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## Meeting of the Madera County Transportation Commission Policy Board

### **LOCATION**

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

or via ZOOM

<https://us06web.zoom.us/j/82762937734?pwd=YU5IS0VUZ0hCS3RDQXVGT3hTNnFvUT09>

Webinar ID: 827 6293 7734

Passcode: 240977

Telephone: US: +1 408 638 0968

### **DATE**

February 22, 2023

### **TIME**

3:00 PM

### **Policy Board Members**

*The Policy Board meets simultaneously as the Transportation Policy Committee, Madera County Transportation Commission, and Madera County 2006 Transportation Authority.*

Commissioner Waseem Ahmed, Chair  
Commissioner Leticia Gonzalez, Vice Chair  
Commissioner Cecelia Gallegos  
Commissioner Robert Poythress  
Commissioner Jose Rodriguez  
Commissioner David Rogers  
Caltrans District 6

Councilmember, City of Chowchilla  
Madera County Supervisor  
Councilmember, City of Madera  
Madera County Supervisor  
Councilmember, City of Madera  
Madera County Supervisor  
Policy Committee, Participating Agency

### **REASONABLE ACCOMMODATIONS AND ADA**

MCTC has adopted a Reasonable Accommodations Policy that provides a procedure for receiving and resolving requests for accommodation to participate in this meeting (see <https://www.maderactc.org/administration/page/reasonable-accommodations-policy>). If you need assistance in order to attend the meeting, or if you require auxiliary aids or services, e.g., listening devices or signing services to make a presentation to the Board, MCTC is happy to assist you. Please contact MCTC offices at (559) 675-0721 so such aids or services can be arranged. Requests may also be made by email to [sandy@maderactc.org](mailto:sandy@maderactc.org), or mailed to 2001 Howard Road, Suite 201, Madera, CA 93637. Accommodations should be requested as early as possible as additional time may be required in order to provide the requested accommodation; 72 hours in advance is suggested.

### **AGENDA**

At least 72 hours prior to each regular MCTC Policy 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.

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### **RECORD OF THE MEETING**

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### **PUBLIC COMMENT**

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## 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. **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.

##### 4-A. Initiate FY 2023-24 Unmet Transit Needs Public Hearing Process

**Enclosure:** Yes

**Action:** Information and Discussion Only

##### 4-B. Social Service Transportation Advisory Council (SSTAC) Meetings Update

**Enclosure:** Yes

**Action:** Information and Discussion Only

##### 4-C. Notice of Vacancy on the Social Services Transportation Advisory Council (SSTAC)

**Enclosure:** Yes

**Action:** Direction may be provided



[4-D.](#) MCTC 2023 Federal Transportation Improvement Program (FTIP) Amendment No. 2 – (Type 3 – Formal)

**Enclosure:** No

**Action:** Ratify

[4-E.](#) San Joaquin Valley 2023 Policy Conference

**Enclosure:** Yes

**Action:** Information and Discussion Only

[4-F.](#) 2023 San Joaquin Valley Blueprint Awards Call for Nominations

**Enclosure:** Yes

**Action:** Information and Discussion Only

[4-G.](#) San Joaquin Valley Blueprint Awards Nomination – MCTC to nominate Supervisor Robert Poythress for Outstanding San Joaquin Valley Elected Official

**Enclosure:** No

**Action:** Direct staff to prepare nomination package and letter of support to nominate Supervisor Robert Poythress for Outstanding San Joaquin Valley Elected Official

[4-H.](#) Clean California Local Grant Program (CCLGP) Cycle 2 Call for Projects

**Enclosure:** No

**Action:** Information and Discussion Only

[4-I.](#) County of Madera Comprehensive Safety Action Plan Development Project – Awarded \$492,000 through the U.S. Department of Transportation Safe Streets and Roads for All (SS4A)

**Enclosure:** No

**Action:** Information and Discussion Only

[4-J.](#) Performance Measure 1: Safety Target Acceptance

**Enclosure:** Yes

**Action:** Adopt the Statewide Targets for all Five Safety Performance Measures for 2023

[4-K.](#) Performance Measure (PM) 3 Targets 2022-2025 Coordination

**Enclosure:** Yes

**Action:** Information and Discussion Only

[4-L.](#) San Joaquin Joint Power Authority (SJJPA) and San Joaquin Regional Rail Commission (SJRCC) Letters of Support for Commuter Rail Funding

**Enclosure:** Yes

**Action:** Information and Discussion Only

[4-M.](#) Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) Allocation Request– Resolution 23-01

**Enclosure:** Yes

**Action:** Approve Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) Project Listing – Resolution 23-01

[4-N.](#) 2023 MCTC State Legislative Platform

**Enclosure:** Yes

**Action:** Approve 2023 MCTC State Legislative Platform

[4-O.](#) Draft 2023 San Joaquin Valley Regional Policy Council State Legislative Platform

**Enclosure:** Yes

**Action:** Information and Discussion Only

[4-P.](#) Potential 2020 Census Impacts for Federal Transit Administration (FTA) Programs

**Enclosure:** No

**Action:** Information and Discussion Only

[4-Q.](#) Fiscal Year 2024 Appropriations Requests – Senator Feinstein

**Enclosure:** No

**Action:** Information and Discussion Only

[4-R.](#) Fiscal Year 2024 Appropriations Requests – Senator Padilla

**Enclosure:** No

**Action:** Information and Discussion Only

## 5. TRANSPORTATION ACTION/DISCUSSION ITEMS

NONE

## MCTC SITTING AS THE MADERA COUNTY TRANSPORTATION COMMISSION

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

## 7. ADMINISTRATIVE CONSENT ITEMS

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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.

[7-A.](#) Executive Minutes – January 18, 2023

**Enclosure:** Yes

**Action:** Approve January 18, 2023, meeting minutes

[7-B.](#) Transportation Development Act (LTF and STA) Allocations – Resolution 22-09 Amendment No. 2, and Resolution 22-10 Amendment No. 3

**Enclosure:** Yes

**Action:** Approve Resolution 22-09 Amendment No. 2, and Resolution 22-10 Amendment No. 3

[7-C.](#) Transportation Development Act (TDA): Local Transportation Fund (LTF), State Transit Assistance (STA), and State of Good Repair (SGR) FY 2023-24 Estimates

**Enclosure:** Yes

**Action:** Information and Discussion Only

**8. ADMINISTRATIVE ACTION/DISCUSSION ITEMS**

[8-A.](#) FY 2023-24 Draft Overall Work Program and Budget

**Enclosure:** No

**Action:** Authorize circulation of Draft 2023-24 Overall Work Program and Budget for agency review

**MCTC SITTING AS THE MADERA COUNTY 2006 TRANSPORTATION AUTHORITY**

**9. AUTHORITY – ADMINISTRATIVE CONSENT ITEMS**

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**NONE**

**10. AUTHORITY – ACTION/DISCUSSION ITEMS**

10-A. Measure T Citizens' Oversight Committee Member Appointment

**Enclosure:** Yes

**Action:** Appoint Max Rodriguez as a representative for District 4 to the Measure T Citizens' Oversight Committee

## OTHER ITEMS

**11. MISCELLANEOUS**

11-A. Items from Staff

11-B. Items from Caltrans

11-C. Items from Commissioners

**12. CLOSED SESSION**

**NONE**

**13. ADJOURNMENT**

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



**STAFF REPORT**  
Board Meeting of February 22, 2023

**AGENDA ITEM:** 4-A

**PREPARED BY:** Nicholas Dybas, Associate Regional Planner

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**SUBJECT:**

Initiate FY 2023-24 Unmet Transit Needs Public Hearing Process

**Enclosure:** Yes

**Action:** Information and Discussion Only

**SUMMARY:**

The Transportation Development Act (TDA) requires that the Madera County Transportation Commission (MCTC) Policy Board determine that public transportation needs within Madera County will be reasonably met in FY 2023-24 prior to approving claims of Local Transportation Funds (LTF) for streets and roads. The MCTC's Social Service Transportation Advisory Council (SSTAC) is responsible for evaluating unmet transit needs. Each year, the SSTAC begins the process of soliciting comments from the public by sending letters to agencies and individuals interested in providing feedback on their public transportation needs within Madera County. The request for comment letters, included in your package, will be mailed in late February 2023.

MCTC's Unmet Transit Needs public hearing is scheduled as follows:

**PUBLIC HEARING – Wednesday, April 19, 2023, at 3:00 p.m.**

This public hearing will be in person and via Zoom using the April MCTC Board Meeting [link](#)

MCTC staff strongly encourages the public to submit their unmet transit need comments via the unmet transit needs [survey](#), email, regular mail, or by phone. MCTC staff will present each comment to the Policy Board during the April public hearing so that all comments are heard during this process.

A Spanish language interpreter will also be available for those who wish to testify in Spanish. A public notice will be printed in the local newspapers and fliers will be distributed throughout the community publicizing the hearing.

Contact information: [nicholas@maderactc.org](mailto:nicholas@maderactc.org), 2001 Howard Road, Suite 201, Madera, CA 93637, or call (559) 675 0721 ext. 6.

**FISCAL IMPACT:**

No fiscal impact to the approved 2022-23 Overall Work Program and Budget.

February 23, 2023

**TO:** Interested Individuals and Organizations

**FROM:** Nicholas Dybas, Associate Regional Planner  
Social Service Transportation Advisory Council

**SUBJECT:** Unmet Public Transportation Needs

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The Madera County Transportation Commission (MCTC), as a federally designated regional transportation planning agency (RTPA), is responsible for annually assuring that public transportation needs are being “reasonably met.”

The MCTC’s Social Service Transportation Advisory Council (SSTAC) was established, consistent with State Law (SB 498, 1987), to address transit issues within Madera County. It comprises a broad representation of social service agencies, transit operators and users, and is responsible for forwarding recommendations to the MCTC Policy Board regarding transit service deficiencies and issues.

Each year the MCTC conducts an extensive process to plan, program, analyze, and evaluate existing and potential general public and social service transit services within Madera County. The results are to be consistent with the adopted Regional Transportation Plan and its supporting implementation, technical, and budgeting documents.

Despite thorough involvement from elected officials, administrative staff, technical staff, private and public sector representatives, union representatives, social service agency staff and clients, and general public representatives, we encourage organizations and individuals such as you to contribute comments.

If you are aware of a specific transit need that is not currently being met by one of the existing general public, social service, or private sector operators, we request that you submit appropriately detailed documentation to assist staff in evaluating the potential for additional transit service. Our initial evaluation criteria include:

- service area boundary;
- specific origin and destination information;
- trip times and frequency;
- estimate of potential patrons or clients who intend to utilize the service on an infrequent, regular, and/or consistent basis;
- special needs of ambulatory and/or disabled passengers;
- ability, source of funding, and potential constraints in paying required share of transit expenditures and/or subsidized fares.

If adherence to minimum urban/rural performance standards (passenger per hour, passengers per mile, cost per passenger, cost per hour, cost per mile and farebox recovery) is possible, then an in-depth service proposal may be developed by staff for further consideration.

Following the April 19, 2023, legally noticed Public Hearing, the SSTAC will consider all information collected during the process and make a determination and recommendation regarding “unmet transit needs” to the MCTC Policy Board at its next scheduled meeting on May 17, 2023. An assurance, or finding, is necessary prior to the approval and allocation of State Transportation Development Act funds for transit and/or street and roads projects to transit operators and MCTC member agencies.

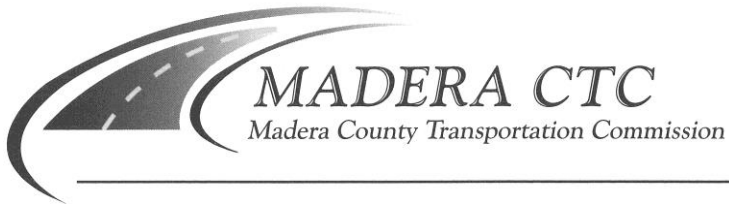
If you have any specific written comments, please forward them to me, with the aforementioned supporting information.

Nicholas Dybas, Associate Regional Planner  
Madera County Transportation Commission  
2001 Howard Road, Suite 201  
Madera, California 93637

You may also submit comments via email, phone call, by mail, or in person. If you have any questions about the Unmet Transit Needs process, please do not hesitate to contact me at: 559-675-0721 ext. 6 or [nicholas@maderactc.org](mailto:nicholas@maderactc.org)

Thank you for your assistance and I look forward to hearing from you.





2001 Howard Road, Suite 201  
Madera, California 93637

Office: 559-675-0721 Fax: 559-675-9328  
Website: [www.maderactc.org](http://www.maderactc.org)

Febrero 23 del 2023

**PARA:** Organizaciones y personas interesadas

**DE:** Nicholas Dybas, Planificador de transporte  
Consejo Asesor de Transporte de los Servicios Sociales

**ASUNTO:** Necesidades de transporte

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La Comisión de Transporte del Condado de Madera (MCTC), como agencia de planificación de transporte regional designada a nivel federal, es responsable de asegurarse anualmente de que las necesidades de transporte público estén siendo “razonablemente cubiertas”.

En conformidad con la Ley estatal (SB 498, 1987), se estableció el Consejo Asesor de Transporte de los Servicios Sociales (SSTAC) de la MCTC con el fin de abordar los problemas de transporte en el Condado de Madera. El Consejo incluye una amplia representación de las agencias de los servicios sociales, los operadores de transporte y los usuarios, y tiene la responsabilidad de enviar recomendaciones al Comité de Política de la MCTC respecto de los problemas y las deficiencias en el servicio de transporte.

Cada año, la MCTC lleva a cabo un exhaustivo proceso para planificar, programar, analizar y evaluar los servicios de transporte de los servicios sociales y públicos generales, tanto existentes como posibles, dentro del Condado de Madera. Los resultados deben ser coherentes con el Plan de transporte regional adoptado y los documentos de implementación, técnicos y presupuestarios que lo respaldan.

Además de la participación activa de los funcionarios electos, el personal administrativo, el personal técnico, los representantes públicos y privados, los representantes de los sindicatos, el personal de la agencia de servicios sociales, los clientes y los representantes del público en general, alentamos a las organizaciones y las personas como usted a que participen con sus comentarios.

Si conoce una necesidad específica de transporte que no esté siendo cubierta en la actualidad por medio de uno de los operadores existentes del sector privado, los servicios

sociales o el sistema público general, le pedimos que envíe un documento correctamente detallado para ayudar al personal a evaluar posibles servicios de transporte adicionales. Nuestros criterios de evaluación inicial incluyen los siguientes:

- límites de la zona de servicio;
- información sobre el origen y el destino específicos;
- horarios y frecuencia de los viajes;
- cálculo aproximado de los posibles clientes que planean utilizar el servicio de manera poco frecuente, regular o sistemática;
- necesidades especiales de pasajeros ambulatorios y/o discapacitados;
- capacidad, origen de la financiación y posibles limitaciones para abonar la porción necesaria de gastos de transporte y/o tarifas subsidiadas.

Si es posible cumplir con las normas de rendimiento rurales/urbanas mínimas (pasajeros por hora, pasajeros por milla, costo por pasajero, costo por hora, costo por milla y recuperación de la recaudación), el personal debe desarrollar una propuesta de servicio en profundidad para su consideración.

Después de la Audiencia Pública del 19 de abril de 2023, el SSTAC considerará toda la información recolectada durante el proceso, tomará una determinación y elevará una recomendación respecto de las “necesidades de transporte sin cubrir” al Comité de Política de la MCTC durante su siguiente reunión programada, el 17 de mayo de 2023. Es necesaria una conclusión o determinación antes de la aprobación y asignación de fondos según la Ley de Desarrollo de Transporte del Estado para los proyectos de carreteras y calles y/o transporte a los operadores de transporte y las agencias que forman parte de la MCTC.

Si tiene algún comentario escrito específico, envíemelo con la información de respaldo arriba mencionada.

Nicholas Dybas, Planificador de transporte  
Comisión de Transporte del Condado de Madera  
2001 Howard Road, Suite 201  
Madera, California 93637

También puede enviar comentarios por correo electrónico, teléfono, por correo o en persona. Si tiene preguntas acerca del proceso de Necesidades de Transporte Público sin Cubrir, no dude en comunicarse conmigo al 559-675-0721 ext. 6 o [nicholas@maderactc.org](mailto:nicholas@maderactc.org).

Gracias por su asistencia. Espero recibir noticias tuyas.



**STAFF REPORT**  
Board Meeting of February 22, 2023

**AGENDA ITEM:** 4-B

**PREPARED BY:** Nicholas Dybas, Associate Regional Planner

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**SUBJECT:**

Social Service Transportation Advisory Council (SSTAC) Meetings Update

**Enclosure:** Yes

**Action:** Information and Discussion Only

**SUMMARY:**

The Social Services Transportation Advisory Council (SSTAC) met on Tuesday, August 2, 2022. Five out of nine members were present remotely. Proposed changes to the Unmet Transit Needs (UTN) Comment Form were reviewed.

The SSTAC met on Thursday, November 17, 2022. Seven out of nine members were present remotely. MCTC Staff and the SSTAC Chair pre-screened comments received up to that point and highlighted the ones that were related to transit. Of the one hundred and forty-four (144) comments included in the packet, only twenty-nine (29) were transit comments. The SSTAC, agreed that only those twenty-nine (29) comments were under their purview and those were reviewed to see if they were Unmet Transit Needs. Four (4) were found to be Unmet Transit Needs. However, no action was taken regarding if they were Reasonable to Meet as the pertinent agencies were not present to comment. The SSTAC advised MCTC Staff to send the rest of the comments to the pertinent agencies for their review. The council was also informed of an outreach event at the Pomegranate, Fruit, and Nut Festival held at the Madera Fairgrounds on Saturday, November 5, 2022.

