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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**

**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**

May 18, 2022

**TIME**

1:30 PM

**Policy Board Members**

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

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



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

**SPECIAL NOTICE**

**Important Notice Regarding COVID 19**

The meeting of May 18, 2022 will take place remotely in accordance with Government Code Section 54953(e) et seq. (AB 361), and Resolution No. 21-15 Amendment No. 7, as adopted by the Madera County Transportation Commission Policy Board on April 20, 2022. The meeting will be conducted through a hybrid combination of in-person and/or all virtual attendance of the six members of the Policy Board via teleconference using the GoToWebinar platform.

**Please register for the GoToWebinar from your computer, tablet, or smartphone**

**<https://attendee.gotowebinar.com/register/3858152639859616012>**

**After registering you will receive a confirmation email containing information about joining the webinar**

**You can also dial in using your phone**

**1 (213) 929-4221 or 1 (877) 309-2074 (Toll Free)**

**Access Code: 614-074-506**

For participation by teleconference only, please use the above phone number and access code. If you participate by teleconference only, you will be in listen-only mode.

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

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

## **AGENDA**

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

## **INTERPRETING SERVICES**

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

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

## **MEETING CONDUCT**

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

## **RECORD OF THE MEETING**

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

## Agenda

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

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

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

#### 4. **AUTHORITY – ADMINISTRATIVE CONSENT ITEMS**

All items on the consent agenda are considered routine and non-controversial by MCTC staff and will be approved by one motion if no member of the 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.

4-A. Measure "T" FY 2022-23 Allocation

**Enclosure:** Yes

**Action:** Approve FY 2022-23 Allocation

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

**Enclosure:** Yes

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

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

**Enclosure:** Yes

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



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

5-A. Measure T Renewal Tracking Survey – Summary Report

**Enclosure:** Yes

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

**MCTC SITTING AS THE TRANSPORTATION POLICY COMMITTEE**

**6. TRANSPORTATION CONSENT ITEMS**

All items on the consent agenda are considered routine and non-controversial by MCTC staff and will be approved by one motion if no member of the Committee or public wishes to comment or ask questions. If comment or discussion is desired by anyone, the 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.

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

**Enclosure:** No

**Action:** Ratify

6-B. MCTC 2021 Federal Transportation Improvement Program (FTIP) Amendment No. 11 – (Type 1 – Administrative Modification)

**Enclosure:** No

**Action:** Ratify

6-C. Broadband for All Technical Assistance

**Enclosure:** No

**Action:** Information and Discussion Only

6-D. Bipartisan Infrastructure Law Carbon Reduction Program

**Enclosure:** No

**Action:** Information and Discussion Only

6-E. Community Economic Resilience Fund Planning Phase Draft Guidelines

**Enclosure:** No

**Action:** Information and Discussion Only

[6-F.](#) Highway Safety Improvement Program (HSIP) Cycle 11 Call for Projects

**Enclosure:** No

**Action:** Information and Discussion Only

[6-G.](#) Safe Streets and Roads for All (SS4A) Grant Program

**Enclosure:** No

**Action:** Information and Discussion Only

[6-H.](#) Annual Disadvantaged Business Enterprise (DBE) Program Submittal Fiscal Year 2022-2023

**Enclosure:** No

**Action:** Information and Discussion Only

[6-I.](#) State Bicycle and Pedestrian Plan Progress (SBPP) Report Webinar

**Enclosure:** No

**Action:** Information and Discussion Only

[6-J.](#) California Strategic Highway Safety Plan (SHSP) Crash Data Dashboard Results for Madera County

**Enclosure:** No

**Action:** Information and Discussion Only

[6-K.](#) Letter of Support - Madera High-Speed Rail Station Project Application for the U.S. Department of Transportation 2022 Multimodal Projects Discretionary Grant MEGA Competitive Grant Program

**Enclosure:** Yes

**Action:** Information and Discussion Only

[6-L.](#) Letter of Support - Union Pacific (Fresno Subdivision) Ceres to Turlock Double Tracking Project Application for the U.S. Department of Transportation 2022 Multimodal Projects Discretionary Grant INFRA Competitive Grant Program

