit PM₁₀ and PM_{2.5} emissions)
- Bicycle/Pedestrian Facilities
- Car/Van Pools

The linkage between air quality, environmental mitigation, and transportation is stressed and consequently, the local agency may direct the funds to the four (4) categories listed above as they desire. Specific Environmental Enhancement Program highlights and implementing guidelines are described in Appendix B of the Investment Plan and in Section 4 of the Strategic Plan.

5. ADMINISTRATION AND PLANNING PROGRAM - \$2.04 million or 1%.

Measure funding is provided to the Authority to:

- Prepare Investment Plan updates
- Develop allocation program requirements
- Administer and conduct specified activities identified in the other four (4) programs described above

Specific Administration / Planning Program highlights and implementing guidelines are described in Appendix B of the Investment Plan and in Section 4 of the Strategic Plan.

This document, the Measure "T" Annual Work Program, outlines the anticipated expenditure of Measure "T" funds by each Agency to the various programs for a specific year.



FY 2022-23 Measure T Allocation

Gross Allocation	15,000,000.00
Deductions	0.00
Net Allocation	<u>15,000,000.00</u>

Jurisdiction	Population	Rate
County	77,818	0.4944
Madera	65,843	0.4183
Chowchilla	13,735	0.0873
	<u>157,396</u>	

Measure T Programs	Percent	Amount	County Allocation	Madera Allocation	Chowchilla Allocation	MCTA Allocation
Commute Corridors/Farm to Market	51.00%	\$ 7,650,000.00				
Regional Streets and Highways Program	26.00%	\$ 3,900,000.00				\$ 3,900,000.00
Regional Rehab	25.00%	\$ 3,750,000.00	\$ 1,854,033.77	\$ 1,568,726.33	\$ 327,239.90	
Safe Routes to School & Jobs	44.00%	\$ 6,600,000.00				
Street Maintenance	13.00%	\$ 1,950,000.00	\$ 964,097.56	\$ 815,737.70	\$ 170,164.74	
County Maint. District, Suppl. Street Maint.	8.75%	\$ 1,312,500.00	\$ 648,911.82	\$ 549,054.21	\$ 114,533.97	
Flexible (*Funds impounded by MCTA)	21.75%	\$ 3,262,500.00	\$ 1,613,009.38	\$ 1,364,791.92	\$ 284,698.70	\$ 3,262,500.00
ADA Compliance	0.50%	\$ 75,000.00	\$ 37,080.68	\$ 31,374.52	\$ 6,544.80	
Transit Enhancement Program	2.00%	\$ 300,000.00				
Madera County	0.904752%	\$ 135,712.80	\$ 135,712.80			
City of Madera	0.765489%	\$ 114,823.35		\$ 114,823.35		
City of Chowchilla	0.159759%	\$ 23,963.85			\$ 23,963.85	
ADA/Seniors/Paratransit	0.17%	\$ 25,500.00	\$ 12,604.43	\$ 10,667.34	\$ 2,225.23	
Environmental Enhancement Prog.	2.00%	\$ 212,000.00	\$ 148,322.71	\$ 125,498.10	\$ 26,179.19	
Administration/Planning	1.00%	\$ 106,000.00				\$ 150,000.00
		TOTAL	\$ 3,800,766.77	\$ 3,215,881.55	\$ 670,851.68	\$ 7,312,500.00

Measure “T” Programming Summary

MCTA

	<u>CO</u>	<u>Excess</u>	<u>Allocated</u>	<u>Bond/Other</u>	<u>Programmed</u>	<u>Balance</u>
Regional Streets and Highways	\$2,271,486	\$0	\$3,900,000	\$0	\$5,667,383	\$504,103
Flexible Program	\$3,367,873	\$0	\$3,262,500	\$0	\$5,388,893	\$1,241,480
Admin/Planning/Other	\$14,371	\$0	\$150,000	\$75,000	\$172,564	\$66,807
TOTALS	\$5,653,730	\$0	\$7,312,500	\$75,000	\$11,228,840	\$1,812,390

County of Madera

	<u>CO</u>	<u>Excess</u>	<u>Allocated</u>	<u>Programmed</u>	<u>Balance</u>
Commute Corridors/ Farm to Market (Regional)	\$0	\$0	\$1,854,034	\$0	\$1,854,034
Safe Routes to School & Jobs (Local)	\$0	\$0	\$1,650,090	\$0	\$1,650,090
Transit Enhancement Program (Public)	\$0	\$0	\$148,320	\$0	\$148,320
Environmental Enhancement Program	\$0	\$0	\$148,323	\$0	\$148,323
TOTALS	\$0	\$0	\$3,800,767	\$0	\$3,800,767

City of Madera

	<u>CO</u>	<u>Excess</u>	<u>Allocated</u>	<u>Programmed</u>	<u>Balance</u>
Commute Corridors/ Farm to Market (Regional)	\$9,299,282	\$0	\$1,568,726	\$8,229,172	\$2,638,836
Safe Routes to School & Jobs (Local)	\$2,092,899	\$0	\$1,396,167	\$1,869,000	\$1,620,066
Transit Enhancement Program (Public)	\$729,538	\$0	\$125,490	\$0	\$855,028
Environmental Enhancement Program	\$351,765	\$0	\$125,498	\$242,919	\$234,344
TOTALS	\$12,473,484	\$0	\$3,215,881	\$10,341,091	\$5,348,274

City of Chowchilla

	<u>CO</u>	<u>Excess</u>	<u>Allocated</u>	<u>Programmed</u>	<u>Balance</u>
Commute Corridors/ Farm to Market (Regional)	\$65,822	\$0	\$327,240	\$52,715	\$340,347
Safe Routes to School & Jobs (Local)	\$732,096	\$0	\$291,244	\$677,713	\$345,627
Transit Enhancement Program (Public)	\$43,593	\$0	\$26,189	\$24,392	\$45,390
Environmental Enhancement Program	\$43,593	\$0	\$26,179	\$0	\$69,772
TOTALS	\$885,104	\$0	\$670,852	\$754,820	\$801,136

LOCAL AGENCY ANNUAL EXPENDITURE PLANS

The 20-year measure funding is expected to generate approximately a total of \$204,000,000. A majority of this amount is allocated as pass through funds to the local jurisdictions based on population size. Figure 1 indicates the population percentage of each local jurisdiction for this fiscal year. For FY 2022-23 a total of \$15,000,000 is estimated to be allocated to each jurisdiction. Figure 2 indicates the amount that will be allocated to each jurisdiction, including the Madera County Transportation Authority.

Figure 1

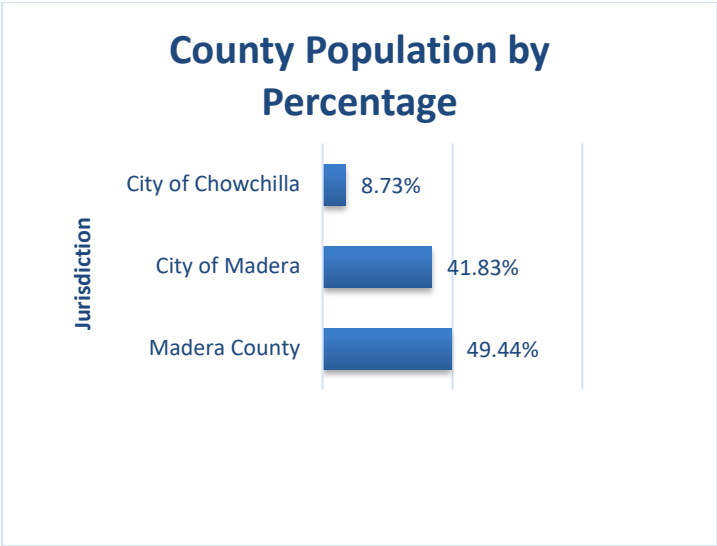
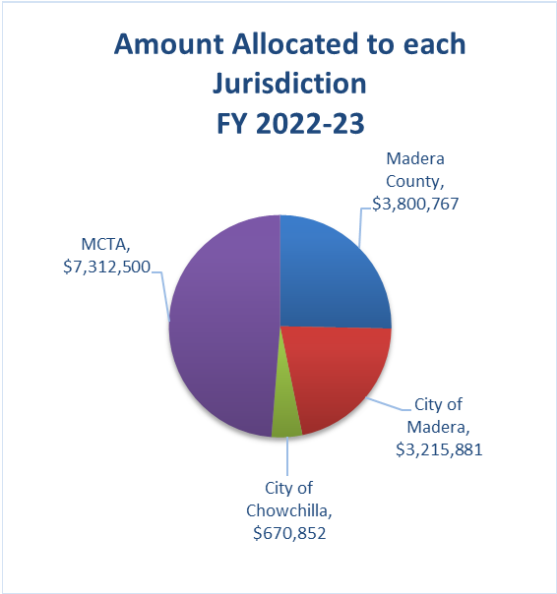


Figure 2



The following pages indicate how each jurisdiction is planning to spend their 2022-23 allocation.