The SSTAC met on Monday, January 30, 2023. Six out of nine members were present in person, and one was present remotely due to personal disability. The Council was informed of the SSTAC vacancy for Representative of Potential Transit Users Who is 60 Years of Age or Older. There was an overview of roles and responsibilities of the SSTAC and SSTAC bylaws. Elections were held for Chair and Vice Chair. Four comments were reviewed to see if they were Unmet Transit Needs that were Reasonable to Meet. The recommendations for them and the previous one hundred and forty comments reviewed at the prior meeting were approved. The SSTAC was also informed that MCTC Staff is preparing to hold UTN workshops in February.

The agendas for each meeting are included with this report.

**FISCAL IMPACT:**

No fiscal impact to the approved 2022-23 Overall Work Program and Budget.



## Meeting of the Social Services Transportation Advisory Council

### LOCATION

Madera County Transportation Commission  
Board Room  
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

August 2, 2022

### TIME

2:30 PM

### **SOCIAL SERVICE TRANSPORTATION ADVISORY COUNCIL MEMBERS**

|                            |  |
|----------------------------|--|
| Frank Simonis, Chair       | Potential Transit User Who is Disabled                           |
| Fern Facchino              | Potential Transit User 60 Years or Older                         |
| Rosalind Esqueda           | Representative of a Transit Provider                             |
| Ellen Moy                  | Representative of a Transit Provider                             |
| Anabel Miranda             | Local Social Provider for Persons of Limited Means               |
| Vincent Parker             | Representative of Local Service Provider for Disabled            |
| Michelle Hernandez         | Representative of Local Social Service Provider for Seniors      |
| Alycia Falley              | Representative of the Local Social Service Provider for Disabled |
| Olga Olivia Saucedo-Garcia | Representative of the Local Service Provider for Seniors         |

*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.*

**Important Notice Regarding COVID 19**

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The meeting of August 2, 2022 will take place remotely in accordance with Government Code Section 54953(e) et seq. (AB 361), and Resolution No. 21-15 Amendment No. 10 as adopted by the Madera County Transportation Commission Policy Board on July 20, 2022. The meeting will be conducted through a hybrid combination of in-person and/or all virtual attendance of the nine members of the SSTAC via teleconference using the Zoom platform. Public is encouraged to use the virtual platform via a computer, tablet, or smartphone.

**Join Zoom Meeting**

<https://us06web.zoom.us/j/84258439915?pwd=aGw0Snk5eE5KNUd2TFVzMkZlFBCUT09>

Meeting ID: 842 5843 9915

Passcode: 968074

One tap mobile

+16699006833,,84258439915#,,,,\*968074# US (San Jose)

+14086380968,,84258439915#,,,,\*968074# US (San Jose)

Dial by your location

1 646 931 3860 US

Meeting ID: 842 5843 9915

Passcode: 968074

Find your local number: <https://us06web.zoom.us/j/84258439915?pwd=aGw0Snk5eE5KNUd2TFVzMkZlFBCUT09>

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## **RECORD OF THE MEETING**

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## Agenda

| Item | Description   | Enclosure | Action     |
|------|---|-----------|------------|
| 1.   | Call to order   |           |            |
| 2.   | Public Comment  |           |            |
| 3.   | Approve Minutes of the May 16, 2022 SSTAC Meeting                 | Yes       | Action     |
| 4.   | Unmet Transit Needs Comment Analysis<br>Comments for review       | Yes       | Action     |
| 5.   | Review of changes to UTN Comment Form                             | Yes       | Discussion |
| 6.   | Discuss Future Meetings<br>2022-2023 Tentative Quarterly Schedule | No        | Discussion |
| 8.   | Miscellaneous   | No        | Discussion |
| 9.   | Adjournment   |           |            |





## Meeting of the Social Services Transportation Advisory Council

### LOCATION

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

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### DATE

November 17, 2022

### TIME

9:00 AM

### **SOCIAL SERVICE TRANSPORTATION ADVISORY COUNCIL MEMBERS**

|                            |  |
|----------------------------|--|
| Frank Simonis, Chair       | Potential Transit User Who is Disabled                           |
| Fern Facchino              | Potential Transit User 60 Years or Older                         |
| Rosalind Esqueda           | Representative of a Transit Provider                             |
| Ellen Moy                  | Representative of a Transit Provider                             |
| Bertha Vega                | Local Social Provider for Persons of Limited Means               |
| Vincent Parker             | Representative of Local Service Provider for Disabled            |
| Michelle Hernandez         | Representative of Local Social Service Provider for Seniors      |
| Alycia Falley              | Representative of the Local Social Service Provider for Disabled |
| Olga Olivia Saucedo-Garcia | Representative of the Local Service Provider for Seniors         |

*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.*

**Important Notice Regarding COVID 19**

Regarding any disruption that prevents the Social Services Transportation Advisory Council (SSTAC) Meeting 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.

The meeting of November 17, 2022 will take place remotely in accordance with Government Code Section 54953(e) et seq. (AB 361), and Resolution No. 21-15 Amendment No. 13 as adopted by the Madera County Transportation Commission Policy Board on October 19, 2022. The meeting will be conducted through a hybrid combination of in-person and/or all virtual attendance of the nine members of the SSTAC via teleconference using the Zoom platform. Public is encouraged to use the virtual platform via a computer, tablet, or smartphone.

**Join Zoom Meeting**

<https://us06web.zoom.us/j/88382256262?pwd=dkFic3p1MUIkS0ZkNRZG5WZz09>

Meeting ID: 883 8225 6262

Passcode: 395877

One tap mobile

+16699006833,,88382256262#,,,,\*395877# US (San Jose)

+14086380968,,88382256262#,,,,\*395877# US (San Jose)

Dial by your location

+1 669 900 6833 US

Meeting ID: 883 8225 6262

Passcode: 395877

Find your local number: <https://us06web.zoom.us/j/88382256262?pwd=dkFic3p1MUIkS0ZkNRZG5WZz09>

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## AGENDA

At least 72 hours prior to each regular MCTC Social Services Transportation Advisory Council meeting, a complete agenda packet is available for review on the MCTC website at <http://www.maderactc.org> and 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 éstos 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

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

## Agenda

| Item | Description   | Enclosure | Action     |
|------|---|-----------|------------|
| 1.   | Call to order   |           |            |
| 2.   | Public Comment  |           |            |
| 3.   | Approve Minutes of the May 16, 2022 SSTAC Meeting           | Yes       | Action     |
| 4.   | Approve Minutes of the August 2, 2022 SSTAC Meeting         | Yes       | Action     |
| 5.   | Unmet Transit Needs Comment Analysis<br>Comments for review | Yes       | Action     |
| 6.   | UTN Outreach at Pomegranate Festival                        | No        | None       |
| 7.   | Discuss Future Meetings<br>Next meeting February 7, 2023    | No        | Discussion |
| 8.   | Miscellaneous   | No        | Discussion |
| 9.   | Adjournment   |           |            |



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## Meeting of the Social Services Transportation Advisory Council

### **LOCATION**

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

or via ZOOM

<https://us06web.zoom.us/j/83563412746?pwd=dW41a1JkeTJLS1VGcC8zdGlnMXBYQT09>

Passcode: 764504

Telephone: US: +1 408 638 0968

Meeting ID: 835 6341 2746

### **DATE**

January 30, 2023

### **TIME**

9:00 AM

### **SOCIAL SERVICE TRANSPORTATION ADVISORY COUNCIL MEMBERS**

|                            |  |
|----------------------------|--|
| Frank Simonis, Chair       | Potential Transit User Who is Disabled                           |
| Fern Facchino, Vice Chair  | Potential Transit User 60 Years or Older                         |
| Rosalind Esqueda           | Representative of a Transit Provider                             |
| Ellen Moy                  | Representative of a Transit Provider                             |
| Bertha Vega                | Local Social Provider for Persons of Limited Means               |
| Vincent Parker             | Representative of Local Service Provider for Disabled            |
| Michelle Hernandez         | Representative of Local Social Service Provider for Seniors      |
| Alycia Falley              | Representative of the Local Social Service Provider for Disabled |
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### REASONABLE ACCOMMODATIONS AND ADA

MCTC has adopted a Reasonable Accommodations Policy that provides a procedure for receiving and resolving requests for accommodation to participate in this meeting (see <https://www.maderactc.org/administration/page/reasonable-accommodations-policy>). If you need assistance in order to attend the meeting, or if you require auxiliary aids or services, e.g., listening devices or signing services to make a presentation, MCTC is happy to assist you. Please contact MCTC offices at (559) 675-0721 so such aids or services can be arranged. Requests may also be made by email to [sandy@maderactc.org](mailto:sandy@maderactc.org), or mailed to 2001 Howard Road, Suite 201, Madera, CA 93637. Accommodations should be requested as early as possible as additional time may be required in order to provide the requested accommodation; 72 hours in advance is suggested.

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**PUBLIC COMMENT**

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## Agenda

| Item | Description   | Enclosure | Action     |
|------|---|-----------|------------|
| 1.   | Call to order   |           |            |
| 2.   | Public Comment  |           |            |
| 3.   | New Member Orientation                                      | Yes       | Discussion |
| 4.   | Election of Officers<br>Chair<br>Vice Chair                 | No        | Action     |
| 5.   | Minutes of the November 17, 2022 SSTAC Meeting              | Yes       | Action     |
| 6.   | Unmet Transit Needs Comment Analysis<br>Comments for review | Yes       | Action     |
| 7.   | Upcoming UTN Workshops in February                          | No        | None       |
| 8.   | Discuss Future Meetings<br>Next meeting May, 2023           | No        | Discussion |
| 9.   | Miscellaneous   | No        | Discussion |
| 10.  | Adjournment   |           |            |





**STAFF REPORT**  
Board Meeting of February 22, 2023

**AGENDA ITEM:** 4-C

**PREPARED BY:** Nicholas Dybas, Associate Regional Planner

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**SUBJECT:**

Notice of Vacancy on the Social Services Transportation Advisory Council (SSTAC)

**Enclosure:** Yes

**Action:** Direction may be provided

**SUMMARY:**

There is a vacancy on the Social Services Transportation Advisory Council (SSTAC) for the Representative of Potential Transit Users Who is 60 Years of Age or Older. The SSTAC is a nine-member council appointed by the MCTC Policy Board to solicit the input of persons who are transit dependent. The SSTAC is convened at least quarterly to conduct public hearings to identify any “unmet transit needs” that are “reasonable to meet” that may exist in Madera County, as required by the Transportation Development Act (TDA). The SSTAC also offers input to the MCTC Governing Board on transit service issues. SSTAC members are appointed to serve a three-year term and may be renewed. The SSTAC is comprised of social service and transit providers representing the elderly, the disabled, and persons of limited means while striving for geographic and minority representation.

The application is included with this report and is available on the MCTC website [here](#).

**FISCAL IMPACT:**

No fiscal impact to the approved 2022-23 Overall Work Program and Budget.



# THE MADERA COUNTY TRANSPORTATION COMMISSION IS SEEKING APPLICATIONS FOR COMMITTEE APPOINTMENT

## Interested in joining the SSTAC?

Call us at (559) 675 0721 x 6 or send us an email to [nicholas@maderactc.org](mailto:nicholas@maderactc.org)

[WWW.MADERACTC.ORG](http://WWW.MADERACTC.ORG)

If you are interested in helping to improve public transit services within the county or know someone who would, please contact the Madera County Transportation Commission office. Those wishing to apply for one of the two vacant Social Services Transportation Advisory Council (SSTAC) positions can contact MCTC staff or access an application on the SSTAC Application webpage:

<https://www.maderactc.org/bc-transportation>

Vacancy to be filled:

- Potential Transit User  
60 Years or Older





# LA COMISIÓN DE TRANSPORTE DEL CONDADO DE MADERA ESTÁ BUSCANDO SOLICITUDES PARA PARTICIPAR EN UN COMITÉ



## ¿Interesado en participar con el SSTAC?



Llámenos al (559) 675 0721 x 6 o mándenos un correo a:  
nicholas@maderactc.org

WWW.MADERACTC.ORG

Si está interesado en ayudar a mejorar los servicios de transporte público dentro del condado o conoce a alguien que lo haría, comuníquese con la oficina de la Comisión de Transporte del Condado de Madera. Aquellos que deseen postularse para uno de los dos puestos vacantes del Consejo Asesor de Transporte de Servicios Sociales (SSTAC) pueden comunicarse con el personal de MCTC o acceder a una solicitud en la página web de Solicitud de SSTAC: <https://www.maderactc.org/bc-transportation>

La vacante por cubrir:

- **Usuario potencial de transporte público de 60 años o más**





**STAFF REPORT**  
Board Meeting of February 22, 2023

**AGENDA ITEM:** 4-D

**PREPARED BY:** Jeff Findley, Principal Regional Planner

---

**SUBJECT:**

MCTC 2023 Federal Transportation Improvement Program (FTIP) Amendment No. 2 – (Type 3 – Formal)

**Enclosure:** No

**Action:** Ratify

**SUMMARY:**

The Executive Director of the Madera County Transportation Commission (MCTC), as authorized by the Policy Board, approved Amendment No. 2 to the 2023 FTIP on January 13, 2023. State and Federal approval is required. The amendment includes the following:

- Adds the Active Transportation Program (ATP) Grouped project listing with a new project.

Amendment No. 2 to the 2023 FTIP may be found on the [MCTC Website](#).

**FISCAL IMPACT:**

No fiscal impact to the approved 2022-23 Overall Work Program and Budget.



**STAFF REPORT**  
Board Meeting of February 22, 2023

**AGENDA ITEM:** 4-E

**PREPARED BY:** Patricia Taylor, Executive Director

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**SUBJECT:**

San Joaquin Valley 2023 Policy Conference

**Enclosure:** Yes

**Action:** Information and Discussion Only

**SUMMARY:**

On behalf of the San Joaquin Valley Regional Planning Agencies, we invite you to attend the 16<sup>th</sup> Annual San Joaquin Valley Policy Conference to be held April 24-26, 2023. The conference will be hosted this year by the San Joaquin Council of Governments on behalf of the eight Valley planning agencies in Manteca, California.

The San Joaquin Valley Policy Conference provides an opportunity for the Valley to come together to discuss what is up and coming in the region, with a special emphasis on transportation and housing. Our attendees include Valley local elected officials, community development and public works directors, executive staff of the Metropolitan Planning Organizations within the Valley, as well as Caltrans executives, business and community organization representatives, and private planning, engineering, and construction firms.

MCTC extends an invitation to the MCTC Policy Board Members. If you are interested in attending, please contact Sandy Ebersole, Administrative Analyst, at [sandy@maderactc.org](mailto:sandy@maderactc.org), and appropriate reservations will be made.

**FISCAL IMPACT:**

No fiscal impact to the approved 2022-23 Overall Work Program and Budget.





Item 4-4-E.



SAVE THE DATE

# SAN JOAQUIN VALLEY POLICY CONFERENCE



**JOSÉ HERNÁNDEZ**  
Keynote Speaker

José Hernández: Former NASA astronaut, aerospace consultant, motivational speaker, and founder of Reaching for the Stars Foundation.

## CONFERENCE TOPICS:

- Innovative Transportation Projects
- Housing and Social Equity
- Air Quality
- Valley Infrastructure Priorities



**APRIL 24-26, 2023**  
GREAT WOLF LODGE - MANTECA

For info on the conference or sponsorship opportunities, send inquiries to [SJVPolicyConf2023@sjcog.org](mailto:SJVPolicyConf2023@sjcog.org)

Hosted by  
San Joaquin Council of Governments

[sjcog.org](http://sjcog.org)



**STAFF REPORT**  
Board Meeting of February 22, 2023

**AGENDA ITEM:** 4-F

**PREPARED BY:** Patricia Taylor, Executive Director

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**SUBJECT:**

2023 San Joaquin Valley Blueprint Awards Call for Nominations

**Enclosure:** Yes

**Action:** Information and Discussion Only

**SUMMARY:**

A Call for Nominations for the 2023 San Joaquin Valley Blueprint Awards has been announced. Candidate projects and individuals in all jurisdictions within the San Joaquin Valley are eligible for nomination. The deadline for nominations is March 31, 2023, by noon. Awards will be presented at the 2023 San Joaquin Valley Annual Policy Conference, in Manteca. For more information and nomination packet click [here](#).

The purpose of the San Joaquin Valley Blueprint Awards program is to encourage quality in planning and development by recognizing outstanding achievements and practices in the built environment. In recognizing and celebrating projects that reflect the Blueprint Principles, provided will be visual examples of attractive, functional, and environmentally friendly projects that could have relevance throughout the Valley.

Awards will be presented at the [San Joaquin Valley Annual Policy Conference](#).

**FISCAL IMPACT:**

No fiscal impact to the approved 2022-23 Overall Work Program and Budget.



## CALL FOR NOMINATIONS

Item 4-4-F.

# 2023 SAN JOAQUIN VALLEY

# Blueprint Awards

*Awards will be presented on April 26th at the San Joaquin Valley Annual Policy Conference hosted by the San Joaquin Council of Governments.*

## Award Categories

### Development Projects

On the ground, existing project that exemplify the Blueprint principles:

- Residential
- Commercial
- Mixed Use
- Downtown Revitalization
- Transportation Enhancement
- Historic Revitalization

### Planning Project or Program

Recognition of sustainable and innovative planning projects or programs.

### Darrel Hildebrand Blueprint Leadership Award

Awarded to an individual who has shown enthusiasm and tenacity in promoting the Blueprint principles.