**Enclosure:** Yes

**Action:** Information and Discussion Only

[6-M.](#) Letters of Opposition – AB 2237 and AB 2438

**Enclosure:** Yes

**Action:** Information and Discussion Only

[6-N.](#) Reconnecting Communities Pilot (RCP) discretionary grant program webinar

**Enclosure:** No

**Action:** Information and Discussion Only

[6-O.](#) Continuation of Teleconferenced Meetings – Resolution 21-15 Amendment No. 8

**Enclosure:** Yes

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

## 7. TRANSPORTATION ACTION/DISCUSSION ITEMS

[7-A.](#) State Legislative and Budget Update

**Enclosure:** Yes

**Action:** Information and Discussion Only. Direction may be provided

[7-B.](#) 2022 Regional Transportation Plan and Sustainable Communities Strategy Scenario Planning

**Enclosure:** No

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

## MCTC SITTING AS THE MADERA COUNTY TRANSPORTATION COMMISSION

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

### 9. 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.

[9-A.](#) Executive Minutes – April 20, 2022

**Enclosure:** Yes

**Action:** Approve April 20, 2022, meeting minutes

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

**Enclosure:** Yes

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

**10. ADMINISTRATIVE ACTION/DISCUSSION ITEMS**

**NONE**

**OTHER ITEMS**

**11. MISCELLANEOUS**

11-A. Items from Staff

11-B. Items from Caltrans

11-C. Items from Commissioners

**12. CLOSED SESSION**

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

Position: Executive Director

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

Commission Negotiators: Councilmember Jose Rodriguez and

Supervisor Brett Frazier

Employee: Executive Director

**13. ADJOURNMENT**

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



**STAFF REPORT**  
Board Meeting of May 18, 2022

**AGENDA ITEM:** 4-A

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

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**SUBJECT:**

Measure "T" FY 2022-23 Allocation

**Enclosure:** Yes

**Action:** Approve FY 2022-23 Allocation

**SUMMARY:**

The 2022-23 Measure "T" Final Allocation is included in your package. The allocation provides a not to exceed budget allocation for each Measure "T" program for each agency. The annual revenue projection is calculated using current economic conditions and is allocated based on population estimates from the Department of Finance.

Staff has requested that each agency prepare their Annual Expenditure Plan (AEP) identifying how each agency anticipates spending the funds in FY 2022-23 for each category, including the subcategories. The AEPs will then be incorporated into the Annual Work Program which will be presented as a draft document at the next Board meeting.

**FISCAL IMPACT:**

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





**STAFF REPORT**  
Board Meeting of May 18, 2022

**AGENDA ITEM:** 4-B

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

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**SUBJECT:**

FY 2021-22 Annual Work Program Amendment No. 1

**Enclosure:** Yes

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

**SUMMARY:**

Per Authority policy the Annual Work Program (AWP) is prepared annually and serves as the annual funding authority for the Measure "T" program. The Annual Work Program recognizes funds available for projects according to the Measure "T" Investment Plan and outlines each local jurisdiction's Annual Expenditure Plan with respect to the available funds. The original AWP was approved on September 22, 2021. Due to actual sales tax receipts being higher than originally forecasted, an amended allocation was approved on February 23, 2022, and each agency was asked to amend their Annual Expenditure Plan (AEP). The increased allocations and any changes to the AEPs have been incorporated into the amended AWP.

**FISCAL IMPACT:**

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



# ANNUAL WORK PROGRAM

Fiscal Year  
2021-22  
Amendment No. 1



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

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

Authorizes major new projects to:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

- Environmental Mitigation
- Air Quality (including road paving to limit PM<sub>10</sub> and PM<sub>2.5</sub> emissions)
- Bicycle/Pedestrian Facilities
- Car/Van Pools

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

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

Measure funding is provided to the Authority to:

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

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

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



## FY 2021-22 Measure T Allocation Amendment No.1

Gross Allocation	13,000,000.00
Deductions	0.00
Net Allocation	<u>13,000,000.00</u>