Madera County Transportation Authority

Measure T Annual Expenditure Plan
Fiscal Year 22-23



Commute Corridors/Farm to Market (Regional)

				<u>Carryover</u>	<u>Excess</u>	<u>Allocation</u>	<u>Bond/Other</u>	<u>Available</u>
<u>Regional Streets and Highways Program</u>				\$2,271,486	\$0	\$3,900,000	\$0	\$6,171,486
Project	Environmental Studies & Permits	Right of Way	Plans, Specifications, & Estimates	Construction	Misc.	Total		
SR 41 Passing Lanes							\$	0
Road 200 – Fine Gold Creek Bridge				\$ 4,127,500			\$	4,127,500
Bond Debt Service					\$ 1,539,883		\$	1,539,883
Reserve for Next Fiscal Year							\$	504,103
				Total Projects			\$	6,171,486
				Balance			\$	-

Administration/Planning Program

		<u>Carryover</u>	<u>Excess</u>	<u>Allocation</u>	<u>Other</u>	<u>Available</u>
<u>MCTA</u>		\$14,371	\$0	\$150,000	\$75,000	\$239,371
Project	Budget					
Salaries & Benefits	\$ 56,064					
Audits, Fin. Asst.	\$ 25,000					
MCTA Conf/Travel/Other	\$ 6,500					
Renewal Plan	\$ 75,000					
General Proj Dev Costs	\$ 10,000					
Total Projects	\$ 172,564					
Balance	\$ 66,807					

Other Funds Allocated to MCTA

	<u>Carryover</u>	<u>Excess</u>	<u>Allocation</u>	<u>Bond/Other</u>	<u>Available</u>	
<u>Other Funds (Flexible, Impact Fees, Local)</u>	\$3,367,873	\$0	\$3,262,500	\$0	\$6,630,373	
<u>Project</u>	<u>Environmental Studies & Permits</u>	<u>Right of Way</u>	<u>Plans, Specifications, & Estimates</u>	<u>Construction</u>	<u>Misc.</u>	<u>Total</u>
SR 233 Interchange	\$ -	\$ -	\$ 1,200,000	\$ -	\$ -	\$ 1,200,000
SR 41 Passing Lanes	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SR99 Widening – Ave 12 to 17	\$ -	\$ 1,000	\$ -	\$ -	\$ -	\$ 1,000
Road 200 – Fine Gold Creek Bridge	\$ 200,000	\$ 100,000	\$ 300,000	\$ 2,852,500	\$ -	\$ 3,452,500
Bond Debt Service					\$ 735,393	\$ 735,393
Reserve for Next Fiscal Year						\$ 1,241,480

Total Projects \$ 6,630,373
 Balance \$ -

	<u>Environmental Studies & Permits</u>	<u>Right of Way</u>	<u>Plans, Specifications, & Estimates</u>	<u>Construction</u>	<u>Misc.</u>	<u>Total</u>
County of Madera						
Flexible Account	\$ 200,000	\$ 100,000	\$ 300,000	\$ 2,852,500		\$ 3,452,500
Impact Fees						\$ -
Local Funds						\$ -
City of Madera						
Flexible Account		\$ 1,000				\$ 1,000
Impact Fees						\$ -
Local Funds						\$ -
City of Chowchilla						
Flexible Account			\$ 1,200,000			\$ 1,200,000
Impact Fees						\$ -
Local Funds						\$ -

***Measure T Projects Programmed in STIP-Regional Program Phase I**

	<u>Prior</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
SR 99/Ave 12 Interchange							
<i>Measure T Regional</i>	\$ 7,657,000						\$ 7,657,000
<i>Flexible Program</i>	\$ 3,920,000						\$ 3,920,000
<i>Route 99 Bond</i>	\$ 50,402,000		\$ 9,000,000				\$ 59,402,000
<i>STIP</i>	\$ 22,823,000			\$ 5,295,000			\$ 28,118,000
							\$ 99,097,000
Ellis Ave. Overcrossing							
<i>Measure T Regional</i>	\$ 8,670,000						\$ 8,670,000
<i>Flexible Program</i>	\$ 1,800,000						\$ 1,800,000
<i>Measure A/Local</i>	\$ 5,930,000						\$ 5,930,000
							\$ 16,400,000
4th Street Widening							
<i>Measure T Regional</i>	\$ 2,870,000						\$ 2,870,000
<i>Flexible Program</i>	\$ 3,358,000						\$ 3,358,000
<i>STIP</i>	\$ 5,148,000						\$ 5,148,000
							\$ 11,376,000
SR 41 Passing Lanes							
<i>Measure T Regional</i>	\$ 4,409,000						\$ 4,409,000
<i>Flexible Program</i>	\$ 4,374,000						\$ 4,374,000
<i>STIP</i>	\$ 11,047,000						\$ 11,047,000
							\$ 19,830,000
SR 99 Widening – Ave 12 to Ave 17							
Flexible Program	\$ 2,250,000		\$ 1,350,000	\$ 1,250,000			\$ 4,850,000
SHOPP/ Route 99 Bond					\$ 79,754,900		\$ 79,754,900
<i>STIP</i>			\$ 1,545,000				\$ 1,545,000
							\$ 86,149,900
Measure T Total	\$ 39,308,000	\$ 0	\$ 1,350,000	\$ 1,250,000	\$ 0	\$ 0	\$ 41,908,000
Yearly Total	\$ 134,658,000	\$ 0	\$ 11,895,000	\$ 6,545,000	\$ 79,754,900	\$ 0	\$ 232,852,900

***Measure T Projects Programmed in Regional Program Phase II**

	<u>2014-15</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Later</u>	<u>Total</u>
Oakhurst Mid-Town Connector								
<i>Measure T Regional</i>			\$ 228,500			\$ 584,000	\$ 6,572,500	\$ 7,385,000
<i>Flexible Program</i>	\$ 300,000	\$ 610,000	\$ 228,500			\$ 1,924,000	\$ 4,872,500	\$ 7,935,000
Local Partnership Program							\$ 5,000,000	\$ 5,000,000
								\$ 20,320,000
SR 233 Interchange Improvements								
<i>Measure T Regional</i>							\$ 7,600,000	\$ 7,600,000
<i>Flexible Program</i>	\$ 300,000	\$ 900,000				\$ 600,000	\$ 3,100,000	\$ 4,900,000
<i>Other</i>							\$ 3,600,000	\$ 3,600,000
								\$ 16,100,000
Road 200 Phase III - Fine Gold Creek Bridge								
<i>Measure T Regional</i>							\$ 4,127,500	\$ 4,127,500
<i>Flexible Program</i>							\$ 3,452,500	\$ 3,452,500
<i>Other</i>							\$ 4,787,000	\$ 4,787,000
								\$ 12,367,000
Cleveland Avenue Widening								
Measure T Regional							\$ 1,600,000	\$ 1,600,000
Flexible Program							\$ 1,800,000	\$ 1,800,000
Other							\$ 350,000	\$ 350,000
								\$ 3,750,000
Gateway Avenue Widening								
Measure T Regional							\$ 2,940,000	\$ 2,940,000
Flexible Program							\$ 3,160,000	\$ 3,160,000
Other							\$ 2,500,000	\$ 2,500,000
								\$ 8,600,000
Measure T Total	\$ 600,000	\$ 1,510,000	\$ 457,000	\$ 0	\$ 0	\$ 3,108,000	\$ 39,225,000	\$ 44,900,000
Yearly Total	\$ 600,000	\$ 1,510,000	\$ 457,000	\$ 0	\$ 0	\$ 3,108,000	\$ 55,462,000	\$ 61,137,000