### Outstanding San Joaquin Valley Elected Official

Awarded to an elected official who demonstrates great leadership and advocacy for promoting Blueprint principles.

## CONTACT:

Yvette Davis  
Communications Manager  
San Joaquin Council of  
Governments  
Email: [Davis@sjcog.org](mailto:Davis@sjcog.org)  
Phone: (209) 235-1092

**Nominations  
Due March 31,  
2023 by Noon**

**Download  
Nomination  
Packet Here**





## STAFF REPORT

Board Meeting of February 22, 2023

**AGENDA ITEM:** 4-G

**PREPARED BY:** Patricia Taylor, Executive Director

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### SUBJECT:

San Joaquin Valley Blueprint Awards Nomination – MCTC to nominate Supervisor Robert Poythress for Outstanding San Joaquin Valley Elected Official

**Enclosure:** No

**Action:** Direct staff to prepare nomination package and letter of support to nominate Supervisor Robert Poythress for Outstanding San Joaquin Valley Elected Official

### SUMMARY:

A Call for Nominations for the 2023 San Joaquin Valley Blueprint Awards has been announced, MCTC proposes to nominate Supervisor Robert Poythress for the “Outstanding San Joaquin Valley Local Elected Official” award. This award is a new award category started in 2022 and will be given to a local (city or county) elected official who has shown tremendous leadership and advocacy for promoting local and regional efforts that support the Blueprint Principles.

The principles are consistent with current climate, social, environmental, transportation and housing goals on the state and federal level. They are as follows:

1. Create a range of housing opportunities and choices
2. Create walkable and bikeable neighborhoods
3. Encourage community and stakeholder collaboration
4. Foster distinctive, attractive communities with a strong sense of place
5. Make development decisions predictable, fair, and cost effective
6. Promote a mix of land uses
7. Preserve open space, farmland, natural beauty, and critical environmental areas
8. Provide a variety of transportation choices
9. Strengthen and direct development toward existing communities
10. Take advantage of compact building design
11. Enhance the economic vitality of the region
12. Support actions that encourage environmental resource management
13. Plan for future water needs

Awards will be presented at the 16th Annual San Joaquin Valley Policy Conference on Wednesday, April 26, 2023, to be held at the Great Wolf Lodge, in Manteca, CA.

**FISCAL IMPACT:**

No fiscal impact to the approved 2022-23 Overall Work Program and Budget.



**STAFF REPORT**  
Board Meeting of February 22, 2023

**AGENDA ITEM:** 4-H

**PREPARED BY:** Sandy Ebersole, Administrative Analyst

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**SUBJECT:**

Clean California Local Grant Program (CCLGP) Cycle 2 Call for Projects

**Enclosure:** No

**Action:** Information and Discussion Only

**SUMMARY:**

Caltrans has announced the Clean California Local Grant Program (CCLGP) Cycle 2 Call for Projects. The final guidelines, application materials, and application instructions are available on the [CCLGP website](#). The application deadline is April 28, 2023, by 5:00 pm.

**FISCAL IMPACT:**

No fiscal impact to the approved 2022-23 Overall Work Program and Budget.



**STAFF REPORT**  
Board Meeting of February 22, 2023

**AGENDA ITEM:** 4-I

**PREPARED BY:** Patricia Taylor, Executive Director

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**SUBJECT:**

County of Madera Comprehensive Safety Action Plan Development Project – Awarded \$492,000 through the U.S. Department of Transportation Safe Streets and Roads for All (SS4A)

**Enclosure:** No

**Action:** Information and Discussion Only

**SUMMARY:**

The U.S. Department of Transportation awarded Madera County \$492,000 to implement a Rural County Comprehensive Safety Action Plan Development Project. This grant is one of 473 Action Plan Grants awarded throughout the United States funded through the [Safe Streets for All \(SS4A\) grant program](#).

The SS4A award will be used by the County of Madera to develop a new comprehensive safety action plan that is directed towards the prevention of fatalities and serious injuries on Madera County roadways. Simultaneously, the County is in the process of finalizing a Systemic Safety Analysis Report Program (SSARP) that analyzes the county's collision history while also identifying the crash trends on the roadway network. The SSARP is utilized for identification of project areas for state and federal Highway Safety Improvement (HSIP) grant projects. The Comprehensive Safety Action Plan funded here is similar in its goal to prevent fatalities and serious injuries yet goes further than a SSARP to achieving an ambitious percentage reduction, as well as eventual elimination of roadway fatalities and serious injuries within a locality or region.

**FISCAL IMPACT:**

No fiscal impact to the approved 2022-23 Overall Work Program and Budget.



**STAFF REPORT**  
Board Meeting of February 22, 2023

**AGENDA ITEM:** 4-J

**PREPARED BY:** Evelyn Espinosa, Senior Regional Planner

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**SUBJECT:**

Performance Measure 1: Safety Target Acceptance

**Enclosure:** Yes

**Action:** Adopt the Statewide Targets for all Five Safety Performance Measures for 2023

**SUMMARY:**

The Moving Ahead for Progress in the 21st Century (MAP-21) and the Fixing America's Surface Transportation Act (FAST Act) require metropolitan planning organizations (MPOs) to set targets for a series of transportation-related performance measures. Since it is an annual target, MCTC's 2023 safety performance targets need to be set by February 2023 for the following five performance measures:

1. Number of fatalities
2. Rate of fatalities per 100 million vehicle miles traveled (VMT)
3. Number of serious injuries
4. Rate of serious injuries per 100 million VMT
5. Number of non-motorized fatalities and serious injuries

MCTC Staff participated in the 2022 PM1 statewide coordination effort. During a workshop, the consensus was to establish targets using a trend line methodology to extrapolate existing data to set targets in a data-driven process. The statewide target aims for a -0.3 percent annual reduction for fatalities and -2.3 percent annual reduction for serious injuries. Included is the analysis and methodology with MCTC's targets.

Staff recommends adopting the statewide targets for all five safety performance measures for 2023.

**FISCAL IMPACT:**

No fiscal impact to the approved 2022-23 Overall Work Program and Budget.

## SAFETY PERFORMANCE MEASURE TARGET (PM1)

### Background

The California Department of Transportation (Caltrans), in cooperation with the State Office of Traffic Safety (OTS), set five annual Safety Performance Management Targets (SPMTs) for all public roads on August 31, 2018 for the 2019 calendar year. Caltrans set these targets pursuant to the Moving Ahead for Progress in the 21st Century Act (MAP-21, P.L. 112-141), and the federal Safety Performance Management Final Rule, which adds Part 490 to Title 23 of the Code of Federal Regulations to implement the performance management requirements in 23 U.S.C. 150.

Under these regulations, all States must establish Statewide targets for each of the safety performance measures. States also have the option to establish any number of urbanized area targets and one non-urbanized area target for any or all the measures. Targets will be established annually.

The new regulations also require Caltrans, as the State DOT, to coordinate with California's Metropolitan Planning Organizations (MPOs) on establishment of targets, to the maximum extent practicable. A series of workshops were conducted in 2019 to meet this requirement. States will report targets to the FHWA in the HSIP report due in August of each year.

On August 31, 2022, Caltrans established the 2023 PM1 targets. Statewide targets that are applicable to the Madera County region are presented in Table 1. MCTC Staff participated in the 2023 PM1 Statewide efforts. During the meeting, the consensus was to establish targets using a trend line methodology to extrapolate existing data to set targets in a data-driven process. Based on the discussions during Caltrans' coordination efforts, MCTC staff is recommending that MCTC supports the Statewide targets.

**Table 1: Statewide Safety Targets**

| Performance Target  | Data Source   | 5- Yr. Rolling Average 2023 | Percent Reduction for 2023                          |
|---|---------------|-----------------------------|---|
| Number of Fatalities  | FARS          | 3,808.2                     | -0.3%   |
| Rate of Fatalities (per 100M VMT)   | FARS & HPMS   | 1.216                       | -1.7%   |
| Number of Serious Injuries  | SWITRS        | 15,156.2                    | -2.3%   |
| Rate of Serious Injuries (per 100M VMT)   | SWITRS & HPMS | 4.9                         | -2.3%   |
| Number of Non-Motorized Fatalities and Non-Motorized Severe Injuries  | FARS & SWITRS | 4,131.7                     | -0.3% for Fatalities and -2.3% for Serious Injuries |
| <b>Notes:</b> The targets highlighted in gray are set in coordination with OTS. FARS is the Fatality Analysis Reporting System maintained by NHTSA (National Highway Traffic Safety Administration). FARS contains data on all crashes involving a fatality. HPMS is the Highway Performance Management System that estimates VMT on public roadways. SWITRS is the Statewide Integrated Traffic Accident Reporting System which tracks all reported accidents in California. |               |                             |   |

All MPOs, including MCTC, must establish targets for the same five safety performance measures for all public roads in the MPO planning area within 180 days after the State establishes each target. (i.e., by February 27, 2022.) The targets are to be established in coordination with the State, to the maximum extent practicable. MCTC can either agree to support the Caltrans targets or establish numerical targets

specific to the MCTC planning area. MPOs' targets are reported to the State DOT, which must be able to provide the targets to FHWA, upon request.

A State is considered to have met or made significant progress toward meeting its safety targets when at least four of the five targets are met or the outcome for the performance measure is better than the baseline performance the year prior to the target year. Optional urbanized area or non-urbanized area targets will not be evaluated. Each year that FHWA determines a State has not met or made significant progress toward meeting its performance targets, the State will be required to use obligation authority equal to the baseline year HSIP apportionment only for safety projects. States must also develop a HSIP Implementation Plan.

In April 2020, FHWA assessed California's 2018 PM 1 targets and has determined that the State has not met or made significant progress towards meeting targets. As mentioned above, there are no impacts on MPO's and local agencies, but will affect how California can use its federal HSIP funds.

### Target Selection Methodology for the State and MCTC

There are three steps to setting safety performance targets, which are:

1. Estimating the existing trend to determine where the State is,
2. Determining what external factors will impact the target in order to adjust the trend for demographic and socioeconomic changes, and
3. Estimating targets based on forecasted fatality reductions from safety plans.

Caltrans held a virtual outreach meeting on July 20, 2022 to discuss the 2022 Statewide PM1 targets with MPOs and other stakeholders. During this meeting, the 2023 SPMTs were presented with the trend-based methodology, which extrapolates the existing changes in fatalities and serious injuries into the future.

MCTC used Caltrans' methodology to develop the 2023 safety performance measure targets for Madera County by applying the Statewide percentage reduction targets shown in Table 1 above. Results are shown in Table 2.

**Table 2: Recommended Madera County Safety Targets for 2023**

| Performance Target   | Data Source   | 5- Yr. Rolling Average Target 2023 | Percent Reduction for 2023                          |
|--|---------------|------------------------------------|---|
| Number of Fatalities   | FARS          | 27.7                               | -0.3%   |
| Rate of Fatalities (per 100M VMT)                                    | FARS & HPMS   | 1.6                                | -1.7%   |
| Number of Serious Injuries   | SWITRS        | 115.7                              | -2.3%   |
| Rate of Serious Injuries (per 100M VMT)                              | SWITRS & HPMS | 6.4                                | -2.3%   |
| Number of Non-Motorized Fatalities and Non-Motorized Severe Injuries | FARS & SWITRS | 18                                 | -0.3% for Fatalities and -2.3% for Serious Injuries |



**STAFF REPORT**

Board Meeting of February 22, 2023

**AGENDA ITEM:** 4-K**PREPARED BY:** Evelyn Espinosa, Senior Regional Planner**SUBJECT:**

Performance Measure (PM) 3 Targets 2022-2025 Coordination

**Enclosure:** Yes**Action:** Information and Discussion Only**SUMMARY:**

On January 18, 2017, the Federal Highway Administration (FHWA) published a final rule in the Federal Register (82 FR 5970) that established performance measures that State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) will use to report on the performance of the Interstate and Non-Interstate National Highway System (NHS) to carry out the National Highway Performance Program (NHPP); freight movement on the Interstate system to carry out the National Highway Freight Program (NHFP); and traffic congestion and on-road mobile source emissions for the purpose of carrying out the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. The rule addressed requirements established by the Moving Ahead for Progress in the 21st Century Act (MAP-21), and included six national performance measures related to System Performance, as follows:

1. Percent of Reliable Person-Miles Traveled on the Interstate;
2. Percent of Reliable Person-Miles Traveled on the Non-Interstate NHS;
3. Percent of Interstate System Mileage Providing Reliable Truck Travel Time (Truck Travel Time Reliability Index);
4. Total Emissions Reductions by Applicable Pollutants under the CMAQ Program;
5. Annual Hours of Peak-Hour Excessive Delay per Capita (PHED); and
6. Percent of Non-single Occupancy Vehicle (Non-SOV) Travel.

For the Madera County Planning Area, only two of the six performance measures are applicable: Percent of Reliable Person-Miles Traveled on the Non-Interstate NHS and Total Emissions Reductions by Applicable Pollutants under the CMAQ Program.

Federal regulations require State Departments of Transportation to establish and report annual targets related to each of these six performance measures by June 16<sup>th</sup> every two years. MPOs shall establish a target six months after State DOTs establish targets (December 16<sup>th</sup>) by either: 1) Agreeing to plan and program projects so that they contribute toward the accomplishment of the State DOT system performance target for that performance measure; or 2) Committing to a

quantifiable target for that performance measure for their metropolitan planning area. In addition, State DOTs and MPOs with NHS mileage in applicable urbanized areas must agree to single, unified PM3 targets for the PHED and Non-SOV performance measures.

State DOTs may adjust an established 4-year target in the Mid-Performance Period Progress Report and shall coordinate with relevant MPOs when adjusting their 4-year target(s). Any adjustments made to 4-year target established for the CMAQ Traffic Congestion measure shall be agreed upon and made collectively by all State DOTs and MPOs that include any portion of the NHS in the respective urbanized area applicable to the measures.

In preparation for PM3's 2022 target-setting effort, coordination between the California Department of Transportation (Caltrans) and MPOs occurred via guidance from two PM3 Target Setting Engagement workshops held on August 10, 2022 and on October 19, 2022. Both virtual workshops included members from MPOs, RTPAs, and Caltrans at both meetings. The information provided by the MPOs via these workshops and meetings was used to collaboratively establish targets for four of the performance measures, and individual discussions and email correspondences were held with each MPO with an urbanized area over 200,000 population to establish single, unified targets for two of the performance measures. Madera County Transportation Commission staff participated in both meetings and provided the necessary information.

The white paper explaining the methodology and State targets is included in this packet.

**FISCAL IMPACT:**

No fiscal impact to the approved 2022-23 Overall Work Program and Budget.

**Performance Management 3**  
**Target Setting Whitepaper 2022-2026**  
**Second Performance Period – Year 1**

On January 18, 2017, the Federal Highway Administration (FHWA) published a final rule in the Federal Register (82 FR 5970) that established performance measures that State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) will use to report on the performance of the Interstate and Non-Interstate National Highway System (NHS) to carry out the National Highway Performance Program (NHPP); freight movement on the Interstate system to carry out the National Highway Freight Program (NHFP); and traffic congestion and on-road mobile source emissions for the purpose of carrying out the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. The rule addressed requirements established by the Moving Ahead for Progress in the 21st Century Act (MAP-21), and included six national performance measures related to System Performance, as follows:

- Percent of Reliable Person-Miles Traveled on the Interstate;
- Percent of Reliable Person-Miles Traveled on the Non-Interstate NHS;
- Percentage of Interstate System Mileage Providing Reliable Truck Travel Time (Truck Travel Time Reliability Index);
- Total Emissions Reductions by Applicable Pollutants under the CMAQ Program;
- Annual Hours of Peak-Hour Excessive Delay Per Capita (PHED); and
- Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel.

Federal regulations require State Departments of Transportation (State DOTs) to establish and report annual targets related to each of these six performance measures by June 16<sup>th</sup> every two years. MPOs shall establish a target six months after State DOTs establish targets (December 16<sup>th</sup>) by either: 1) Agreeing to plan and program projects so that they contribute toward the accomplishment of the State DOT system performance target for that performance measure; or 2) Committing to a quantifiable target for that performance measure for their metropolitan planning area. In addition, State DOTs and MPOs with NHS mileage in applicable urbanized areas must agree to single, unified PM3 targets for the PHED and Non-SOV performance measures.

State DOTs may adjust an established 4-year target in the Mid-Performance Period Progress Report, and shall coordinate with relevant MPOs when adjusting their 4-year target(s). Any adjustments made to 4-year target established for the CMAQ Traffic Congestion measure shall be agreed upon and made collectively by all State DOTs and MPOs that include any portion of the NHS in the respective urbanized area applicable to the measures.

In preparation for PM3's 2022 target-setting effort, coordination between the California Department of Transportation (Caltrans) and MPOs occurred via guidance from two PM3 Target Setting Engagement workshops held on August 10, 2022 and on October 19, 2022. Both virtual workshops included members from MPOs, RTPAs, and Caltrans at both meetings. The information provided by the MPOs via these workshops and meetings was used to collaboratively establish targets for four of the performance measures, and individual discussions and email correspondences were held with each MPO with an urbanized area over 200,000 population to establish single, unified targets for two of the performance measures.

The outreach efforts included innovative collaborative tools for establishing the initial targets. The virtual August and October 2022 Target Setting Engagement Session workshops allowed participants to use Poll Everywhere to vote on proposed target scenarios. Workshop participants were given draft baseline numbers for each of the performance measures, and then given three target scenarios: 1) Setting targets above the existing baseline number (high); 2) Maintaining the existing baseline number (Medium); and 3) Setting targets below the existing baseline number (low). Next, the participants were provided a specific Poll Everywhere link to vote on which target setting direction they supported. Finally, these results were used to prepare draft targets for the 2022-2026 Biennial Performance Period report. These targets are listed below in Table 1.

Another tool used for setting the initial targets was the “NPMRDS Analytics” web-based tool provided by Regional Integrated Transportation Information System (RITIS). Caltrans was provided access to this tool as a participant in a Transportation Performance Management Pooled- Fund Study. This tool has been vital in establishing four of the six initial performance measure targets because it provided a simple, easy-to-use analysis of the National Performance Management Research Data (NPMRDS) data.

For example, the three reliability measures (Interstate, Non-Interstate NHS, and Freight) and the PHED measure all required use of the NPMRDS data. This NPMRDS data provided the baseline information for most of the performance measure calculations and was used to establish statewide targets.

Final targets were ultimately established based on an iterative process and much coordination between Caltrans, MPOs, CALCOG, and the California State Transportation Agency.

**Table 1**

| <b>Performance Measure</b>  | <b>2021<br/>Baseline<br/>Data</b>  | <b>2-year Target</b>                               | <b>4-year Target</b>                               |
|---|--|--|--|
| Percent of Reliable Person-Miles Traveled on the Interstate <sup>1</sup> (Medium)   | 73.8%  | 74.3% (+0.5%)                                      | 74.8% (+1%)  |
| Percent of Reliable Person-Miles Traveled on the Non-Interstate NHS1 (Medium)   | 83.7%  | 84.2% (+0.5%)                                      | 84.7% (+1%)  |
| Percentage of Interstate System Mileage Providing Reliable Truck Travel Time (Truck Travel Time Reliability Index) <sup>1</sup> (Low) | 1.60   | 1.60(no proposed change)                           | 1.60 (no proposed change)                          |
| Total Emissions Reductions by Applicable Pollutants under the CMAQ Program <sup>2</sup>   | CMAQ Public Access System Cumulative (2018-2021 for Baseline)            | Historical Emission Reduction Trends 2-year Target | Historical Emission Reduction Trends 4-year Target |
| VOC (kg/day)  | 2,551.00   | 2862.00  | 5724.00  |
| CO (kg/day)   | 21,771.00  | 12798.00   | 25596.00   |
| NOx (kg/day)  | 7,213.00   | 4317.00  | 8635.00  |
| PM10 (kg/day)   | 3,830.00   | 2152.00  | 4305.00  |
| PM2.5 (kg/day)  | 1,537.00   | 1830.00  | 3659.00  |
| * Annual Hours of Peak-Hour Excessive Delay Per Capital   | State and MPO must coordinate on a single, unified 2-year 4-year target. |  |  |
| Sacramento UA (Low)   | 9.0 Hours  | 9.0 Hours  | 9.0 Hours  |
| Antioch UA (Medium)   | 6.5 Hours  | 6.5 Hours  | 6.4 Hours  |
| Concord UA (Medium)   | 16.0 Hours   | 15.9 Hours   | 15.8 Hours   |
| San Jose UA (Medium)  | 13.7 Hours   | 13.4 Hours   | 13.2 Hours   |
| Santa Rosa UA (Medium)  | 6.6 Hours  | 6.6 Hours  | 6.5 Hours  |
| San Francisco-Oakland UA (Medium)   | 18.3 Hours   | 17.9 Hours   | 17.6 Hours   |
| Fresno UA (Medium)  | 6.5 Hour   | 6.5 Hours  | 6.4 Hours  |
| Bakersfield UA (Medium)   | 9.6 Hours  | 9.6 Hours  | 9.5 Hours  |
| Modesto UA (Low)  | 8.1 Hours  | 8.1 Hours  | 8.1 Hours  |
| Stockton UA (Low)   | 8.0 Hours  | 8.0 Hours  | 8.0 Hours  |
| Visalia UA (Medium)   | 7.3 Hours  | 7.3 Hours  | 7.3 Hours  |
| San Diego (Low)   | 11.9 Hours   | 11.9 Hours   | 11.9 Hours   |
| Indio-Cathedral City UA (Low)   | 6.4 Hours  | 6.4 Hours  | 6.4 Hours  |
| Lancaster-Palmdale UA (Low)   | 4.3 Hours  | 4.3 Hours  | 4.3 Hours  |
| Los Angeles-Long Beach-Anaheim UA (Low)   | 32.7 Hours   | 32.7 Hours   | 32.7 Hours   |
| Mission Viejo-Lake Forest-San Clemente UA (Low)   | 9.4 Hours  | 9.4 Hours  | 9.4 Hours  |
| Murrieta-Temecula-Maniffee UA (Low)   | 9.2 Hours  | 9.2 Hours  | 9.2 Hours  |
| Oxnard UA (Low)   | 11.1 Hours   | 11.1 Hours   | 11.1 Hours   |
| Santa Barbara UA (Low)  | 13.4 Hours   | 13.4 Hours   | 13.4 Hours   |
| Santa Clarita UA (Low)  | 11.5 Hours   | 11.5 Hours   | 11.5 Hours   |

|  |  |            |            |
|--|--|------------|------------|
| Thousand Oaks UA (Low)   | 7.1 Hours  | 7.1 Hours  | 7.1 Hours  |
| Riverside-San Bernardino UA (Low)                                  | 16.6 Hours   | 16.6 Hours | 16.6 Hours |
| Victorville UA (Low)   | 6.2 Hours  | 6.2 Hours  | 6.2 Hours  |
| *Percent of Non-Single Occupancy Vehicle (SOV) Travel <sup>3</sup> | State and MPO must coordinate on a single, unified 2-year and 4-year target. |            |            |
| Sacramento UA (Low)  | 35.1%  | 35.1%      | 35.1%      |
| Antioch UA (Medium)  | 30.8%  | 31.8%      | 32.8%      |
| Concord UA (Medium)  | 51.1%  | 52.1%      | 53.1%      |
| San Jose UA (Medium)   | 48.6%  | 49.6%      | 50.6%      |
| Santa Rosa UA (Medium)   | 32.5%  | 33.5%      | 34.5%      |
| San Francisco-Oakland UA (Medium)                                  | 55.4%  | 56.4%      | 57.4%      |
| Fresno UA (Medium)   | 26.9%  | 27.9%      | 28.9%      |
| Bakersfield UA (Medium)  | 20.2%  | 21.2%      | 22.2%      |
| Modesto UA (Low)   | 23.4%  | 23.4%      | 23.4%      |
| Stockton UA (Low)  | 23.6%  | 23.6%      | 23.6%      |
| Visalia UA (Medium)  | 22.8%  | 23.8%      | 24.8%      |
| San Diego (Low)  | 36.2%  | 36.2%      | 36.2%      |
| Indio-Cathedral City UA (Low)                                      | 25.2%  | 25.2%      | 25.2%      |
| Lancaster-Palmdale UA (Low)  | 23.7%  | 23.7%      | 23.7%      |
| Los Angeles-Long Beach-Anaheim UA (Low)                            | 36.7%  | 36.7%      | 36.7%      |
| Mission Viejo-Lake Forest-San Clemente UA (Low)                    | 38.6%  | 38.6%      | 38.6%      |
| Murrieta-Temecula-Manifee UA (Low)                                 | 33.1%  | 33.1%      | 33.1%      |
| Oxnard UA (Low)  | 28.6%  | 28.6%      | 28.6%      |
| Santa Barbara UA (Low)   | 44.7%  | 44.7%      | 44.7%      |
| Santa Clarita UA (Low)   | 32.7%  | 32.7%      | 32.7%      |
| Thousand Oaks UA (Low)   | 35.9%  | 35.9%      | 35.9%      |
| Riverside-San Bernardino UA (Low)                                  | 25.2%  | 25.2%      | 25.2%      |
| Victorville UA (Low)   | 27.6%  | 27.6%      | 27.6%      |

<sup>1</sup> Source: NPMRDS Analytics Tool (<https://npmrds.ritis.org/analytics/>)

<sup>2</sup> Source: CMAQ Public Access System ([https://fhwaapps.fhwa.dot.gov/cmaq\\_pub/](https://fhwaapps.fhwa.dot.gov/cmaq_pub/))

<sup>3</sup> Source: U.S. Census Bureau, 2017-2021 American Community Survey 5-Year Estimates

<sup>4</sup> State must establish target no later than December 16, 2022



**STAFF REPORT**  
Board Meeting of February 22, 2023

**AGENDA ITEM:** 4-L

**PREPARED BY:** Dylan Stone, Principal Regional Planner

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**SUBJECT:**

San Joaquin Joint Power Authority (SJPA) and San Joaquin Regional Rail Commission (SJRC)  
Letters of Support for Commuter Rail Funding

**Enclosure:** Yes

**Action:** Information and Discussion Only

**SUMMARY:**

The San Joaquin Joint Power Authority (SJPA) and the San Joaquin Regional Rail Commission (SJRC) have requested several letters of support (attached) to help fund various commuter rail initiatives in the San Joaquin Valley. These projects include:

- The SJRC/SJPA “Valley Rail” 2023 Federal RAISE application for \$25 million for the North Lathrop Transfer Station.
- The “Del Paso Action Plan” Caltrans Sustainable Transportation Strategic Transit Partnership application for station area planning around the “Old North Sacramento” Valley Rail Station.
- The “Downtown Stockton” Caltrans Sustainable Transportation Strategic Transit Partnership application for station area planning around the “Cabral Station” in Stockton (served by both ACE and Amtrak San Joaquins services).
- The “Kings-Tulare HSR and Cross Valley Corridor Rail Service Planning” Caltrans Sustainable Transportation application for transit-oriented development (TOD) and connectivity along the commuter rail corridor.

**FISCAL IMPACT:**

No fiscal impact to the approved 2022-23 Overall Work Program and Budget.



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Website: [www.maderactc.org](http://www.maderactc.org)

February 13, 2023

The Honorable Pete Buttigieg  
Secretary  
U.S. Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

**Re: North Lathrop Transfer Station and Lathrop Wye Project RAISE Grant Application**

Honorable Secretary Buttigieg:

The Madera County Transportation Commission (MCTC) strongly supports the San Joaquin Regional Rail Commission's (SJRRRC) application for \$25 million from USDOT's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program to implement the North Lathrop Transfer Station and Lathrop Wye Project ('the Project'). RAISE funding would be matched with state funds already secured by SJRRRC to complete this project.

The Project is a key component to the San Joaquin Regional Rail Commission's (SJRRRC) and San Joaquin Joint Powers Authority's (SJJPA) Valley Rail Expansion Program, an ambitious expansion of commuter and intercity rail services in the Northern California Megaregion. The transfer station will enable transfers between three northbound Altamont Corridor Express (ACE) trains (Merced to Natomas) and three southbound trains (Stockton/Natomas to San Jose). This allows for all 4 trains from the Merced Extension to carry passengers going to the Tri-Valley and Silicon Valley which provides for a significant portion of the extension's ridership.

Valley Rail improves geographic equity by connecting key locations in the Central Valley including Sacramento, San Joaquin, Stanislaus, Merced, Madera, and Fresno Counties to each other and beyond to the Bay Area and the greater California rail network via three future high-speed rail (HSR) connections in Madera, Merced, and San Jose. This transformative, megaregional project helps further the State's vision for an integrated rail network and provides direct mobility and air quality benefits to citizens in nine counties, including over 30% of the disadvantaged communities in California.

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



The Project will comprise the construction of a new station facility including station track, a new ACE center platform, bus transfer center, and other multimodal features such as bike and pedestrian access facilities. Furthermore, the Project's double tracking of the Lathrop Wye will enable the more efficient movement of both passenger and freight traffic. Additionally, the station is planned to serve as a multi-modal transfer station between ACE and the proposed Valley Link project, a new passenger rail connection to the Bay Area Rapid Transit (BART) system.

The Project's delivery and operation will result in significant and diversified economic impacts and benefits. It will provide enhanced commuter and intercity passenger rail and transit access and connectivity in the San Joaquin Valley and provide new passenger rail services to areas with no service or where very limited service currently exists. Enhancing mobility through the provision of transportation alternatives to auto travel will alleviate recurring congestion on the regional highways and interstates while also lowering emissions. Consistent with long-term state, regional, and local planning objectives, the development of the North Lathrop station will encourage transit-oriented development near the North Lathrop station and will provide the opportunity to connect regional transit with future high-speed rail service in Merced.

The MCTC urges the Department to approve SJRRC's RAISE Grant application for the North Lathrop Transfer Station and Lathrop Wye Project. Thank you for your attention to this request.

Sincerely,



Patricia Taylor  
Executive Director  
Madera County Transportation Commission



2001 Howard Road, Suite 201  
Madera, California 93637

Office: 559-675-0721  
Website: [www.maderactc.org](http://www.maderactc.org)

February 13, 2023

Alex Padilla  
Caltrans District 3  
703 B Street  
Marysville, CA 95901

**RE: Del Paso Multimodal Transportation Network and Land Use Compatibility  
Action Plan Letter of Support**

Dear Mr. Padilla,

The Madera County Transportation Commission (MCTC) would like to offer this letter of support for the Sacramento Area Council of Governments' (SACOG) and the San Joaquin Regional Rail Commission's (SJRRRC) application for the Del Paso Multimodal Transportation Network and Land Use Compatibility Action Plan (Project). This Project, led by SJRRRC, and in partnership with SACOG, the City of Sacramento, the San Joaquin Joint Powers Authority (SJJPA) and the Sacramento Regional Transit (SacRT), will support development of the Old North Sacramento Station and surrounding transportation network and land use. The Valley Rail Sacramento Extension Project service plans to transform the way people live and move between Sacramento and San Joaquin counties and the Bay Area, and will have a great impact on the Old North Sacramento/Del Paso neighborhood which surrounds the planned station.

This Project will develop recommendations and strategies that seamlessly integrate the future rail station within the Old North Sacramento neighborhood with existing and proposed land uses. The Project will also look at opportunities to enhance multimodal connectivity between the existing Globe Avenue and Arden/Del Paso SacRT light rail stations and proposed Old North Sacramento station to improve multimodal access, safety, and facilitate development of more transit supportive land uses.

The Project will include robust stakeholder and community engagement to ensure that the final plan represents a comprehensive vision of land use development and local and regional multimodal travel needs. This Project underscores the partner agencies' commitment to providing multimodal connectivity and transit-oriented development in a way that best serves Sacramento residents and businesses while supporting state and regional goals and initiatives. The Project will result in an action plan which will be a

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

catalyst for bringing public and private investment in infrastructure, safety enhancements, and transit-oriented development in area in the vicinity of the Old North Sacramento passenger rail stations.

The MCTC looks forward to helping develop and implement the collaborative vision for Old North Sacramento that reflects community input, improves multimodal transportation connectivity, and addresses current and future development needs. Should you have any questions, please contact Dylan Stone, [dylan@maderactc.org](mailto:dylan@maderactc.org).

Sincerely,

A handwritten signature in dark ink, appearing to read 'PTaylor', with a long horizontal flourish extending to the right.

Patricia Taylor  
Executive Director  
Madera County Transportation Commission



2001 Howard Road, Suite 201  
Madera, California 93637

Office: 559-675-0721  
Website: [www.maderactc.org](http://www.maderactc.org)

February 13, 2023

Tom Dumas  
Caltrans District 10  
1976 E. Dr. Martin Luther King Boulevard  
Stockton, CA 95201

**RE: Downtown Stockton Multimodal Transportation Network and Land Use  
Compatibility Action Plan Letter of Support**

Dear Mr. Dumas,

The Madera County Transportation Commission (MCTC) would like to offer this letter of support for the San Joaquin Council of Governments' (SJ COG) and the City of Stockton's application for the Downtown Stockton Multimodal Transportation Network and Land Use Compatibility Action Plan (Project). This Project, led by the City of Stockton, and in partnership with the SJCOG, the San Joaquin Regional Rail Commission (SJRRRC), the San Joaquin Joint Powers Authority (SJJPA), and the San Joaquin Regional Transit District (RTD), will support development of the Cabral Station, the Downtown Transit Center (DTC), and surrounding transportation network and land use. The Valley Rail Project service plans to transform the way people live and move between San Joaquin County, the Sacramento Region, the San Joaquin Valley, and the Bay Area, and will have a great impact on the downtown neighborhoods which surround Cabral Station and the DTC.

This Project will develop recommendations and strategies that seamlessly integrate Cabral Station and the DTC within the Downtown Stockton with existing and proposed land uses. The Project will also look at opportunities to enhance multimodal connectivity between the existing DTC, a major transit hub for the RTD's bus network, and the Cabral Station (serving Altamont Corridor Express and San Joaquin trains) and San Joaquin Street Station (servicing San Joaquin trains) to improve multimodal access, safety, and facilitate development of more transit supportive land uses.

The Project will include robust stakeholder and community engagement to ensure that the final plan represents a comprehensive vision of land use development and local and regional multimodal travel needs. This Project underscores the partner agencies' commitment to providing multimodal connectivity and transit-oriented development in a

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



way that best serves Stockton residents and businesses while supporting state and regional goals and initiatives. The Project will result in an action plan which will be a catalyst for bringing public and private investment in infrastructure, safety enhancements, and transit-oriented development in the vicinity of the Cabral Station and the DTC.

The MCTC looks forward to helping develop and implement the collaborative vision for Downtown Stockton that reflects community input, improves multimodal transportation connectivity, and addresses current and future development needs. Should you have any questions, please contact Dylan Stone, [dylan@maderactc.org](mailto:dylan@maderactc.org).