County of Madera

Measure T Annual Expenditure Plan
Fiscal Year 2022-23

<u>Commute Corridors/Farm to Market (Regional)</u>	<u>Carryover</u>	<u>Excess</u>	<u>Allocation</u>	<u>Available</u>
<u>Rehab, Reconstruct, Maintenance Program</u>	\$0	\$0	\$1,854,034	\$1,854,034

Project	Budget
---------	--------

<i>Reserve for Future Project</i>	\$ 1,854,034
Total Projects	\$ 1,854,034
Balance	\$ -

<u>Safe Routes to School & Jobs (Local)</u>	<u>Carryover</u>	<u>Excess</u>	<u>Allocation</u>	<u>Available</u>
<u>Street Maintenance Program</u>	\$0	\$0	\$964,098	\$964,098

Project	Budget
---------	--------

<i>Surface Treatment</i>	\$ -
<i>Chip Seal</i>	\$ -
<i>Other Seals</i>	\$ -
<i>Misc. Road Maintenance</i>	\$ -
<i>Reserve for Next Fiscal Year</i>	\$ 964,098
Total Projects	\$ 964,098
Balance	\$ -

<u>County Maintenance Districts</u>	\$0	\$0	\$648,912	\$648,912
--	-----	-----	-----------	------------------

Project	Budget
---------	--------

<i>Surface Match Treatment</i>	\$ -
<i>Chip Seal</i>	\$ -
<i>Misc. Road Maintenance</i>	\$ -
<i>Reserve for Next Fiscal Year</i>	\$ 648,912
Total Projects	\$ 648,912
Balance	\$ -

Flexible Program \$0 \$0 \$1,613,009

Project	Budget
MCTA Impound for Matching	\$ 1,613,009
Total Projects	\$ 1,613,009
<i>Balance</i>	\$ -

ADA Compliance \$0 \$0 \$37,081 **\$37,081**

Project	Budget
Project Match	\$ -
Reserve for Next Fiscal Year	\$ 37,081
Total Projects	\$ 37,081
<i>Balance</i>	\$ -

Transit Enhancement Program (Public) Carryover Excess Allocation Available
 \$0 \$0 \$135,713 **\$135,713**

Project	Budget
Transit Administration/Project Match	\$ -
Reserve for Next Fiscal Year	\$ 135,713
Total Projects	\$ 135,713
<i>Balance</i>	\$ -

ADA / Seniors / Paratransit \$0 \$0 \$12,607 **\$12,607**

Project	Budget
Project Matc	\$ -
Reserve for Next Fiscal Year	\$ 12,607
Total Projects	\$ 12,607
<i>Balance</i>	\$ -

Environmental Enhancement Program Carryover Excess Allocation Available
Total for all Sub-programs \$0 \$0 \$148,323 **\$148,323**

Project	Budget
CMAQ Projects Match	\$ -
Reserve for Next Fiscal Year	\$ 148,323
Total Projects	\$ 148,323
<i>Balance</i>	\$ -

City of Madera

Measure T Annual Expenditure Plan
Fiscal Year 2022-23

Commute Corridors/Farm to Market (Regional) Carryover Excess Allocation Available

Rehab, Reconstruct, Maintenance Program \$9,299,282 \$0 \$1,568,726 **\$10,868,008**

Project	Budget
Olive Ave. Widening – Gateway to Knox, R-10	\$ 4,911,672
Pine Street Reconstruction, R-50	\$ 40,000
2021-22 Seals/Overlays – R-79	\$ 300,000
2022-23 Seals/Overlays – R-80	\$ 1,250,000
City Streets 3R & ADA Project 2022-23, R-81	\$ 850,000
Traffic Study – Almond/Pine/Stadium, R-87	\$ 120,000
D Street/South Street Traffic Signal, TS-32	\$ 57,500
	\$ -
Total Projects	\$ 8,229,172
Balance	\$ 2,638,836

Safe Routes to School & Jobs (Local) Carryover Excess Allocation Available

Street Maintenance Program \$1,084,886 \$0 \$815,738 **\$1,900,624**

Project	Budget
Overlays	\$ -
Chip Seal	\$ 600,000
Other Seals:	\$ -
Patching/Street Maintenance	\$ 800,000
Reserve for Next Fiscal Year	\$ -
Total Projects	\$ 1,400,000
Balance	\$ 500,624

Supplemental Street Maintenance Program \$884,427 \$0 \$549,054 **\$1,433,481**

Project	Budget
Overlays	\$ -
Surface Seal, General Maintenance	\$ -
Other Seals	\$ -
Patching/Street Maintenance	\$ 400,000
Other: Sidewalk/ADA	\$ -
Reserve for Next Fiscal Year	\$ -
Total Projects	\$ 400,000
Balance	\$ 1,033,481

Measure T Draft 2022-23 Annual Work Program

15

Flexible Program

\$0

\$0

\$1,364,792

Item 10-10-C.

Project	Budget
MCTA Impound for matching	\$ 1,364,092
Total Projects	\$ 1,364,092
Balance	\$ -

ADA, Seniors, Paratransit

\$123,586

\$0

\$31,375

\$154,961

Project	Budget
ADA Walkability/Sidewalks Program, R-64	\$ 20,000
Pedestrian Facilities Various Locations, R-84	\$ 49,000
Total Projects	\$ 69,000
Balance	\$ 85,961

Transit Enhancement Program

Carryover

Excess

Allocation

Available

\$629,212

\$0

\$114,823

\$744,035

Project	Budget
	\$ -
Total Projects	\$ -
Balance	\$ 744,035

ADA / Seniors / Paratransit

\$100,326

\$1,742

\$10,667

\$110,993

Project	Budget
	\$ -
Total Projects	\$ -
Balance	\$ 110,993

Environmental Enhancement Program

Carryover

Excess

Allocation

Available

Total for all Sub-programs

\$351,765

\$0

\$125,498

\$477,263

Project	Budget
Environmental Enhancement Projects	\$ 242,919
Total Projects	\$ 242,919
Balance	\$ 234,344

City of Chowchilla

Measure T Annual Expenditure Plan
Fiscal Year 2022-23

<u>Commute Corridors/Farm to Market (Regional)</u>	<u>Carryover</u>	<u>Excess</u>	<u>Allocation</u>	<u>Available</u>
<u>Rehab, Reconstruct, Maintenance Program</u>	\$65,822	\$0	\$327,240	\$393,062
Project	Budget			
<i>Humboldt Storm Drain Improvement Project</i>	\$ 52,715			
<i>Reserve for Next Fiscal Year</i>	\$ 340,347			
Total Projects	<u>\$ 393,062</u>			
Balance	\$ -			

<u>Safe Routes to School & Jobs (Local)</u>	<u>Carryover</u>	<u>Excess</u>	<u>Allocation</u>	<u>Available</u>
<u>Street Maintenance Program</u>	\$148,212	\$0	\$170,165	\$318,377
Project	Budget			
<i>Overlays</i>	\$ -			
<i>Chip Seal</i>	\$ -			
<i>Other Seals</i>	\$ -			
<i>Patching/Street Maintenance/Operations</i>	\$ 150,292			
<i>Equipment/Asphalt Roller</i>	\$ -			
<i>Reserve for Next Fiscal Year</i>	\$ 168,085			
Total Projects	<u>\$ 318,377</u>			
Balance	\$ -			

<u>Supplemental Street Maintenance Program</u>	\$99,758	\$0	\$114,534	\$214,292
Project	Budget			
<i>Overlays</i>	\$ -			
<i>Chip Seal</i>	\$ -			
<i>Other Seals</i>	\$ -			
<i>Patching/Street Maintenance/Operations</i>	\$ 101,158			
<i>Reserve for Next Fiscal Year</i>	\$ 113,134			
Total Projects	<u>\$ 214,292</u>			
Balance	\$ -			