Sincerely,



Patricia Taylor  
Executive Director  
Madera County Transportation Commission



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February 13, 2023

Caltrans District 6  
1352 W. Olive Avenue  
Fresno, CA 93778  
Attn: Lorena Mendibles and Edgar Hernandez

**RE: Kings-Tulare HSR Station Transit-Oriented Development and Connectivity Plan and Cross Valley Corridor Rail Service Planning Letter of Support**

Dear Ms. Mendibles and Mr. Hernandez,

The Madera County Transportation Commission (MCTC) would like to offer this letter of support for the City of Hanford's application for the Kings-Tulare HSR Station Transit-Oriented Development and Connectivity Plan and Cross Valley Corridor Rail Service Planning (Project). This Project, led by the City of Hanford in partnership with the San Joaquin Joint Powers Authority (SJJPA), the California High-Speed Rail Authority (CHSRA), the Kings County Association of Governments (KCAG), the Tulare County Association of Governments (TCAG), the Fresno Council of Governments (Fresno COG), the Kings County Area Public Transit Agency (KCAPTA), and the Tulare County Regional Transit Agency (TCRTA), will build upon CHSRA's planning for the Kings-Tulare HSR Station and Cross Valley Corridor (CVC) planning (between Porterville and Huron) to progress strategies and recommendations to connect multiple transit services.

The Project will advance a local station-area transit-oriented development (TOD) and connectivity plan for the Kings-Tulare HSR station. Goals for the plan include reducing potential sprawl, preserving agricultural land, and promoting TOD surrounding and associated with the Kings-Tulare HSR Station, as well as increasing connectivity to the Downtown Hanford Core and communities throughout Kings County, Tulare County, and portions of Fresno County. The Project will result in a planning document that enables the City of Hanford to promote TOD, economic development, encourage revitalization in areas surrounding the Kings-Tulare HSR Station. The Project will support enhancing connections to transit, equitable design, and the advancement of CVC Phase 1 bus service implementation. The project will involve stakeholder and the community to develop a vision that is comprehensive of local and regional mobility needs.

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

An important component to the Project is the advancement of the planning for the CVC Rail Project between Porterville and Huron, a vital transit corridor connecting Tulare, Fresno, and Kings Counties to the Kings-Tulare HSR Station. The Project will include CVC Rail station siting analysis, high-level environmental constraints review, UPRR coordination, phasing strategy, and an implementation plan. This effort will provide the planning needed to continue to move the implementation the future CVC Rail Project forward that is critical for providing economic opportunity, sustainable transportation, and TODs for the southern San Joaquin Valley.

The MCTC strongly supports the City's and partner agencies' vision to improve transit opportunities, TOD, and economic development for the King-Tulare HSR Station area, Hanford, and other jurisdictions along the CVC alignment. Should you have any questions, please contact Dylan Stone, [dylan@maderactc.org](mailto:dylan@maderactc.org).

Sincerely,



Patricia Taylor  
Executive Director  
Madera County Transportation Commission



**STAFF REPORT**  
Board Meeting of February 22, 2023

**AGENDA ITEM:** 4-M

**PREPARED BY:** Sandy Ebersole, Administrative Analyst

**SUBJECT:**

Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) Allocation Request– Resolution 23-01

**Enclosure:** Yes

**Action:** Approve Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) Project Listing – Resolution 23-01

**SUMMARY:**

Proposition 1B placed \$3.6 billion into the Public Transportation, Modernization, Improvement, and Service Enhancement Account (PTMISEA) for transit capital projects. A copy of the latest PTMISEA guidelines and other relevant documents can be found on the Caltrans website at <http://www.dot.ca.gov/drmt/spptmisea.html>.

The Madera region received and programmed \$6,915,092 in PTMISEA funding. The City of Madera has requested a PTMISEA project using funding from FYs 2008/09, 2009/10, 2010/11, 2013/14, 2014/15 be amended. MCTC staff recommends the authorization of a project allocation request be submitted for the following projects in the total amount of \$708,965.

|                                    |   |             |
|------------------------------------|---|-------------|
| City of Madera<br>Existing Project | New Transit Facility<br>FY 2008/09, 2009/10, 2010/11, 2013/14,<br>2014/15 | (\$708,965) |
| City of Madera<br>Proposed Project | Capital Improvements and Vehicle<br>Procurement                           | \$708,965   |

**FISCAL IMPACT:**

No fiscal impact to the approved 2022-23 Overall Work Program and Budget.



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

In the matter of  
**PUBLIC TRANSPORTATION  
MODERNIZATION, IMPROVEMENT, AND  
SERVICE ENHANCEMENT ACCOUNT  
(PTMISEA) AMENDMENT FOR FY 2008/09,  
2009/10, 2010/11, 2013/14, 2014/15  
PROJECT ALLOCATION REQUEST LISTING**

Resolution No.: **23-01**

**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 Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B on November 7, 2006, includes a program of funding in the amount of \$4 billion to be deposited in the Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA); and

**WHEREAS**, the State Controller's Office received an appropriation of \$3.6 billion for allocation to eligible agencies under the State Transit Assistance (STA) pursuant to Public Utilities Code (PUC) 99314, 99314.3 and 99313; and

**WHEREAS**, the MCTC is the eligible project sponsor for Madera County as specified by GC 8879.55(h)(2); and

**WHEREAS**, GC 8879.55(h)(1) specifies that projects funded by the PTMISEA be consistent with the project sponsor's most recently adopted short-range transit plan, or other publicly-adopted plan that programs or prioritizes the expenditure of funds for transit capital improvements; and

**WHEREAS**, the PTMISEA guidelines indicate that a certified board endorsement is sufficient to meet the programming requirement of GC 8879.55(h)(1);

**NOW, THEREFORE, BE IT RESOLVED**, that the MCTC does hereby amend the following PTMISEA project for FYs 2008/09, 2009/10, 2010/11, 2013/14, 2014/15 and authorize a project allocation request to be submitted for the listed project in the total amount of \$708,965.

|                                    |   |             |
|------------------------------------|---|-------------|
| City of Madera<br>Existing Project | New Transit Facility<br>FY 2008/09, 2009/10, 2010/11, 2013/14,<br>2014/15 | (\$708,965) |
| City of Madera<br>Proposed Project | Capital Improvements and Vehicle<br>Procurement                           | \$708,965   |

The foregoing resolution was adopted this 22<sup>nd</sup> day of February 2023 by the following vote:

|                        |       |
|------------------------|-------|
| Commissioner Ahmed     | _____ |
| Commissioner Gallegos  | _____ |
| Commissioner Gonzales  | _____ |
| Commissioner Poythress | _____ |
| Commissioner Rodriguez | _____ |
| Commissioner Rogers    | _____ |

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Chairman, Madera County Transportation Commission

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Executive Director, Madera County Transportation Commission



**STAFF REPORT**  
Board Meeting of February 22, 2023

**AGENDA ITEM:** 4-N

**PREPARED BY:** Patricia Taylor, Executive Director

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**SUBJECT:**

2023 MCTC State Legislative Platform

**Enclosure:** Yes

**Action:** Approve 2023 MCTC State Legislative Platform

**SUMMARY:**

At the January 18, 2023, Policy Board meeting, Mr. Khouri, Khouri Consulting, and MCTC staff presented a proposed MCTC 2023 Draft State Legislative Platform for your feedback and consideration. Included in your package is a revised MCTC 2023 State Legislative Platform, incorporating and reflecting the recently released proposed FY 2023-24 State Budget, and response to any legislative proposals.

**FISCAL IMPACT:**

No fiscal impact to the approved 2022-23 Overall Work Program and Budget.

## MCTC 2023 State Legislative Platform - DRAFT

| Issue                              | Goal   | Strategy  |
|------------------------------------|--|---|
| <b>1. MCTC's Priority Projects</b> | <p>Aggressively pursue funds through the State Budget, California Transportation Commission (CTC) allocation process or any other state sources.</p> | <p>In 2017, the legislature enacted SB 1 (Beall), Chapter 5, statutes of 2017, which provides \$5.2 billion in annual revenues to fund traffic congestion relief, highway rehabilitation and safety, local streets and roads repair, and multi-modal options through investments into public transportation, commuter and intercity rail, and bicycle and pedestrian programs. Caltrans is proposing to make crucial investments in State Route (SR) 99 between Madera and Fresno County. The proposed \$33.5 million 2022 ITIP contribution, coupled with Madera County's Mid-Cycle Regional Improvement Program (\$832,000) and SHOPP funds (\$50 million), will eliminate a 5.8-mile four-lane bottleneck, alleviating severe congestion, enhancing safety, and enhancing goods movement throughput on State Route (SR) 99 between Avenues 7 and 12 in Madera County by constructing additional lanes in the median. MCTC is still awaiting receipt of those funds as approved at the CTC meeting in March of 2022.</p> <p><b>MCTC will remain diligent in acquiring approved state funding and competing for additional state funds to improve safety, congestion management, and goods movement throughput on State Routes 41 and 99.</b></p> <p><b>MCTC will also assist local jurisdictions to pursue revenue made available through the Cap and Trade and Active Transportation Programs, for operations and capital needs for bus, rail and bicycle and pedestrian programs.</b></p> <p>In 2014, the Legislature called for a pilot program (SB 1077) to study a road charge model as a possible replacement source to the gas tax. Due to the limited number of participants from rural and low-income areas and the truncated timeline, more work is needed to recommend an appropriate charge rate. Issues include protecting privacy relating to data collection, enforcement, and compliance. While the enactment of SB 1 has delayed possible implementation, Governor Newsom's Executive Order, N-79-20, which prohibits petroleum-powered vehicles sales by 2035, has accelerated conversation on converting to alternative fuels and electric vehicles, which do not pay at the pump. Reducing vehicle miles traveled in Madera County is a challenge given the lack of density</p> |

| Issue                                  | Goal   | Strategy   |
|--|--|--|
|  |  | <p>and jobs/housing imbalance and the impracticality of certain populations to use transit (labor, agricultural workers) so travel by passenger vehicle is vital.</p> <p><b>MCTC will monitor Road User Charge Technical Advisory Committee's activities. Balancing the need of weaning our dependence on petroleum to fund transportation, while ensuring that a regressive replacement funding mechanism to the gas tax is not imposed, is critical to protecting disadvantaged communities and Madera County residents in conducting daily activities. Utilizing the vehicle registration fee may prove to be a more equitable option.</b></p>  |
| <p><b>2. Regional Partnerships</b></p> | <p>Coordinate with the San Joaquin Valley Policy Council to raise awareness for the Highway 99 Corridor and highlight its' importance as a transportation facility of state and national significance.</p> | <p>Educate our delegation and funding partners, such as the California State Transportation Agency (CalSTA), CTC, Caltrans, and the Newsom Administration, about Highway 99, including the funding plan, and attributes that make it a highway of state and national significance, as previously recognized by the Brown Administration in letters submitted to the Trump Administration. Work with San Joaquin Valley COGs (Fresno, Kern, Kings, Merced, San Joaquin, Stanislaus, Tulare) and Caltrans to raise awareness of the importance of Highway 99 and its need for improvements as one of the two major interregional corridors in the state and the vital role it plays in goods movement in addition to regional connectivity to major metropolitan areas.</p> <p>Caltrans charges an indirect cost rate to self-help counties for work conducted on the state highway system. That cost was capped at 10 percent, but the legislature failed to authorize an extension resulting in costs ballooning to over 27 percent in Madera County. MCTC will work with the Self-help Counties Coalition to reinstate the cap and ensure that relief is retroactive to avoid the escalation of costs associated with project delivery.</p> <p><b>MCTC will collaborate with San Joaquin Valley partners to pursue funding to improve safety and goods movement conditions on Highway 99.</b></p> <p><b>MCTC will coordinate with the metropolitan planning organizations in the San Joaquin Valley to ensure that efforts to reduce greenhouse gas emission account for opportunities and limitations within the region.</b></p> |

| Issue                            | Goal  | Strategy  |
|----------------------------------|---|---|
| <b>3. Transit Funding Reform</b> | <p>Support potential changes to the Transportation Development Act that will assist local public transportation systems with funding eligibility.</p> | <p>The Transportation Development Act dedicates a statewide ¼-cent sales tax for each county for local transportation purposes. That 1/4 cent sales tax, known as the Local Transportation Fund (LTF), generates over \$1.5 billion annually, primarily for public transit. Madera County operators have had difficulty in meeting the farebox recovery ratio (FRR) requirements (20% for urban operators) that are necessary to qualify to use funds for operational purposes. AB 149 (Committee on Budget), Chapter 81, Statutes of 2021, provides statutory relief in meeting farebox recovery requirements for receiving State Transit Assistance (STA), Low Carbon Transit Operations Program (LCTOP), and State of Good Repair funds, through fiscal year 22-23. It suspends Transportation Development Act (TDA) and STA penalties for this duration. The bill also adds a list of new exemptions from the farebox recovery calculation, including on-demand service and micro transit service beyond fixed-route service, costs for security, ticketing services, pensions, planning for improvements in transit operations, integration with other operators and agencies, transitioning to zero-emission operations, and for compliance with state and federal mandates.</p> <p><b>MCTC will monitor the CTA TDA working group and support modifications to the TDA process as appropriate to ensure that the county's transit operators are provided with flexibility to continue accessing funding to maintain and expand service.</b></p> <p><b>MCTC will support efforts to advocate for additional flexibility for TDA, State Transit Assistance Program, and State of Good Repair funding. This includes supporting an extension of AB 149 and seeking additional funding for operations.</b></p> <p><b>MCTC will also advocate for new formula funding to transit operators that provides dedicated public transit service for state and national parks. This would support YARTS service through Madera County (Mariposa, Merced, Tuolumne and Mono as well) to support access to Yosemite National Park.</b></p> |

| Issue   | Goal  | Strategy  |
|---|---|---|
| <b>4. Greenhouse Gas Emissions Reduction Mandates</b> | <p>Monitor activities on conversations regarding the jobs-housing imbalance and the impact on vehicle miles traveled.</p> <p>Protect transportation funding from being withheld or diverted and find other alternatives to address meeting affordable housing goals.</p> <p>Support state funding to expand infrastructure and incentives for conversion to electric vehicles to reduce greenhouse gas emissions.</p> <p>Monitor the implementation of SB 743, potential modification of SB 375, and protect the ability to continue addressing congestion management and safety on the state highway system.</p> <p>Ensure predictability and stability of transportation revenue should conversion occur due to lack of reliance on petroleum consumption to address greenhouse gas emission reduction.</p> | <p>Per AB 179 of 2017, the CTC and California Air Resources Board are required to convene twice a year to coordinate transportation policies, with a focus on reducing vehicle miles traveled and greenhouse gas emissions. The California Department of Housing and Community Development has been added as a participant. Concurrently, the legislature continues to work on providing resources to develop additional affordable housing and assess job creation opportunities to help mitigate vehicle miles traveled. In 2019, the legislature enacted AB 101, Chapter 159, Statutes of 2019, which provided resources for local jurisdictions to zone for additional affordable housing.</p> <p>On September 20, 2019, Governor Newsom issued Executive Order, N-19-19, directing the California State Transportation Agency to leverage \$5 billion in state funding to encourage mode shift with an emphasis on reducing greenhouse gases and vehicles miles traveled. Regional transportation planning agencies face greater challenges in addressing mobility and congestion management while accounting for local land use planning and complying with state mandates to reduce greenhouse gas emissions and vehicle miles traveled. Given the unique geography of Madera County and the travel patterns associated with the jobs-housing nexus and goods movement, has exacerbated gridlock traffic, making reducing vehicle miles traveled a challenge. The prospects for reducing greenhouse gas emissions however could be realized through state investments made to improve the availability of charging station infrastructure and providing incentives for converting from gas-powered to electric passenger vehicles, where feasible, along the state highway system. On September 23, 2020, Governor Newsom issued Executive Order N-79-20, which prohibits the sale of gasoline-powered passenger vehicles by 2035, promotes zero-emission vehicles for future mobility needs. Given that transportation is predominantly funded through the gas tax, a successor funding mechanism will be needed. In July of 2021, the California State Transportation Agency adopted the Climate Action Plan for Transportation infrastructure (CAPTI), which prioritizes multi-modal investments to compel mode shift, and limits highway capacity projects to be delivered on an as needed basis.</p> <p>Per the bill's legislative intent, SB 743, Chapter 386, Statutes of 2013, was explicitly enacted to provide CEQA relief for the construction of the Golden 1 Center in Sacramento but is being used as a template for prospective</p> |

| Issue | Goal | Strategy   |
|-------|------|--|
|       |      | <p>transportation planning on the state highway system, with an emphasis on eliminating capacity projects and further influencing local sales tax measure investments. This could have an impact on the administration of delivering projects within the voter-approved Measure T expenditure plan.</p> <p><b>MCTC will work with organizations such as the California League of Cities, California State Association of Counties, and Self-Help Counties Coalition, among others, to pursue funding from Cap-and-Trade revenues or other means to comply with the statewide mandate to reduce greenhouse gas emissions and endorse policies that promote regional job creation to reduce vehicle miles traveled. This includes acquiring funding to expand the infrastructure and incentives, particularly for disadvantaged communities, for electric vehicle conversion by minimizing concerns over range, cost, and infrastructure.</b></p> <p><b>MCTC will support operational improvements such as telecommuting (by accessing proceeds from the \$6 billion for broadband infrastructure the legislature approved in the FY 21-22 budget or federal money), vanpools, shipping more freight via rail, and promoting opportunities for regions to sell mitigation credits to generate revenue for providing multi-modal options.</b></p> <p><b>MCTC will work with organizations such as the California League of Cities, California State Association of Counties, San Joaquin Valley Policy Council, among others, to protect transportation funding from being withheld or diverted, while working with stakeholders to find alternatives to address jobs-housing imbalance. This includes monitoring the implementation of SB 743, and potential extension of SB 375, and impacts on addressing safety, congestion management, goods movement on the state highway system to ensure that capacity projects are not precluded from being funded.</b></p> <p><b>MCTC supports state transportation funding that provides a revenue-neutral conversion to a source that ensures equity in revenue collection that does not disadvantage those that must drive further to job centers. Distribution should respect the vital role the San Joaquin Valley plays in maintaining system integrity and providing mobility options.</b></p> |



| Issue                           | Goal  | Strategy  |
|---------------------------------|---|---|
|                                 |   | <p><b>MCTC will collaborate with all stakeholders to implement CAPTI to promote mode-shift where feasible, while also working towards completing key highway projects that enhance safety, and support goods movement, tourism, disaster response, and military operations.</b></p>   |
| <p><b>5. Passenger Rail</b></p> | <p>Provide enhanced passenger rail commuter service connecting the Valley to the Bay Area and Southern California</p> <p>Maintain and increase funding for commuter and intercity passenger rail for Ace/ San Joaquins. Pursue funding opportunities made available through CalSTA.</p> | <p>Work cooperatively with CalSTA, Caltrans Division of Rail, Amtrak, CTC, LOSSAN, ACE, San Joaquins, and Union Pacific Railroad to expand passenger rail service to accommodate for Madera County residents.</p> <p>Madera will also continue to diligently work on establishing extended commuter/intercity rail service to not only offset the impacts of congestion on SR 99, but to also reduce greenhouse gas emissions, and expand mobility options.</p> <p><b>MCTC will advocate to increase and acquire funding from CalSTA through the State Rail Assistance and Transit Capital and Intercity Rail Program to expand passenger rail service in the county.</b></p> |



**STAFF REPORT**  
Board Meeting of February 22, 2023

**AGENDA ITEM:** 4-O

**PREPARED BY:** Patricia Taylor, Executive Director

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**SUBJECT:**

Draft 2023 San Joaquin Valley Regional Policy Council State Legislative Platform

**Enclosure:** Yes

**Action:** Information and Discussion Only

**SUMMARY:**

The San Joaquin Valley Regional Policy Council, Sacramento Valley Voice Trip, is scheduled for March 29, 2023. Attached for your review and comment is a copy of the Draft 2023 San Joaquin Valley Regional Policy Council legislative platform. Issues included in the draft platform are as follows:

1. Build out the system to maximize previous investments.
2. Pragmatically address air quality and mobility goals through operational improvements.
3. Transit funding reform.
4. Enhance passenger rail infrastructure and service.