Flexible Program \$452,832 \$0 \$284,699

Project	Budget
<i>Impound for MCTA Matching Projects</i>	\$ 284,699
<i>Chowchilla Blvd Rehabilitation</i>	\$ 400,000
<i>Reserve for future projects</i>	\$ 52,832
Total Projects	\$ 737,531
<i>Balance</i>	\$ -

ADA Compliance \$31,294 \$969 \$6,545 **\$37,839**

Project	Budget
<i>Humboldt Storm Drain Improvement Project</i>	\$ 26,263
<i>Reserve for Next Fiscal Year</i>	\$ 11,756
Total Projects	\$ 37,839
<i>Balance</i>	\$ -

Transit Enhancement Program (Public) **Carryover** **Excess** **Allocation** **Available**
 \$39,888 \$3,548 \$23,964 **\$63,852**

Project	Budget
<i>CATX Bus Purchase</i>	\$ 24,392
<i>Reserve for Next Fiscal year</i>	\$ 39,460
Total Projects	\$ 63,852
<i>Balance</i>	\$ -

ADA / Seniors / Paratransit \$3,705 \$0 \$2,225 **\$5,930**

Project	Budget
<i>Reserve for Next Fiscal Year</i>	\$ 5,930
Total Projects	\$ 5,930
<i>Balance</i>	\$ -

Environmental Enhancement Program **Carryover** **Excess** **Allocation** **Available**
Total for all Sub-programs \$43,593 \$0 \$26,179 **\$69,772**

Project	Budget
<i>Reserve for future projects</i>	\$ 69,772
Total Projects	\$ 69,772
<i>Balance</i>	\$ -

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REPORTS

End of Year Reports

Madera County Transportation Authority



Madera County Transportation Authority End of Year Report will be included in the
Final FY 2022-23 Annual Work Program

End of Year Reports

County of Madera

County of Madera End of Year Report will be included in the
Final FY 2022-23 Annual Work Program

End of Year Reports

City of Madera

City of Madera End of Year Report will be included in the
Final FY 2022-23 Annual Work Program

End of Year Reports

City of Chowchilla

City of Chowchilla End of Year Report will be included in the
Final FY 2022-23 Annual Work Program

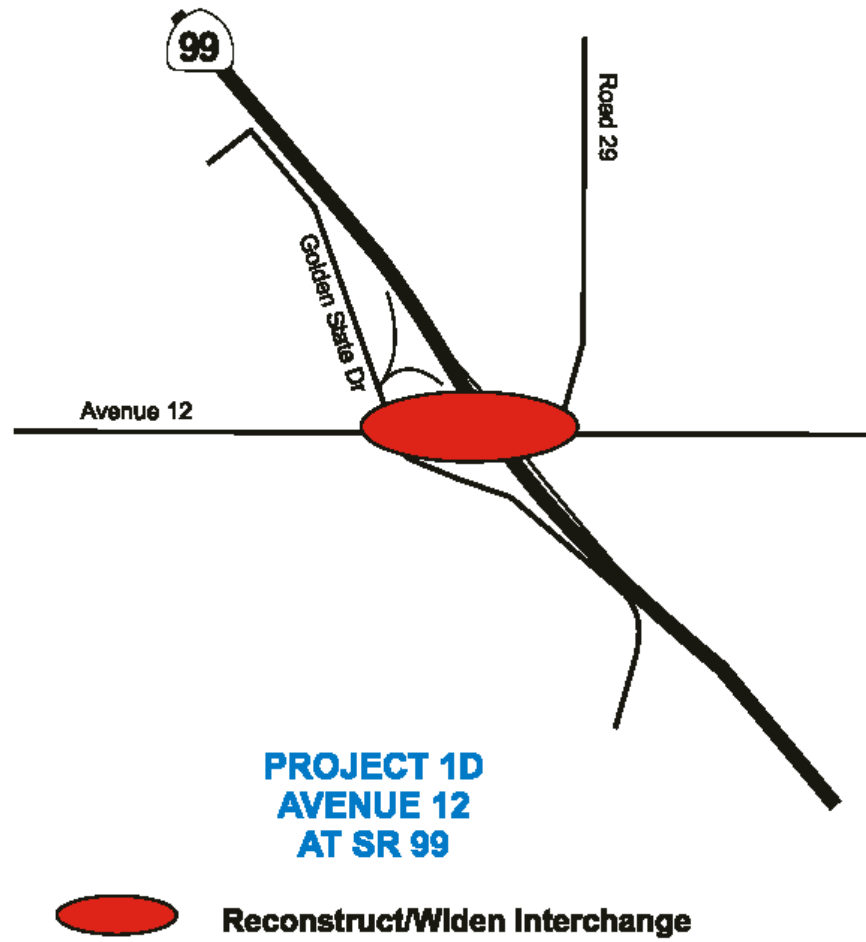
Other Reports

Measure T Fiscal Year Receipts from BOE

Year	Month	Monthly Advance	Adjust to Actual	Quarterly Interest	Monthly Totals	Misc Revenues	Annual Proceeds	Misc Expenditures	Net Proceeds	BOE Admin Fee	
2021	Jul	950,000	551,080.37		1,501,080.37					28810	
	Aug	-	1,405,514.82		1,405,514.82						
	Sep	894,100	233,034.33		1,127,134.33						
	Oct	866,500	457,243.70		1,323,743.70						
	Nov	-	1,504,942.05		1,504,942.05						28,810
2022	Dec	817,600	219,340.76		1,036,940.76					28,810	
	Jan	867,000	145,717.09		1,012,717.09						
	Feb	-	1,779,179.53		1,779,179.53						
	Mar	831,400	194,194.18		1,025,594.18						
	Apr	855,300	188,131.86		1,043,431.86						
	May	-	1,744,773.60		1,744,773.60						37,880
	Jun	956,800			956,800.00						
		7,038,700.00	8,423,152.29	-	15,461,852.29	-	15,461,852.29	-	15,461,852.29	124,310	