The San Joaquin Valley Regional Policy Council will convene a Pre-Sacramento Valley Voice meeting on Friday, March 17, 2023, at 9:00am to review the itinerary, speaking assignments, and legislative platform.

**FISCAL IMPACT:**

No fiscal impact to the approved 2022-23 Overall Work Program and Budget.

# San Joaquin Valley Regional Policy Council

## DRAFT 2023 Regional Priorities

| Issue   | Goal   | Strategy   |
|---|--|--|
| <b>1. Build Out the System To Maximize Previous Investments</b> | <p>Aggressively pursue funds through the State Budget, California Transportation Commission (CTC) allocation process or any other state sources to address safety, congestion management, and goods movement.</p> <p>Engage in discussions on transitioning from petroleum as a funding source for transportation.</p> | <p>In 2017, the legislature enacted SB 1 (Beall), Chapter 5, statutes of 2017, which provides \$5.2 billion in annual revenues to fund traffic congestion relief, highway rehabilitation and safety, local streets and roads repair, and multi-modal options through investments into public transportation, commuter and intercity rail, and bicycle and pedestrian programs. In 2020, the California Transportation Commission (CTC) approved funding for several projects in the Valley including: Stockton Diamond Grade Separation (\$100M), North County Corridor (\$20M in FY 22-23), SR 99 improvements in Madera (\$4.6M), SR 46 Widening (\$10M), I-580 interchange improvements (\$24M), and improvements to McHenry Avenue between Modesto and Escalon (\$2.1M). SB 1 Cycle 3 competitive programs will be awarded by the CTC in June 2023. The San Joaquin Valley received several awards from the CTC for ATP Cycle 6 in December 2022.</p> <p>On November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act of 2021 (IIJA P.L. 117-58), which provides \$1.2 trillion in investments through 2026 for federal-aid highways, transit, highway safety, among other items. California is estimated to receive a guaranteed formulaic distribution of \$40 billion over the next five years as follows: \$25.3 billion for federal-aid highways (60/40 split between state and local agencies); \$9.45 billion to improve public transportation; \$4.2 billion for bridge repair and seismic retrofits; and \$384 million for expanding the electric vehicle charging network. Legislation will be introduced to distribute funding.</p> <p>The San Joaquin Valley is the heart of California's transportation system and is a major economic generator within California. A significant majority—roughly 92 percent— of its commodities are transported by truck, primarily using State Route 99, Interstate 5, and other major east-west corridors. State Route 99 is consistently identified as one of the most dangerous and fatal highways in the nation. One of the major safety factors is capacity flows around the bottleneck areas, where freeway lanes go from three to two lanes in multiple locations across the region. Completion of gap closure should be a state priority.</p> <p>SJVPC will continue to educate our delegation and state funding partners, such as the California State Transportation Agency (CalSTA), CTC, Caltrans, and the Newsom Administration, about Highway 99, including the funding plan, and attributes that make it a highway of state and national significance, as previously recognized by the Brown</p> |

| Issue | Goal | Strategy  |
|-------|------|---|
|       |      | <p>Administration in letters submitted to the Trump Administration. Work with San Joaquin Valley COGs (Fresno, Kern, Kings, Madera, Merced, San Joaquin, Tulare) and Caltrans to raise awareness of the importance of Highway 99 and its need for improvements as one of the two major interregional corridors in the state and the vital role it plays in goods movement in addition to regional connectivity to major metropolitan areas.</p> <p><b>SJVRPC will remain diligent in competing for additional state funds to complete gap closures to improve safety, congestion management, and goods movement throughput on State Route 99 and other regional arterials. This includes building out SR 99 to a minimum of six lanes, consistent with the Caltrans-adopted State Route 99 Business Plan, or consideration of truck-only lanes and temporary lane conversions. This will ensure that the return on previous state and local investments are maximized. This will assist with construction of AB 149. Additionally, SJVRPC, will advocate for obtaining remaining funding commitments from the SHOPP to complete work on SR 99 between Avenues 7 to 12 in Madera County. With the closure of Madera Community Hospital, ambulances will be forced to use SR 99 to access alternative hospitals in the Valley, amplifying the need to ensure throughput and safety along the route, and equity for healthcare.</b></p> <p><b>SJVRPC will pursue funding through the state budget, Infrastructure Investment and Jobs Act, any federal appropriation bill, and SB 1 competitive program application efforts, under the Trade Corridor Enhancement Program, Local Partnership program, and Solutions for Congested Corridors Program to address safety, mobility, and goods movement throughput.</b></p> <p>In 2014, the Legislature called for a pilot program (SB 1077) to study a road charge model as a possible replacement source to the gas tax. Due to the limited number of participants from rural and low-income areas and the truncated timeline, more work is needed to recommend an appropriate charge rate. Issues include protecting privacy relating to data collection, enforcement, and compliance. While the enactment of SB 1 has delayed possible implementation, the issue may rise to the forefront soon due to the prevalence of alternative fuels and electric vehicles, which do not pay at the pump. This conversation has been accelerated by Executive Order N-79-20, which prohibits the sale of gas-powered passenger vehicles by 2035 and will require conversion to alternative fuels and funding sources for state transportation programs.</p> <p><b>SJVRPC will monitor the Road User Charge Technical Advisory Committee's activities, and efforts to transition to an environmentally sustainable funding source, such as full conversion to the vehicle registration fee or mileage-based user fee.</b></p> |

| Issue   | Goal  | Strategy   |
|---|---|--|
| <b>2. Pragmatically Address Air Quality and Mobility Goals Through Operational Improvements</b> | <p>Monitor activities on conversations regarding the jobs-housing imbalance and the impact on vehicle miles traveled.</p> <p>Protect transportation funding from being withheld or diverted and find other alternatives to address meeting affordable housing goals.</p> <p>Support state funding to expand infrastructure and incentives for conversion to electric vehicles to reduce greenhouse gas emissions.</p> <p>Monitor the implementation of SB 743 and AB 285 and protect the ability to continue addressing congestion management and safety on the state highway system.</p> <p>Ensure predictability and stability of transportation revenue should conversion occur due to lack of reliance on petroleum consumption to address greenhouse gas emission reduction.</p> | <p>Per AB 179 of 2017, the CTC and California Air Resources Board are required to convene twice a year to coordinate transportation policies, with a focus on reducing vehicle miles traveled and greenhouse gas emissions. The California Department of Housing and Community Development has been added as a participant. Concurrently, the legislature continues to work on providing resources to develop additional affordable housing and assess job creation opportunities to help mitigate vehicle miles traveled. In 2019, the legislature enacted AB 101, Chapter 159, Statutes of 2019, which provided resources for local jurisdictions to zone for additional affordable housing.</p> <p>On September 20, 2019, Governor Newsom issued Executive Order, N-19-19, directing the California State Transportation Agency to leverage \$5 billion in state funding to encourage mode shift with an emphasis on reducing greenhouse gasses and vehicles miles traveled. Regional transportation planning agencies face greater challenges in addressing mobility and congestion management while accounting for local land use planning and complying with state mandates to reduce greenhouse gas emissions and vehicle miles traveled. Given the unique geography of the San Joaquin Valley and the travel patterns associated with the jobs-housing nexus and goods movement, has exacerbated gridlock traffic, making reducing vehicle miles traveled a challenge. The prospects for reducing greenhouse gas emissions however could be realized through investments made to improve the availability of charging station infrastructure and providing incentives for converting from gas-powered to electric passenger vehicles, where feasible, along the state highway system. On September 23, 2020, Governor Newsom issued Executive Order N-79-20, which prohibits the sale of gasoline-powered passenger vehicles by 2035, and promotes zero-emission vehicles for future mobility needs. Given that transportation is predominantly funded through the gas tax, a successor funding mechanism will be needed. In July of 2021, the California State Transportation Agency adopted the Climate Action Plan for Transportation infrastructure (CAPTI), which prioritizes multi-modal investments to compel mode shift, and limits highway capacity projects to be delivered on an as needed basis.</p> <p>Per the bill's legislative intent, SB 743, Chapter 386, Statutes of 2013, was explicitly enacted to provide CEQA relief for the construction of the Golden 1 Center in Sacramento but is being used as a template for prospective transportation planning on the state highway system, with an emphasis on eliminating capacity projects and further influencing local sales tax measure investments. Recommendations made pursuant to the Strategic Growth Council's report on AB 285, further disadvantage the Valley from reaching its air quality with recommendations that would curb local sales tax contributions and the ability to complete state highway infrastructure in the Valley.</p> |

| Issue | Goal | Strategy  |
|-------|------|---|
|       |      | <p>AB 180, Chapter 44, Statutes of 2022, includes \$1.2 billion for port infrastructure, with 70 percent supporting activities at the Ports of Los Angeles and Long Beach, and 30 percent to all other ports statewide, including inland port development. On November 4, 2022, the SJVRPC voted to support all inland port projects that forward the interest of boosting the region's economy.</p> <p><b>SJVRPC will coordinate with the metropolitan planning organizations in the San Joaquin Valley to ensure that efforts to reduce greenhouse gas emission account for opportunities and limitations within the region due to socioeconomic disadvantages, geographical considerations, the jobs-housing imbalance, the lack of density, and the profile of the regional economy. SJVRPC will collaborate with all stakeholders to implement CAPTI to promote mode-shift where feasible, while also working towards completing key highway projects that enhance safety, and support goods movement, tourism, disaster response, and national defense operations.</b></p> <p><b>SJVRPC will also work with organizations such as the California Association of Councils of Governments (CALCOG), California League of Cities, California State Association of Counties, and Self-Help Counties Coalition (SHCC), among others, to pursue funding from Cap-and-Trade revenues or other means to comply with the statewide mandate to reduce greenhouse gas emissions and endorse policies that promote equity and regional job creation to reduce vehicle miles traveled with pragmatic solutions that fit the region. This includes supporting efforts to expand the infrastructure and incentives, particularly for disadvantaged communities, for electric vehicle conversion by minimizing concerns over range, cost, and infrastructure. The goal is to maximize investments to move the most people in a safe, clean, and efficient manner. The Valley should be a priority for incentives geared towards zero emission trucks, transit and school buses. SJVRPC will pursue funding made available through the FY 22-23 State Budget for zero-emission vehicles for constituents to augment work that has been conducted for decades by the region to reduce greenhouse gas emissions..</b></p> <p><b>SJVRPC will also support operational improvements such as telecommuting, vanpools, shipping more freight via rail, availability of more e-bikes, and promoting opportunities for regions to sell mitigation credits to generate revenue for providing multi-modal options.</b></p> <p><b>SJVRPC will work with organizations such as CALCOG and SHCC, among others, to protect transportation funding from being withheld or diverted, while working with stakeholders to find alternatives to address jobs-housing imbalance. This includes</b></p> |

| Issue                            | Goal  | Strategy  |
|----------------------------------|---|---|
|                                  |   | <p>monitoring the implementation of SB 743 and AB 285 recommendations, possible SB 375 reform, and the impact on addressing safety, congestion management, goods movement on the state highway system to ensure that capacity projects are not precluded from being funded. Eliminating highway capacity projects designed to alleviate congestion, increase safety, and facilitate goods movement throughput on facilities that have not been improved since being built in the 1950s is not a viable strategy.</p> <p>SJVRPC will pursue resources made available through the state budget to build or expand multiple inland ports in the San Joaquin Valley to better facilitate goods movement logistics.</p> <p>SJVRPC supports a revenue-neutral conversion to a source that ensures equity in revenue collection that does not disadvantage those that must drive further to job centers. Distribution should respect the vital role the San Joaquin Valley plays in maintaining system integrity and providing mobility options. This includes continuing to monitor the Road User Charge Technical Advisory Committee's activities.</p> <p>SJVRPC will work with CALCOG, and other stakeholders, to develop additional revenue sources at the state, regional and local levels to support the planning required by SB 375. This includes assistance in revising guidelines for the distribution of REAP funding.</p> <p>SJVRPC will also continue to pursue revenue made available through the Cap and Trade, Active Transportation Programs, and Affordable Housing and Sustainable Communities Program, for operations and capital needs for bus, rail and bicycle and pedestrian programs.</p> |
| <b>3. Transit Funding Reform</b> | <p>Support potential changes to the Transportation Development Act that will assist local public transportation systems with funding eligibility.</p> | <p>The Transportation Development Act dedicates a statewide ¼-cent sales tax for each county for local transportation purposes. That 1/4 cent sales tax, known as the Local Transportation Fund (LTF), generates over \$1.5 billion annually, primarily for public transit. Many Valley transit operators have had difficulty in meeting the farebox recovery ratio (FRR) requirements (20% for urban operators) that are necessary to qualify to use funds for operational purposes. In 2018, StanCOG sponsored the enactment of SB 903 (Cannella), providing operators with temporary relief from FRR requirements. AB 149 (Committee on Budget), Chapter 81, Statutes of 2021, provides statutory relief in meeting farebox recovery requirements for receiving State Transit Assistance (STA), Low Carbon Transit Operations Program (LCTOP), and State of Good Repair funds, through fiscal year 22-23. It suspends Transportation Development Act (TDA) and STA penalties for this duration. The bill also adds a list of new</p>   |

| Issue | Goal | Strategy  |
|-------|------|---|
|       |      | <p>exemptions from the farebox recovery calculation, including on-demand service and micro transit service beyond fixed-route service, costs for security, ticketing services, pensions, planning for improvements in transit operations, integration with other operators and agencies, transitioning to zero-emission operations, and for compliance with state and federal mandates.</p> <p>The COVID-19 pandemic has decimated ridership, drastically reducing farebox recovery and further hindering mobility options for society's most vulnerable populations including seniors, school children, the physically challenged and those on a fixed-income. The slow roll out of the vaccine will continue to limit ridership, revenue collection, and route availability. Ridership was also declining prior to the pandemic with choice riders opting to take other means such as services offered by transportation network companies.</p> <p><b>SJVPC will continue to monitor the CTA TDA working group and support modifications to the TDA process as appropriate to ensure that transit operators are provided with flexibility to continue accessing funding to maintain and expand service.</b></p> <p><b>SJVRPC will support efforts to advocate for additional flexibility for TDA, State Transit Assistance Program, and State of Good Repair funding. This includes supporting and extension of AB 149 and seeking additional funding for operations.</b></p> <p><b>SJVRPC will also advocate for new formula funding to transit operators that provides specifically for public transit service for state and national parks. This would support YARTS service through Merced and Madera Counties (Mariposa, Tuolumne and Mono as well), and the Sequoia Shuttle serving Sequoia National Park.</b></p> <p><b>SJVRPC will continue working with Caltrans on the completion of a multi-modal funding plan for State Route 99.</b></p> |



| Issue   | Goal  | Strategy   |
|---|---|--|
| <b>4. Enhance Passenger Rail Infrastructure and Service</b> | <p>Provide enhanced passenger rail commuter service connecting the Valley to the Bay Area and Southern California</p> <p>Maintain and increase funding for commuter and intercity passenger rail for Ace/ San Joaquins, and ValleyLink. Pursue funding opportunities made available through CalSTA.</p> | <p>Work cooperatively with CalSTA, Caltrans Division of Rail, Amtrak, CTC, LOSSAN, ACE, San Joaquins, Valley Link and Union Pacific Railroad to expand passenger rail service and connectivity to accommodate Valley residents.</p> <p>SJVRPC will also continue to diligently work on establishing extended commuter/intercity rail and high-speed rail service and connections to not only offset the impacts of congestion on SR 99, but to also reduce greenhouse gas emissions, and expand mobility options.</p> <p>AB 180, Chapter 44, Statutes of 2022, contains intent language directing \$4 billion over the next two fiscal years for priority capital transit and rail purposes, distributed via a population-based formula. This is speculative funding as the appropriation is contingent upon the availability of funds for FY 23-24 and FY 24-25. AB 180 also provided a one-time augmentation of \$3.63 billion for transit capital projects to be allocated via the Transit and Intercity Rail Capital Program (TIRCP), a competitive program administered by CalSTA. Of that amount, San Joaquin Valley rail operators, such as ACE, the San Joaquins, and Valley Link, are eligible to compete for \$1.4985 billion, with applications due in February 2023, and awards announced in April. Operations funding however will continue to be a critical component for delivering expanded and more frequent rail service.</p> <p><b>SJVRPC will advocate to increase and acquire funding from CalSTA through the State Rail Assistance and Transit Capital and Intercity Rail Program on an ongoing basis to help expedite delivery of multimodal options and meet 2030 climate goals.</b></p> <p><b>SJVRPC supports the Governor's plan and CHSRA's 2022 Draft Business Plan recommendation to pursue, complete without diverting funds to southern California, the Merced-Fresno-Bakersfield interim operating segment, with stations at Madera and Kings/Tulare to provide high-speed rail service to Californians. SJVRPC will await the release of the latest version of the Business Plan to ensure that stated investments match the region's priorities for project delivery and mobility.</b></p> |



**STAFF REPORT**  
Board Meeting of February 22, 2023

**AGENDA ITEM:** 4-P

**PREPARED BY:** Jeff Findley, Principal Regional Planner

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**SUBJECT:**

Potential 2020 Census Impacts for Federal Transit Administration (FTA) Programs

**Enclosure:** No

**Action:** Information and Discussion Only

**SUMMARY:**

The Federal Transit Administration (FTA) hosted a webinar about information from the 2020 Census on February 9, 2023. Current and future FTA grant recipients were encouraged to attend and learn more about how the 2020 Census might impact them and what resources FTA is making available to assist recipients. MCTC member agencies were provided with the FTA announcement for the workshop.

Last December, the Census Bureau announced final urban area designations based on the 2020 Census. FTA program eligibility and funding distribution is determined in part by service provision and demographics in both urban and non-urban areas. The 2020 Census delineations will impact FTA formula apportionments beginning in FY 2024. Eligibility and requirements associated with Notice of Funding Opportunities (NOFOs) published in FY 2023 will be determined using 2010 Census designations.

FTA has posted resources on its Census landing page, including:

- [2020 Census Changes UZA/Population](#) – Table showing the changes between the Census urban area data from 2010-2020 for Urbanized Areas (UZAs) designated under 49 U.S.C. 5302. The files include notes on population threshold changes, new UZAs, UZA name changes, and the Urban Area Census Code (UACE) for each area.
- [FTA Census Map](#) – ArcGIS map tool utilizing new Census data and various other sources, including the National Transit Map and National Transit Database, available for public use and analysis.

Additional information regarding how the 2020 Census may impact MCTC and its local agencies will be provided as it becomes available.

**FISCAL IMPACT:**

No fiscal impact to the approved 2022-23 Overall Work Program and Budget.



**STAFF REPORT**  
Board Meeting of February 22, 2023

**AGENDA ITEM:** 4-Q

**PREPARED BY:** Patricia Taylor, Executive Director

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**SUBJECT:**

Fiscal Year 2024 Appropriations Requests – Senator Feinstein

**Enclosure:** No

**Action:** Information and Discussion Only

**SUMMARY:**

The Senate Appropriations Committee will again be accepting member requests from Senators for the Fiscal Year 2024 Appropriations bills. This is an important and valuable way for each member to communicate their federal budget priorities for the fiscal year and advocate for programs that are important to their constituents and benefit their states.

In addition to accepting programmatic requests, the Senate Appropriations Committee will again, on a bipartisan basis, accept requests for [Congressionally Directed Spending \(CDS\)](#) formerly known as earmarks. Senator Feinstein has officially opened her [online portal](#) and the submission process for Fiscal Year (FY) 2024 appropriations requests, including CDS requests.

The deadline to submit CDS requests to the Office of Senator Feinstein for her consideration is Monday, March 13, 2023, at 10:00 p.m. Eastern Time / 7:00p.m. Pacific Time; however, it is strongly recommended to submit any forthcoming requests well in advance of the deadline.

**FISCAL IMPACT:**

No fiscal impact to the approved 2022-23 Overall Work Program and Budget.



**STAFF REPORT**  
Board Meeting of February 22, 2023

**AGENDA ITEM:** 4-R

**PREPARED BY:** Patricia Taylor, Executive Director

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**SUBJECT:**

Fiscal Year 2024 Appropriations Requests – Senator Padilla

**Enclosure:** No

**Action:** Information and Discussion Only

**SUMMARY:**

The Senate Appropriations Committee will again be accepting member requests from Senators for the Fiscal Year 2024 Appropriations bills. This is an important and valuable way for each member to communicate their federal budget priorities for the fiscal year and advocate for programs that are important to their constituents and benefit their states.

In addition to accepting programmatic requests, the Senate Appropriations Committee will again, on a bipartisan basis, accept requests for [Congressionally Directed Spending \(CDS\)](#) formerly known as earmarks. Senator Padilla has officially opened his [online portal](#) and the submission process for Fiscal Year (FY) 2024 appropriations requests, including CDS requests.

The deadline to submit CDS requests to the Office of Senator Padilla for his consideration is Friday, March 3, 2023, at 9:00pm Eastern Time / 6:00pm Pacific Time; however, it is strongly recommended to submit any forthcoming requests well in advance of the deadline.

**FISCAL IMPACT:**

No fiscal impact to the approved 2022-23 Overall Work Program and Budget.



**STAFF REPORT**  
Board Meeting of February 22, 2023

**AGENDA ITEM:** 7-A

**PREPARED BY:** Troy McNeil, Deputy Director/Fiscal Supervisor

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**SUBJECT:**

Executive Minutes – January 18, 2023

**Enclosure:** Yes

**Action:** Approve January 18, 2023, meeting minutes

**SUMMARY:**

Attached are the Executive Minutes for the January 18, 2023, Policy Board Meeting.

**FISCAL IMPACT:**

No fiscal impact to the approved 2022-23 Overall Work Program and Budget.



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## EXECUTIVE MINUTES

**Date:** January 18, 2023  
**Time:** 3:00 pm  
**Place:** Madera County Transportation Commission  
In person and Zoom

**Members Present:** Commissioner Waseem Ahmed, while traveling on official business for the City of Chowchilla, appeared via Zoom  
Commissioner Cecelia Gallegos  
Commissioner Leticia Gonzalez  
Commissioner Robert Poythress  
Commissioner Jose Rodriguez  
Commissioner David Rogers

**Members Absent:** None

**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, Senior Regional Planner  
Nicholas Dybas, Associate Regional Planner  
Sandy Ebersole, Administrative Analyst

**1. CALL TO ORDER**

Upon motion by Commissioner Poythress, seconded by Commissioner Gallegos, to elect Commissioner Rodriguez as Temporary Chairman to the Policy Board. A vote was called, and the motion carried.

Roll call for votes:

|                        |     |
|------------------------|-----|
| Commissioner Ahmed     | Yes |
| Commissioner Gallegos  | Yes |
| Commissioner Gonzalez  | Yes |
| Commissioner Poythress | Yes |
| Commissioner Rodriguez | Yes |
| Commissioner Rogers    | Yes |

Vote passed 6-0

**2. PLEDGE OF ALLEGIANCE**

**3. ELECTION OF OFFICERS**

Upon motion by Commissioner Rogers, seconded by Commissioner Poythress, to elect Commissioner Ahmed as Chairman to the Policy Board. A vote was called, and the motion carried.

Roll call for votes:

|                        |     |
|------------------------|-----|
| Commissioner Ahmed     | Yes |
| Commissioner Gallegos  | Yes |
| Commissioner Gonzalez  | Yes |
| Commissioner Poythress | Yes |
| Commissioner Rodriguez | Yes |
| Commissioner Rogers    | Yes |

Vote passed 6-0

Upon motion by Commissioner Rodriguez, seconded by Commissioner Ahmed, to elect Commissioner Gonzalez as Vice Chairman to the Policy Board. A vote was called, and the motion carried.

Roll call for votes:

|                        |     |
|------------------------|-----|
| Commissioner Ahmed     | Yes |
| Commissioner Gallegos  | Yes |
| Commissioner Gonzalez  | Yes |
| Commissioner Poythress | Yes |
| Commissioner Rodriguez | Yes |
| Commissioner Rogers    | Yes |



Vote passed 6-0

#### 4. 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.

Chair Rodriguez opened the floor for public comment. No public comment was received.

### MCTC SITTING AS THE MADERA COUNTY 2006 TRANSPORTATION AUTHORITY

#### 5. 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.

Chair Rodriguez opened the floor for public comment. No public comment was received.

5-A. Measure T Citizens' Oversight Committee Meeting

**Action:** Information and Discussion Only

5-B. Measure T Citizens' Oversight Committee Vacancies

**Action:** Information and Discussion Only

5-C. Madera County Transportation Authority (MCTA) Fiscal Year 2021-22 Audit Report

**Action:** Accept MCTA Fiscal Year 2021-22 Audit Report

#### **Authority Administrative Consent Calendar Action on Items A-C**

Upon motion by Commissioner Rogers, seconded by Commissioner Gonzalez, to approve the Authority Administrative Consent Item A-C. A vote was called, and the motion carried.

Roll call for votes:

|                       |     |
|-----------------------|-----|
| Commissioner Ahmed    | Yes |
| Commissioner Gallegos | Yes |

|                        |     |
|------------------------|-----|
| Commissioner Gonzalez  | Yes |
| Commissioner Poythress | Yes |
| Commissioner Rodriguez | Yes |
| Commissioner Rogers    | Yes |

Vote passed 6-0

## 6. AUTHORITY – ACTION/DISCUSSION ITEMS

### 6-A. Measure T Post Election Analysis

**Action:** Information and Discussion Only

Chair Rodriguez opened the floor for public comment. Comment was received from the following individuals:

Madeline Harris, Policy Advocate, Leadership Counsel for Justice and Accountability

Janice Gomes

Ellen Bitter, City of Madera

## MCTC SITTING AS THE TRANSPORTATION POLICY COMMITTEE

## 7. 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.

Chair Rodriguez opened the floor for public comment. No public comment was received.

### 7-A. MCTC 2023 Federal Transportation Improvement Program (FTIP) Amendment No. 1 – (Type 1 – Administrative Modification)

**Action:** Ratify

### 7-B. Affordable Housing and Sustainable Communities (AHSC) Program: Release of AHSC Final Round 7 Guidelines

**Action:** Information and Discussion Only

### 7-C. Infrastructure Investment and Jobs Act (IIJA) Update and Status Report

**Action:** Information and Discussion Only

### 7-D. San Joaquin Valley 2023 Policy Conference

**Action:** Information and Discussion Only

- 7-E. FY 2023/2024 Sustainable Transportation Planning Grants Call for Applications  
**Action:** Information and Discussion Only
- 7-F. Notice of Funding Opportunity (NOFO) Fiscal Year 2022 Federal-State Partnership for Intercity Passenger Rail Grant Program  
**Action:** Information and Discussion Only
- 7-G. 2023 RAISE Discretionary Grant Program Notice of Funding Opportunity  
**Action:** Information and Discussion Only
- 7-H. Madera South 41 Expressway Mobility Enhancement – Letter of Support  
**Action:** Approve and authorize Chair to sign letter of support
- 7-I. San Joaquin Valley Regional Planning Agencies Policy Council letter requesting continued support for Community Project Funding (CPF) and Congressionally Directed Spending (CDS)  
**Action:** Information and Discussion Only
- 7-J. State Route 41 South Expressway Project – awarded \$25 million through the U.S. Department of Transportation Rural Surface Transportation Grant Program and \$1.95 million through Community Project Funding  
**Action:** Information and Discussion Only
- 7-K. 2022 Traffic Monitoring Program Report  
**Action:** Accept the 2022 Traffic Monitoring Program Report
- 7-L. Broadband Adoption and Affordable Connectivity Plan (ACP) Update  
**Action:** Information and Discussion Only
- 7-M. San Joaquin Joint Powers Authority SB 742 Report to Legislature  
**Action:** Information and Discussion Only
- 7-N. California Transportation Commission (CTC) 2022 Annual Report to the California Legislature  
**Action:** Information and Discussion Only
- 7-O. Areas of Persistent Poverty Program FY 2023 Notice of Funding Opportunity  
**Action:** Information and Discussion Only

#### **Transportation Consent Calendar Action on Items A-O**

Upon motion by Commissioner Poythress, seconded by Commissioner Rogers, to approve the Transportation Consent Items A-O. A vote was called, and the motion carried.

Roll call for votes:

|                        |     |
|------------------------|-----|
| Commissioner Ahmed     | Yes |
| Commissioner Gallegos  | Yes |
| Commissioner Gonzalez  | Yes |
| Commissioner Poythress | Yes |

Commissioner Rodriguez      Yes  
Commissioner Rogers      Yes  
Vote passed 6-0

## 8. TRANSPORTATION ACTION/DISCUSSION ITEMS

8-A. State Legislative Update: MCTC Draft 2023 State Legislative Platform, and Governor's Proposed FY 2023-24 State Budget

**Action:** Information and Discussion Only

## MCTC SITTING AS THE MADERA COUNTY TRANSPORTATION COMMISSION

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

Upon motion by Commissioner Rogers, seconded by Commissioner Poythress, 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 Ahmed      Yes  
Commissioner Gallegos      Yes  
Commissioner Gonzalez      Yes  
Commissioner Poythress      Yes  
Commissioner Rodriguez      Yes  
Commissioner Rogers      Yes  
Vote passed 6-0

## 10. 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.

Chair Rodriguez opened the floor for public comment. No public comment was received.

10-A. Executive Minutes – November 23, 2022

**Action:** Approve November 23, 2022, meeting minutes

10-B. Transportation Development Act (STA) – Allocation, Resolution 22-10 Amendment No. 2

**Action:** Approve Resolution 22-10 Amendment No. 2

10-C. Madera County Transportation Commission Social Media Policy

**Action:** Approve the Madera County Transportation Commission Social Media Policy

10-D. MCTC Employee Manual – January 2023 Update

**Action:** Approve MCTC Employee Manual Update

### **Administrative Consent Calendar Action on Items A-D**

Upon motion by Commissioner Gonzalez, seconded by Commissioner Gallegos, to approve the Administrative Consent Item A-D. A vote was called, and the motion carried.

Roll call for votes:

|                        |     |
|------------------------|-----|
| Commissioner Ahmed     | Yes |
| Commissioner Gallegos  | Yes |
| Commissioner Gonzalez  | Yes |
| Commissioner Poythress | Yes |
| Commissioner Rodriguez | Yes |
| Commissioner Rogers    | Yes |

Vote passed 6-0

## **11. ADMINISTRATIVE ACTION/DISCUSSION ITEMS**

11-A. MCTC Policy Board Committee Appointments

**Action:** Appoint MCTC representatives to the following committees: San Joaquin Valley Regional Policy Council (representative); San Joaquin Joint Powers Authority (representative and alternate); and California Association of Council of Governments (alternate)

Upon motion by Commissioner Poythress, seconded by Commissioner Gonzalez, to appoint Commissioner Rodriguez as a representative to the San Joaquin Valley Regional Policy Council. A vote was called, and the motion carried.

Roll call for votes:

|                        |     |
|------------------------|-----|
| Commissioner Ahmed     | Yes |
| Commissioner Gallegos  | Yes |
| Commissioner Gonzalez  | Yes |
| Commissioner Poythress | Yes |
| Commissioner Rodriguez | Yes |
| Commissioner Rogers    | Yes |

Vote passed 6-0

Upon motion by Commissioner Gallegos, seconded by Commissioner Gonzalez, to appoint Commissioner Ahmed as an alternate representative to the San Joaquin Valley Regional Policy Council. A vote was called, and the motion carried.

Roll call for votes:

|                        |     |
|------------------------|-----|
| Commissioner Ahmed     | Yes |
| Commissioner Gallegos  | Yes |
| Commissioner Gonzalez  | Yes |
| Commissioner Poythress | Yes |
| Commissioner Rodriguez | Yes |
| Commissioner Rogers    | Yes |

Vote passed 6-0

Upon motion by Commissioner Rogers, seconded by Commissioner Rodriguez, to appoint Commissioner Gonzalez as a representative to the San Joaquin Valley Joint Powers Authority. A vote was called, and the motion carried.

Roll call for votes:

|                        |     |
|------------------------|-----|
| Commissioner Ahmed     | Yes |
| Commissioner Gallegos  | Yes |
| Commissioner Gonzalez  | Yes |
| Commissioner Poythress | Yes |
| Commissioner Rodriguez | Yes |
| Commissioner Rogers    | Yes |

Vote passed 6-0

Upon motion by Commissioner Rogers, seconded by Commissioner Gonzalez, to appoint Commissioner Rodriguez as an alternate representative to the San Joaquin Valley Joint Powers Authority. A vote was called, and the motion carried.