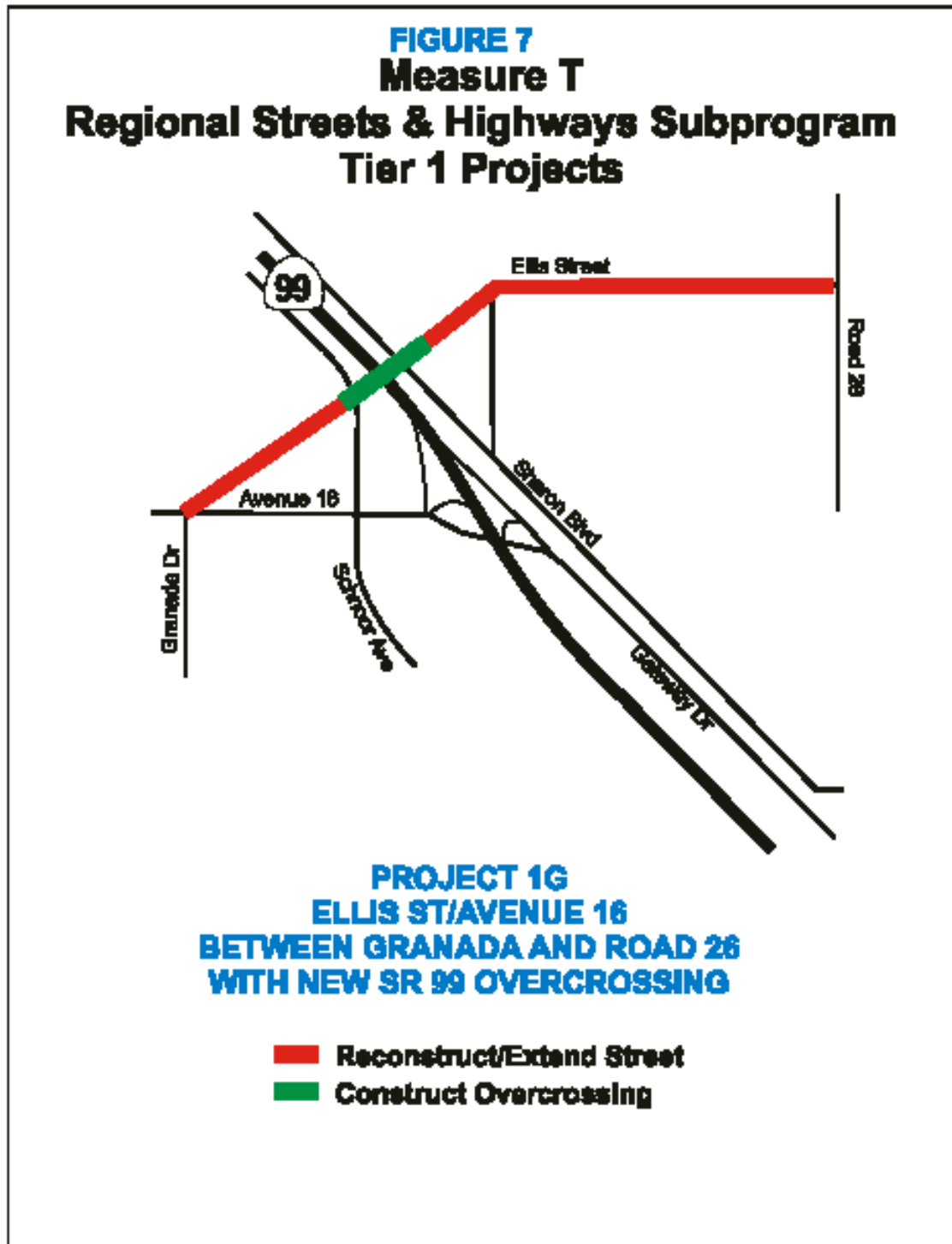
APPENDIX

FIGURE 4
Measure T
Regional Streets & Highways Subprogram
Tier 1 Projects



VRPA Technologies, Inc.

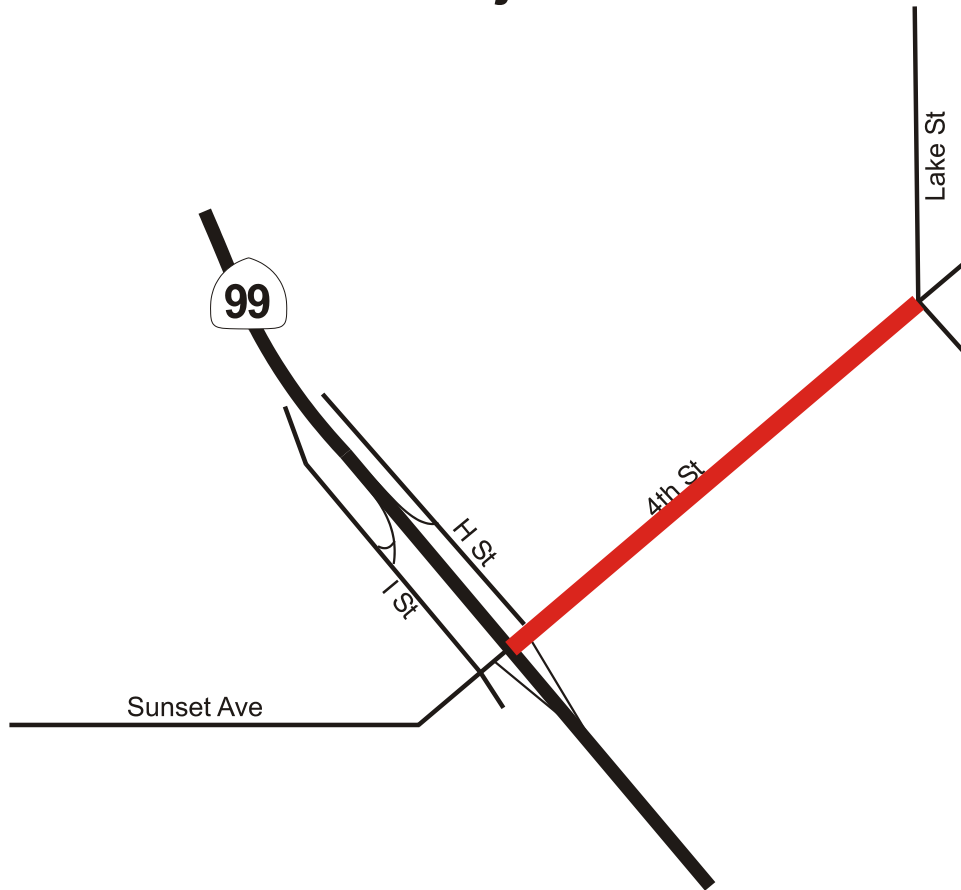
Map of Avenue 12 Interchange Project



VRPA Technologies, Inc.

Map of Ellis Street Overcrossing Project

FIGURE 14
Measure T
Regional Streets & Highways Subprogram
Tier 1 Projects

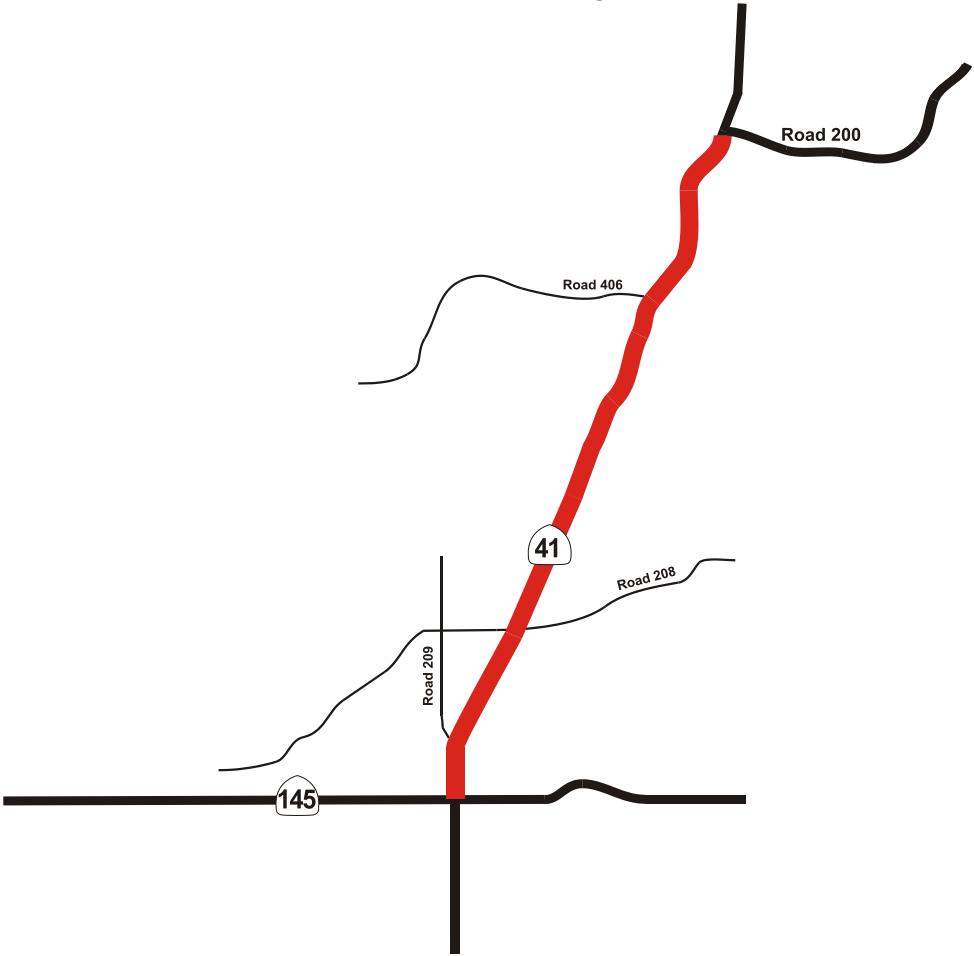


PROJECT 1N
4TH AVENUE
BETWEEN SR 99 AND LAKE ST

■ Reconstruct/Widen From 2 to 4 Lanes with Railroad Crossing

Map of 4th Street Widening

FIGURE 1 Measure T Regional Streets & Highways Subprogram Tier 1 Projects



PROJECT 1A SR 41 BETWEEN SR 145 AND ROAD 200

Construct Passing Lanes

Map of SR 41 Passing Lanes

Map of Oakhurst Mid-Town Connector

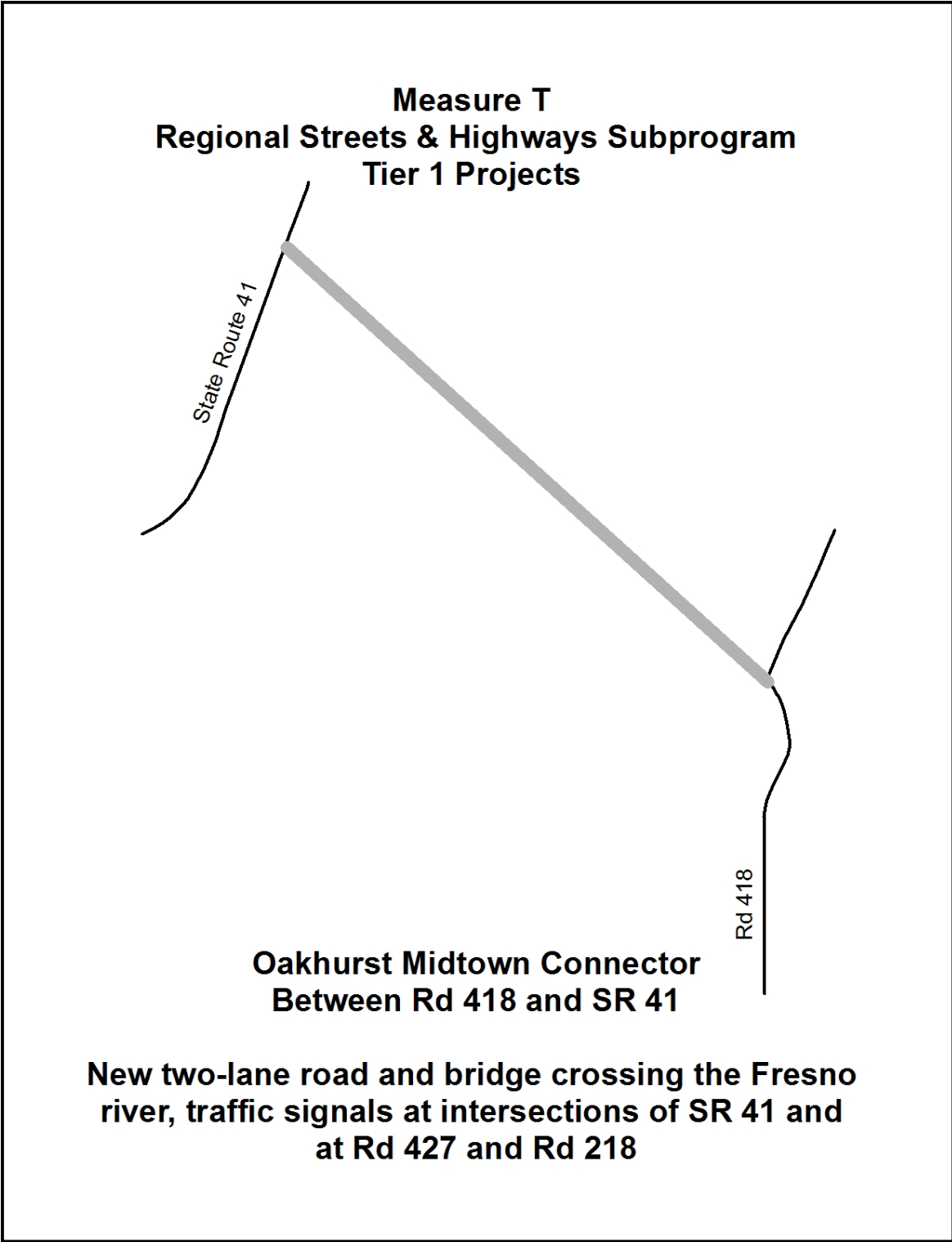
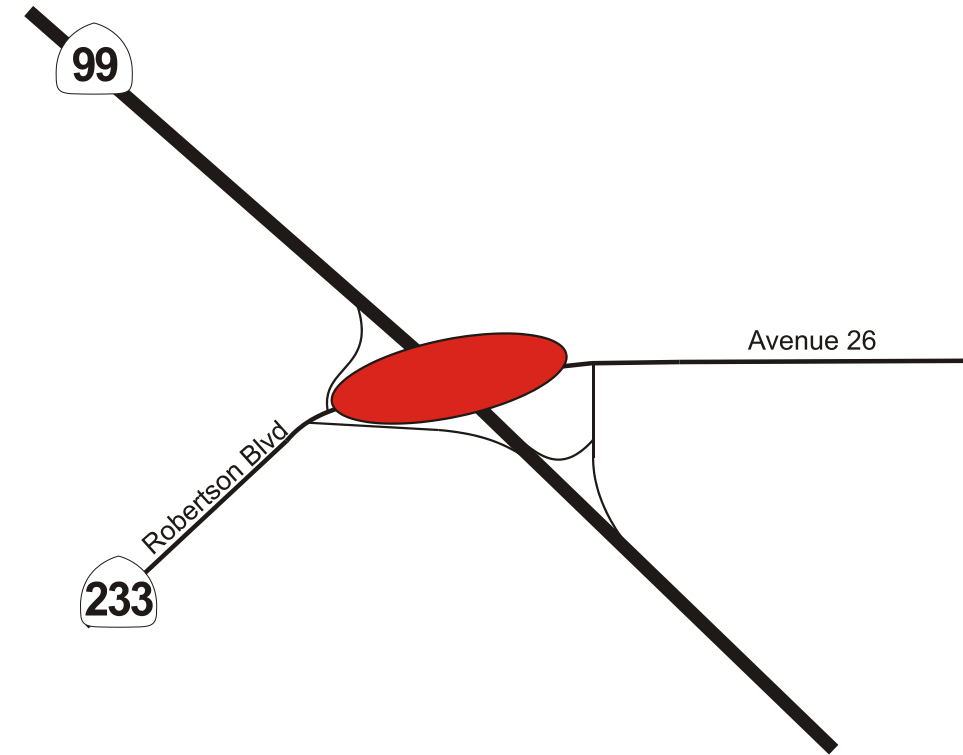


FIGURE 6
Measure T
Regional Streets & Highways Subprogram
Tier 1 Projects



PROJECT 1F
SR 233
AT SR 99

 **Reconstruct/Widen Interchange**

Madera 2022 STIP Program

Madera																		
Agency	Rte	PPNO	Project	Ext	Del.	Voted	Total	Prior	Project Totals by Fiscal Year					Project Totals by Component				
									22-23	23-24	24-25	25-26	26-27	R/W	Const	E & P	PS&E	R/W Sup
Highway Projects:																		
Madera CTC		6L05	Planning, programming, and monitoring			May-21	79	79	0	0	0	0	0	0	79	0	0	0
Madera CTC		6L05	Planning, programming, and monitoring				313	78	78	78	79	0	0	0	313	0	0	0
Total Programmed or Voted since July 1, 2020							392	157	78	78	79	0	0	0	392	0	0	0
COVID Projects:																		
Caltrans	99	6297	South of Madera, Ave 7-Ave 12, 6-lane widen (RIP)(20S-26)				832	832	0	0	0	0	0	602	0	0	0	230
Madera CTC		6L05	Planning, programming, and monitoring (20S-26)				44	44	0	0	0	0	0	0	44	0	0	0
Total 2021 Mid-Cycle STIP Programming							875	875	0	0	0	0	0	602	44	0	0	230
PROPOSED 2022 PROGRAMMING																		
Highway Project Proposals:																		
Madera CTC		6L05	Planning, programming, and monitoring				-235	0	-78	-78	-79	0	0	0	-235	0	0	0
Madera CTC		6L05	Planning, programming, and monitoring				373	0	78	78	73	72	72	0	373	0	0	0
Subtotal, Highway Proposals							138	0	0	0	-6	72	72	0	138	0	0	0
Total Proposed 2022 STIP Programming							138											
Balance of STIP County Share, Madera																		
							Total County Share, June 30, 2021	(6,167)										
							Total Now Programmed or Voted Since July 1, 2020	392										
							Unprogrammed Share Balance	0										
							Share Balance Advanced or Overdrawn	6,559										
							Proposed New Programming	138										
							COVID Programming	875										



2001 Howard Road, Suite 201 Madera, CA 93637



STAFF REPORT
Board Meeting of June 22, 2022

AGENDA ITEM: 10-D

PREPARED BY: Troy McNeil, Deputy Director/Fiscal Supervisor

SUBJECT:

Financial Advisory Services On-call Agreement

Enclosure: Yes

Action: Approve On-call agreement with KNN Public Finance

SUMMARY:

The Commission previously had an On-call agreement with KNN Public Finance to provide financial advisory services for the Measure program. KNN also assisted in the issuance of two bonds in 2009 and 2010. The On-call agreement expired on June 30, 2017. Staff desires to reestablish the On-call agreement starting July 1, 2022 for a new 3-year period in an amount not to exceed \$30,000 for non-transaction on-call financial advisory services. The proposed detailed scope of services and fee schedule are attached to this item.