Roll call for votes:

|                        |     |
|------------------------|-----|
| Commissioner Ahmed     | Yes |
| Commissioner Gallegos  | Yes |
| Commissioner Gonzalez  | Yes |
| Commissioner Poythress | Yes |
| Commissioner Rodriguez | Yes |
| Commissioner Rogers    | Yes |

Vote passed 6-0

Upon motion by Commissioner Gonzalez, seconded by Commissioner Poythress, to appoint Commissioner Ahmed as an alternate representative to the California Association of Council of Governments. A vote was called, and the motion carried.

Roll call for votes:

|                        |     |
|------------------------|-----|
| Commissioner Ahmed     | Yes |
| Commissioner Gallegos  | Yes |
| Commissioner Gonzalez  | Yes |
| Commissioner Poythress | Yes |
| Commissioner Rodriguez | Yes |
| Commissioner Rogers    | Yes |

Vote passed 6-0

## OTHER ITEMS

### 12. MISCELLANEOUS

#### 12-A. Items from Staff

Patricia Taylor, Executive Director, provided the following comments:

- The California Transportation Commission will be holding the October 2023 meeting in Madera. Potential sites will be toured Friday, January 20, 2023.
- Director Taylor recognized Madera County for the State Route 41 South Expressway Project awards of \$25 million through the Department of Transportation Rural Surface Transportation Grant Program and \$1.95 million through Community Project Funding.

Troy McNeil, Deputy Director/Fiscal Supervisor, provided the following comments:

- Per MCTC Policy, all checks require a signature from MCTC staff as well as a Board Member. With the new calendar year, all Board Members will need to complete a new signature card.

#### 12-B. Items from Caltrans

- Michael Navarro, Caltrans District 06, Deputy Director, provided a brief update on grant programs and the State Route 99 project in Madera County.

#### 12-C. Items from Commissioners

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

### 13. CLOSED SESSION

NONE



**14. ADJOURNMENT**

Meeting adjourned at 4:39 pm.

Next meeting scheduled for Wednesday, February 22, 2023

Respectfully Submitted,

Patricia S. Taylor  
Executive Director  
Madera County Transportation Commission





**STAFF REPORT**  
Board Meeting of February 22, 2023

**AGENDA ITEM:** 7-B

**PREPARED BY:** Troy McNeil, Deputy Director/Fiscal Supervisor

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**SUBJECT:**

Transportation Development Act (LTF and STA) Allocations – Resolution 22-09 Amendment No. 2, and Resolution 22-10 Amendment No. 3

**Enclosure:** Yes

**Action:** Approve Resolution 22-09 Amendment No. 2, and Resolution 22-10 Amendment No. 3

**SUMMARY:**

The City of Madera has submitted revised applications for their Local Transportation Fund (LTF) and State Transit Assistance (STA) allocations. The applications recognize the following:

- LTF Carryover funds from FY 21-22
- STA Carryover funds from FY 20-21 and FY 21-22
- Increased STA Apportionment allocation in FY 22-23

The City of Madera requests approval of its revised applications.

**FISCAL IMPACT:**

No fiscal impact to the approved 2022-23 Overall Work Program and Budget.

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

|   |  |
|---|--|
| In the matter of<br><b>ALLOCATION OF FY 2022-23<br/>LOCAL TRANSPORTATION FUND</b> | Resolution No.: <b>22-09<br/>Amendment No. 2</b> |
|---|--|

**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,** \$120,000 has been apportioned for Administration, \$120,733 has been reserved for Pedestrian and Bicycle facilities, and

**WHEREAS,** the Local Agencies have agreed to a MCTC expenditure of \$181,098 for shared system planning costs, per Section 99233.2 of the Transportation Development Act; and

**WHEREAS,** there is the sum of \$6,036,616 to be allocated from LTF, 2022-23;

**WHEREAS,** the Madera County Transportation Commission has made the finding in Resolution No. 22-07 that there are no substantial unmet transit needs that are reasonable to meet in FY 2022-23 within the jurisdictions of the County of Madera, the City of Madera, and the City of Chowchilla, and

**WHEREAS,** the City of Madera has carryover funds from FY 2021-22 and has submitted its revised application and requests to allocate its apportionment, 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                          |            | \$ 116,643 |
| Pedestrian & Bicycle Projects |            | \$ 10,536  |
| MCTC Planning Services        | \$ 15,803  |            |
| Street and Road Projects      | \$ 383,797 |            |

(B) City of Madera

|   |                        |
|---|------------------------|
| Madera Metro, DAR, Intermodal, Transit Center | \$ 705,000             |
| <b>Pedestrian &amp; Bicycle Projects</b>      | <b>\$ 174,488.53</b>   |
| MCTC Planning Services                        | \$ 75,758              |
| <b>Street &amp; Road Projects</b>             | <b>\$ 7,556,797.45</b> |

C) County of Madera

|                               |              |
|-------------------------------|--------------|
| Amtrak                        | \$ 25,000    |
| MCC & Demand Response         | \$ 334,967   |
| Pedestrian & Bicycle Projects | \$ 59,691    |
| MCTC Planning Services        | \$ 89,537    |
| Street & Road Projects        | \$ 2,475,362 |

The foregoing resolution was adopted this 22nd day of February 2023 by the following vote:

|                               |       |
|-------------------------------|-------|
| Commissioner Waseem Ahmed     | _____ |
| Commissioner Leticia Gonzalez | _____ |
| Commissioner Cecelia Gallegos | _____ |
| Commissioner Jose Rodriguez   | _____ |
| Commissioner Robert Poythress | _____ |
| Commissioner David Rogers     | _____ |

\_\_\_\_\_  
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<br><b>ALLOCATION OF FY 2022-23<br/>STATE TRANSIT ASSISTANCE FUND</b> | Resolution No.: <b>22-10<br/>Amendment No. 3</b> |
|---|--|

**WHEREAS,** State Transit Assistance funds have been made available to the Madera County Transportation Commission by the State Controller in the amount of \$1,989,663;

**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, the City of Chowchilla, 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 entities' allocations from the State Transit Assistance Fund does not exceed the amount that each claimant is eligible to receive;

**WHEREAS,** the City of Madera has carryover funds from FY 2020-21 and FY 2021-22 and has submitted a revised application and requests to reallocate its apportionment;

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

| <u>CLAIMANT</u>                                 | <u>2022-23 STA</u> |
|---|--------------------|
| City of Chowchilla                              |                    |
| CATX  | \$ 162,544         |
| Unallocated                                     | \$ 49,628          |
| City of Madera                                  |                    |
| Madera Metro, DAR, Intermodal, Transit Center   | \$ 1,165,319.90    |
| Local Agency Transportation Planning Activities | \$ 170,000         |
| Unallocated                                     | \$ 0               |

County of Madera  
MCC & DAR

\$ 957,683

The foregoing resolution was adopted this 22nd day of February 2023 by the following vote:

|                               |       |
|-------------------------------|-------|
| Commissioner Waseem Ahmed     | _____ |
| Commissioner Cecelia Gallegos | _____ |
| Commissioner Jose Rodriguez   | _____ |
| Commissioner Leticia Gonzalez | _____ |
| Commissioner Robert Poythress | _____ |
| Commissioner David Rogers     | _____ |

\_\_\_\_\_  
Chairman, Madera County Transportation Commission

\_\_\_\_\_  
Executive Director, Madera County Transportation Commission

**STAFF REPORT**

Board Meeting of February 22, 2023

**AGENDA ITEM:** 7-C**PREPARED BY:** Troy McNeil, Deputy Director/Fiscal Supervisor**SUBJECT:**

Transportation Development Act (TDA): Local Transportation Fund (LTF), State Transit Assistance (STA), and State of Good Repair (SGR) FY 2023-24 Estimates

**Enclosure:** Yes**Action:** Information and Discussion Only**SUMMARY:**

**Local Transportation Fund (LTF):** Prior to February 1 of each year, the county auditor provides MCTC an estimate of monies to be available for apportionment and allocation during the ensuing fiscal year. The estimate for FY 2023-24 is **\$7,646,458**. The estimate includes monies anticipated to be deposited in the fund during the ensuing fiscal year as well as prior year excess revenues. The county auditor makes an estimate from such data including those which may be furnished by the State Board of Equalization. The county auditor will furnish a revised or updated estimate of funds available when requested by MCTC staff.

**State Transit Assistance (STA):** Pursuant to Public Utilities Code Section 99312.7, the State Controller is directed to send a preliminary estimate of STA Funds to each transportation planning agency. For fiscal year 2023-24, there is \$935,163,000 budgeted according to the most current information from the State Controller's Office. The STA allocation estimate for Madera County is **\$1,915,881**.

**State of Good Repair (SGR):** Pursuant to Public Utilities Code Section 99312.1(c), the State Controller is directed to send an estimate of SGR Funds to each transportation planning agency. For fiscal year 2023-24, there is \$125,619,000 budgeted according to the most current information from the State Controller's Office. The SGR allocation estimate for Madera County is **\$257,366**.

MCTC staff advised prospective claimants of the estimated area apportionments within Madera County.

**FISCAL IMPACT:**

No fiscal impact to the approved 2022-23 Overall Work Program and Budget.

**Madera County Transportation Commission****Local Transportation Fund (LTF)****2023-24 Apportionment to Member Agencies**

|   |                     |
|---|---------------------|
| 2023-24 Estimate per Madera County Auditor/Controller | \$ 6,646,458        |
| One-time Excess Revenues                              | \$ 1,000,000        |
| Less MCTC Administration Expense                      | \$ (120,000)        |
| <b>Balance Available for Allocation</b>               | <b>\$ 7,526,458</b> |

County/Chowchilla adjustment for prison population per May 21, 1996 Agreement  
 1/31/23 Prison Population from DCR = **5,252**

|            | DOF(E-1)<br>Population<br>05/01/22 | DOF Prison<br>Population | Adjusted Populations |
|------------|------------------------------------|--------------------------|----------------------|
| Chowchilla | 18,851                             | (5,252)                  | 13,599               |
| County     | 72,702                             | 5,252                    | 77,954               |

|            | DOF<br>Population<br>05/01/22 | Percent | Available for<br>Allocation | 2%<br>Article 3 -<br>Bicycle & Pedestrian | 3%<br>RTPA Planning | Article 4, 8<br>Balance |
|------------|-------------------------------|---------|-----------------------------|---|---------------------|-------------------------|
| Member     |                               |         |                             |   |                     |                         |
| Chowchilla | 13,599                        | 8.64%   | \$ 650,285                  | \$ 13,006                                 | \$ 19,509           | \$ 617,770              |
| Madera     | 65,843                        | 41.83%  | \$ 3,148,521                | \$ 62,970                                 | \$ 94,456           | \$ 2,991,095            |
| County     | 77,954                        | 49.53%  | \$ 3,727,652                | \$ 74,553                                 | \$ 111,830          | \$ 3,541,269            |
|            | 157,396                       | 100.00% | \$ 7,526,458                | \$ 150,529                                | \$ 225,795          | \$ 7,150,134            |

**State Transit Assistance Fund (STA)****2023-24 Apportionment to Member Agencies**

|   |                     |
|---|---------------------|
| 2023-24 Allocation per State Controller (PUC 99313) | \$ 1,878,071        |
| 2023-24 Allocation per State Controller (PUC 99314) | \$ 37,810           |
|   | <b>\$ 1,915,881</b> |

| Member     | DOF (E-1)<br>Population<br>05/01/22 | Percent | PUC 99313<br>Allocation | PUC 99314<br>Allocation | Total        |
|------------|-------------------------------------|---------|-------------------------|-------------------------|--------------|
| Chowchilla | 13,599                              | 8.64%   | \$ 162,265              | \$ 2,580                | \$ 164,845   |
| Madera     | 65,843                              | 41.83%  | \$ 785,648              | \$ 27,786               | \$ 813,434   |
| County     | 77,954                              | 49.53%  | \$ 930,158              | \$ 7,444                | \$ 937,602   |
|            | 157,396                             | 100.00% | \$ 1,878,071            | \$ 37,810               | \$ 1,915,881 |

**SB-1 State of Good Repair Program (SGR)****2023-24 Apportionment to Member Agencies**

|   |                   |
|---|-------------------|
| 2023-24 Allocation per State Controller (PUC 99313) | \$ 252,286        |
| 2023-24 Allocation per State Controller (PUC 99314) | \$ 5,080          |
|   | <b>\$ 257,366</b> |

| Member     | DOF (E-1)<br>Population<br>05/01/22 | Percent | PUC 99313<br>Allocation | PUC 99314<br>Allocation | Total      |
|------------|-------------------------------------|---------|-------------------------|-------------------------|------------|
| Chowchilla | 13,599                              | 8.64%   | \$ 21,797               | \$ 347                  | \$ 22,144  |
| Madera     | 65,843                              | 41.83%  | \$ 105,538              | \$ 3,733                | \$ 109,271 |
| County     | 77,954                              | 49.53%  | \$ 124,950              | \$ 1,000                | \$ 125,950 |
|            | 157,396                             | 100.00% | \$ 252,286              | \$ 5,080                | \$ 257,366 |





**STAFF REPORT**  
Board Meeting of February 22, 2023

**AGENDA ITEM:** 8-A

**PREPARED BY:** Patricia Taylor, Executive Director

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**SUBJECT:**

FY 2023-24 Draft Overall Work Program and Budget

**Enclosure:** No

**Action:** Authorize circulation of Draft 2023-24 Overall Work Program and Budget for agency review

**SUMMARY:**

Included on MCTC's [website](#) is the DRAFT 2023-24 MCTC Overall Work Program (OWP) and Budget. This document is prepared annually pursuant to Caltrans guidelines and is required to be submitted to Caltrans, FHWA and FTA. The OWP discusses the MCTC, its organizational structure, regional planning issues, and presents work element descriptions and budgets. Following review of the draft OWP, it will be brought before the Commission for adoption at its April 19, 2023, meeting.

To kick-off the Draft 2023-24 OWP development process, the MCTC staff met with its federal and state partners. This is an Annual Group Meeting and was held on January 12, 2023. The purpose of the annual group meeting is to discuss the current OWP progress, accomplishments, and carryover activities; and 2023-24 OWP Guidance.

**FISCAL IMPACT:**

No fiscal impact to the approved 2022-23 Overall Work Program and Budget.



**STAFF REPORT**  
Board Meeting of February 22, 2023

**AGENDA ITEM:** 10-A

**PREPARED BY:** Sandy Ebersole, Administrative Analyst

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**SUBJECT:**

Measure T Citizens' Oversight Committee Member Appointment

**Enclosure:** Yes

**Action:** Appoint Max Rodriguez as a representative for District 4 to the Measure T Citizens' Oversight Committee

**SUMMARY:**

The Measure T Citizens' Oversight Committee currently has a vacancy for a member residing in District 4. Staff has received an application for this vacancy. The application of Max Rodriguez is included in the agenda packet. Staff recommends the appointment of Max Rodriguez to the Measure T Citizens' Oversight Committee.

**FISCAL IMPACT:**

No fiscal impact to the approved 2022-23 Overall Work Program and Budget



## ***CITIZENS' OVERSIGHT COMMITTEE APPLICATION***

The Madera County Transportation Authority (Authority) maintains a standing Citizen Oversight Committee to provide citizen perspective, participation and involvement in the Authority's \$213 million voter-approved Measure T Investment Plan. The Committee is comprised of seven (7) members: five (5) represent each of the Madera County supervisorial districts in addition to two (2) "at-large" members.

COC members are appointed to serve for a four-year term without compensation. No member may serve for more than eight years. Meetings will be held at the MCTA office at 2001 Howard Road, Suite 201, Madera, CA.

There are currently two vacancies on the committee to fill a 4 year term:

- One member residing within District 4
- One member residing within District 5

**Please submit completed applications to the following staff:**

Measure T Oversight Committee  
 c/o Sandy Ebersole  
 Madera County Transportation Commission  
 2001 Howard Road, Suite 201  
 Madera, CA 93637  
 Email: [sandy@maderactc.org](mailto:sandy@maderactc.org)  
 FAX: (559) 675-9328

Should applicants have any questions, please call Sandy Ebersole at (559) 675-0721

Additional information can be found on our [website](#).

Which supervisorial district do you live in?    1 ☐   2 ☐   3 ☐   4 ☒   5 ☐

(If uncertain, please see link below for a map of Districts)

<https://www.maderacounty.com/government/board-of-supervisors/current-supervisorial-district-map>

Name Max Rodriguez

Address [REDACTED] Madera 93638  
Street City Zip Code

Phone [REDACTED]

E-mail [REDACTED]

How many years have you lived in Madera County? 83 years

Briefly describe your interest in serving on the Measure "T" Citizens' Oversight Committee.

As the former Madera County of Supervisor for District 4, Measure T has provided flexibility in a

List and briefly describe any participation in volunteer, community or professional organizations that are relevant to your candidacy for the Citizens' Oversight Committee.

Former District 4 Supervisor at the Madera Board of Supervisors, Former Chairman/Commissioner

Other comments:

By signing this application form I hereby certify that:

- 1) I am not an elected official at any level of government
- 2) I am not a public employee at any State, County or local city agencies
- 3) I will submit an annual statement of financial disclosure consistent with Fair Political Practices Commission (FPPC) rules and regulations and filed with the Authority

I declare under penalty of perjury the above information is true and correct.

Applicant's  
Signature



Date 02/16/2023

**APPLICATIONS WILL BE KEPT ON FILE FOR TWO YEARS**