FISCAL IMPACT:

No fiscal impact to the approved 2021-22 Overall Work Program and Budget. The budget for FY 2022-23 will be amended, if approved.

EXHIBIT A: SCOPE OF SERVICES

Task #1: Sales Tax Measure Planning

- Review new sales tax measure authorizing ordinance and bonding provisions therein.
- Review and refine preliminary cash flow model to guide Expenditure Plan project delivery expectations (as may be needed).
- Evaluate and assist in refining the Expenditure Plan's financial goals and policies and implementation schedule.
- Assist in regional project prioritization considering estimated sale tax revenue resources and other transportation matching funds.
- Offer expertise on sales tax revenue bond issuances and considerations.
- Advise on debt capacity, including size and timing of possible debt issuances.
- Assist in developing debt or other policies that may be included in the Expenditure Plan.

Task #2: On-Going Advisory Services

- Develop and maintain the sales tax measure cash flow model.
- Review capital expenditure plans, evaluate debt capacity, and develop financing plan alternatives.
- Conduct and evaluate sales tax revenue forecasting and sensitivities.
- Evaluate and assist in the ongoing refinement to the Strategic Plan's financial and cash flow principles, goals and protocols; assist in the identification of financing alternatives and recommend adjustments where appropriate.
- Review financial alternatives and scenarios available to COMMISSION and make recommendations on specific strategies to meet financial and policy principles within the Strategic Plan.
- Establish goals and protocols including size and timing of recommended debt issuances and appropriate debt issuance instruments.
- Assist in drafting financial sections of Strategic Plan updates, as may be desired.
- Provide knowledge of tax-exempt bond market and expertise on available financing tools and resources.
- Provide educational public finance workshops to COMMISSION staff and Board Members.
- Provide written and oral reports for COMMISSION staff and Board Members, as directed.
- Assist in developing debt or other policies.

- Evaluate proposals and ideas provided to COMMISSION by underwriters or other market participants.
- Provide other “On-Call” municipal advisory related services, as necessary.

Task #3: Transaction Services for Bonds and Other Financings

- Create and manage the Financing Schedule and Distribution List.
- Assist in developing or refining plan of finance – i.e., projects to be financed, financing term, interest rate mode, etc.
- Prepare debt service numbers under different financing and market scenarios.
- Assist in determining method of sale (i.e., competitive, negotiated, direct purchase, state/federal loan).
- Conduct request for proposal process for counsel, underwriter(s), trustee, and/or other financing team members, as necessary.
- Participate in development and review of legal documentation for the financing.
- If a public bond offering, assist with the development and review of the preliminary official statement.
- Attend due diligence, working group, and COMMISSION Board meetings, as necessary.
- Assist determination of key parameters for Board financing approvals and authorizing resolutions.
- Manage the rating process for the financing. Prepare rating agency presentation materials and accompany COMMISSION staff to meetings, as necessary.
- Assess the viability of bond insurance and surety bond policies, and if necessary, manage the process of obtaining and negotiating commitments.
- Monitor tax-exempt and taxable market conditions.
- Coordinate timing of sale for the financing.
- For competitive sale, review Official Notice Inviting Bids, Official Notice of Sale, conduct pre-pricing market-update call, take lead in marketing of transaction to competitive underwriters, coordinate timing and logistics of competitive bid, including confirmation of bids on day of sale.
- For negotiated sale, conduct underwriter RFP solicitation process, negotiate takedown and marketing plan, coordinate pricing activities including pricing comparables, secondary market trades, and make recommendations to COMMISSION staff regarding scale adjustments.
- Coordinate closing activities, including drafting Closing Wiring Instructions Memorandum.
- Provide post-closing report.

EXHIBIT B: FEE SCHEDULE

I. Hourly Fee Schedule

For the Scope of Services set forth in **EXHIBIT A** under Task #1 and Task #2, CONTRACTOR would be paid based on the following hourly rates, subject to annual increases not to exceed 3% per year:

<u>Title</u>	<u>Hourly Rate</u>
Senior Managing Director / Managing Director	\$375
Director	\$355
Vice President	\$325
Assistant Vice President	\$285
Associate	\$245
Analyst	\$215

II. Transaction Fee Schedule for Bond and Other Financings

For the transaction services set forth in **EXHIBIT A** under Task #3, CONTRACTOR will be paid a fixed transaction fee contingent on the successful pricing and closing of the financing. Such fees shall set forth in an Amendment to the Agreement, in advance of the transaction and at the time the plan of finance is known. See **EXHIBIT C** for disclosure regarding contingent compensation.

III. Reimbursable Expenses

CONTRACTOR would seek reimbursement for actual out-of-pocket travel expenses and other costs associated with on-call advisory and transaction engagements, including color copying, outside printing and copying, conference calls, and outside sources of data. Included in these expenses is \$550 data charge for access to Bloomberg, TM3, and DBC subscription services, when utilized. CONTRACTOR shall obtain prior written authorization from the COMMISSION's Contract Manager, or designee.



STAFF REPORT
Board Meeting of June 22, 2022

AGENDA ITEM: 10-E

PREPARED BY: Patricia Taylor, Executive Director

SUBJECT:

Continuation of Teleconferenced Meetings – Resolution 21-1 Amendment No. 9

Enclosure: Yes

Action: Approve Continuation of Teleconferenced Meetings by Resolution 21-1 Amendment No. 9

SUMMARY:

In accordance with recent amendments to the Brown Act open meetings law (AB 361), it is recommended that the MCTA Policy Board approve Resolution 21-1 Amendment No. 9, allowing for continued remote teleconferenced public meetings for all MCTA Policy Board and its Committees based upon a continued state of emergency related to the COVID-19 pandemic as well as recommendations from state officials regarding social distancing.

FISCAL IMPACT:

No fiscal impact to the approved 2021-22 Overall Work Program and Budget.

**BEFORE
THE COMMISSIONERS OF THE
MADERA COUNTY TRANSPORTATION AUTHORITY
COUNTY OF MADERA, STATE OF CALIFORNIA**

In the matter of
**FINDING OF A PROCLAMATION OF A STATE
OF EMERGENCY BY THE GOVERNOR'S
ORDER DATED 3-4-20 PERSISTS, AND
AUTHORIZING REMOTE TELECONFERENCE
MEETINGS OF THE POLICY BOARD AND ITS
COMMITTEES OF THE MADERA COUNTY
TRANSPORTATION AUTHORITY FOR THE
PERIOD OF JULY 1 THROUGH JULY 31, 2022,
PURSUANT TO BROWN ACT PROVISIONS**

Resolution No.: **21-1
Amendment No. 9**

WHEREAS, the Madera County Transportation Authority (Authority) is committed to preserving and nurturing public access and participation in meetings of the Policy Board and its committees; and

WHEREAS, all meetings of the Authority are open and public, as required by the Ralph M. Brown Act (Cal. Gov. Code 54950 – 54963), so that any member of the public may attend, participate, and watch the Authority conduct their business; and

WHEREAS, the Brown Act, Government Code section 54953(e), makes provisions for remote teleconferencing participation in meetings by members of a legislative body, without compliance with the requirements of Government Code section 54953(b)(3), subject to the existence of certain conditions; and

WHEREAS, a required condition is that a state of emergency is declared by the Governor pursuant to Government Code section 8625, proclaiming the existence of conditions of disaster or of extreme peril to the safety of persons and property within the state caused by conditions as described in Government Code section 8558; and

WHEREAS, a proclamation is made when there is an actual incident, threat of disaster, or extreme peril to the safety of persons and property within the jurisdictions that are within the Madera County's boundaries, caused by natural, technological, or human-caused disasters; and

WHEREAS, it is further required that state or local officials have imposed or recommended measures to promote social distancing, or, the legislative body meeting in person would present imminent risks to the health and safety of attendees; and

WHEREAS, the Policy Board previously adopted Resolution 21-1 on September 30, 2021, finding that the requisite conditions exist for the Policy Board and its committees to conduct remote teleconference meetings without compliance with paragraph (3) of subdivision (b) of section 54953; and

WHEREAS, such conditions now exist in Madera County, specifically, a state of emergency has been declared due to the COVID-19 pandemic; and

WHEREAS, State and local officials continue to recommend social distancing measures to help combat the spread; and

WHEREAS, the Policy Board does hereby find that the COVID-19 state of emergency has caused, and will continue to cause, conditions of peril to the safety of persons within Madera County that are likely to be beyond the control of services, personnel, equipment, and facilities of the Authority; and

WHEREAS, as a consequence of the emergency, the Policy Board does hereby find that the Policy Board of Madera County Transportation Authority and all of its committees shall conduct their meetings without compliance with paragraph (3) of subdivision (b) of Government Code section 54953, as authorized by subdivision (e) of section 54953, and that such the Authority shall comply with the requirements to provide the public with access to the meetings as prescribed in paragraph (2) of subdivision (e) of section 54953; and

WHEREAS, measures have been taken to ensure access for the public including the ability to participate virtually and provide comment.

NOW, THEREFORE, THE POLICY BOARD OF THE MADERA COUNTY TRANSPORTATION AUTHORITY DOES HEREBY RESOLVE AS FOLLOWS:

Section 1. Recitals. The Recitals set forth above are true and correct and are incorporated into this Resolution by this reference.

Section 2. Affirmation that Local Emergency Persists. The Policy Board hereby considers the conditions of the state of emergency in Madera County and proclaims that a local emergency persists.

Section 3. Re-ratification of Governor's Proclamation of a State of Emergency. The Policy Board ratifies that the Governor of the State of California issued a Proclamation of a State of Emergency, effective as of its issuance date of March 4, 2020, which remains in effect.

Section 4. Imminent Public Health and Safety Risk. The Policy Board finds that as a result of the emergency, meeting in person could present imminent risks to the health or safety of attendees.

Section 5. Remote Teleconference Meetings. The Executive Director and the Policy Board of Madera County Transportation Authority are hereby authorized and directed to take all actions necessary to carry out the intent and purpose of this Resolution including, conducting open and public meetings in accordance with Government Code section 54953(e) and other applicable provisions of the Brown Act.

Section 6. Effective Date of Resolution. This Resolution shall take effect immediately upon its adoption and shall be effective until the earlier of (i) November 30, 2021, or such time the Policy Board adopts a subsequent resolution in accordance with Government Code section 54953(e)(3) to extend the time during which the Policy Board of Madera County Transportation Authority may continue to teleconference without compliance with paragraph (3) of subdivision (b) of section 54953.

The foregoing resolution was adopted this 22nd day of June, 2022 by the following vote:

Commissioner Tom Wheeler	_____
Commissioner Diana Palmer	_____
Commissioner Cecelia Gallegos	_____
Commissioner Jose Rodriguez	_____
Commissioner Brett Frazier	_____
Commissioner Robert Poythress	_____

Chairman, Madera County Transportation Commission

Executive Director, Madera County Transportation Commission



STAFF REPORT
Board Meeting of June 22, 2022

AGENDA ITEM: 11-A
PREPARED BY: Patricia Taylor, Executive Director

SUBJECT:

Draft Measure T Renewal Investment Plan and Draft Implementing Guidelines

Enclosure: Link to Documents

Action: (1) Circulate and request the local jurisdictions to consider approval of the Draft Measure T Investment Plan and Draft Implementing Guidelines; and (2) Request the Madera County Board of Supervisors to consider by resolution designating the Madera County Transportation Commission to continue serving as the Authority, per PUC 180050; therefore, MCTC would sit as the “Madera County 2027 Transportation Authority” for the purposes of the sales tax measure

SUMMARY:

The Measure T Renewal Steering Committee has completed its work on the Draft Measure T Renewal Investment Plan. The Steering Committee was comprised of community leaders of various public and private backgrounds and elected officials. The Committee was responsible for reviewing related information, considering feedback from the community, assisting in developing the Measure T Renewal Investment Plan, and providing a recommendation to the MCTA Board of Directors.

MCTA staff and its consultant team members, have developed the Draft Measure T Renewal Investment Plan and Draft Implementing Guidelines for public review and comment.

- The *Draft Measure T Renewal Investment Plan* was prepared in consultation with the Measure T Renewal Steering Committee, using feedback from two public opinion polls, online/mail and in-person surveys, workshops, and professional knowledge and expertise. The purpose of the plan is to identify how the expenditure of transportation funds generated through the continuation of Madera County’s half-cent transportation sales tax, until ended by voters, will be allocated to the various transportation programs identified in the plan.
- The *Draft Implementing Guidelines*, prepared by MCTA staff and its consultant team members, aims to help guide the implementation of the Measure T Renewal Investment Plan. The Guidelines will ensure that promises made to Madera County

voters will be kept through a set of requirements specific to each Renewal Plan Program.

The draft documents were released for public review and comment on Friday, June 17, 2022. Access to the draft documents can be found here:

<https://www.maderactc.org/measure/page/2022-measure-t-renewal-investment-plan>

The following is the anticipated schedule for process and adoption of the final documents:

- Wednesday, July 6, 2022 – City of Madera considers approval of the Draft Measure T Renewal Investment Plan and Implementing Guidelines.
- Tuesday, July 12, 2022 – County of Madera considers the following action:
 1. Consider approval of the Draft Measure T Renewal Investment Plan and Implementing Guidelines; and
 2. Consider by resolution approval designating the Madera County Transportation Commission to continue serving as the Authority, per PUC 180050; therefore, MCTC would sit as the “Madera County 2027 Transportation Authority” for the purposes of the sales tax measure.
- Tuesday, July 12, 2022 – City of Chowchilla considers approval of the Draft Measure T Renewal Investment Plan and Implementing Guidelines.
- Wednesday, July 20, 2022 – The MCTA will consider the following actions:
 1. Hold a Public Hearing on the Draft Measure T Renewal Investment Plan and Implementing Guidelines;
 2. Consider approval of the final Measure T Renewal Investment Plan and Implementing Guidelines;
 3. Consider approval of Madera County 2027 Transportation Ordinance No. 2022-01 by Resolution;
 4. Consider approval of Ballot Language; and
 5. Request the following actions from the BOS:
 - a) Request the BOS, by resolution, call for a special election on the matter of the Madera County 2022 Transportation Authority Ordinance No. 2022-01.
 - b) Request that the special election be consolidated with the statewide election to be held on November 8, 2022.
 - c) Indicate that to become law, Madera County 2022 Transportation Authority Ordinance No. 2022-01 shall require a two-thirds majority vote
 - d) Request BOS to consider approval the ballot language by resolution
- Tuesday, July 26, 2022 – The BOS considers the following actions:
 1. Consider approval by resolution, call for a special election on the matter of the Madera County 2022 Transportation Authority Ordinance No. 2022-01.
 2. Include in the resolution that the special election be consolidated with the statewide election to be held on November 8, 2022.

3. Include in the resolution that to become law, Madera County 2022 Transportation Authority Ordinance No. 2022-01 shall require a two-thirds majority vote.
4. Consider approval of ballot language by resolution.

FISCAL IMPACT:

No fiscal impact to the approved 2021-22 Overall Work Program and Budget.