Jurisdiction	Population	Rate
County	79,629	0.502474
Madera	66,172	0.417557
Chowchilla	12,673	0.079969
	<u>158,474</u>	

<b>Measure T Programs</b>	<b>Percent</b>	<b>Amount</b>	<b>County Allocation</b>	<b>Madera Allocation</b>	<b>Chowchilla Allocation</b>	<b>MCTA Allocation</b>
<b>Commute Corridors/Farm to Market</b>	<b>51.00%</b>	<b>\$ 6,630,000.00</b>				
Regional Streets and Highways Program	26.00%	\$ 3,380,000.00				\$ 3,380,000.00
Regional Rehab	25.00%	\$ 3,250,000.00	\$ 1,633,039.17	\$ 1,357,061.72	\$ 259,899.11	
<b>Safe Routes to School &amp; Jobs</b>	<b>44.00%</b>	<b>\$ 5,720,000.00</b>				
Street Maintenance	13.00%	\$ 1,690,000.00	\$ 849,180.37	\$ 575,394.18	\$ 110,197.22	
County Maint. District, Suppl. Street Maint.	8.75%	\$ 1,137,500.00	\$ 571,563.71	\$ 387,284.53	\$ 74,171.21	
Flexible (*Funds impounded by MCTA)	21.75%	\$ 2,827,500.00	\$ 1,420,744.08	\$ 1,180,643.71	\$ 226,112.21	\$ 2,827,500.00
ADA Compliance	0.50%	\$ 65,000.00	\$ 32,660.78	\$ 27,141.23	\$ 5,197.99	
<b>Transit Enhancement Program</b>	<b>2.00%</b>	<b>\$ 260,000.00</b>				
Madera County	0.91952742%	\$ 119,538.56	\$ 119,538.56			
City of Madera	0.76412931%	\$ 99,336.81		\$ 99,336.81		
City of Chowchilla	0.14634327%	\$ 19,024.63			\$ 19,024.63	
ADA/Seniors/Paratransit	0.17%	\$ 22,100.00	\$ 11,104.67	\$ 9,228.02	\$ 1,767.31	
<b>Environmental Enhancement Prog.</b>	<b>2.00%</b>	<b>\$ 260,000.00</b>	\$ 130,643.14	\$ 108,564.93	\$ 20,791.93	
<b>Administration/Planning</b>	<b>1.00%</b>	<b>\$ 130,000.00</b>				\$ 130,000.00
		TOTAL	\$ 3,347,730.40	\$ 2,781,976.41	\$ 532,793.19	\$ 6,337,500.00

## Measure “T” Programming Summary

### MCTA

	<u>CO</u>	<u>Excess</u>	<u>Allocated</u>	<u>Bond/Other</u>	<u>Programmed</u>	<u>Balance</u>
Regional Streets and Highways	\$2,614,877	\$612,741	\$3,380,000	\$0	\$4,961,232	\$1,022,386
Flexible Program	\$2,496,417	\$0	\$2,827,500	\$0	\$3,267,308	\$1,534,609
Admin/Planning/Other	\$4,167	\$24,780	\$130,000	\$460,095	\$595,042	\$0
<b>TOTALS</b>	<b>\$5,115,461</b>	<b>\$637,521</b>	<b>\$6,337,500</b>	<b>\$460,095</b>	<b>\$8,823,582</b>	<b>\$2,556,995</b>

### County of Madera

	<u>CO</u>	<u>Excess</u>	<u>Allocated</u>	<u>Programmed</u>	<u>Balance</u>
Commute Corridors/ Farm to Market (Regional)	\$9,173,053	\$314,789	\$1,633,040	\$9,487,842	\$1,633,039
Safe Routes to School & Jobs (Local)	\$4,860,726	\$280,162	\$1,453,404	\$5,140,889	\$1,453,404
Transit Enhancement Program (Public)	\$899,678	\$25,184	\$130,643	\$858,553	\$196,953
Environmental Enhancement Program	\$1,040,954	\$25,183	\$130,643	\$1,066,137	\$130,643
<b>TOTALS</b>	<b>\$15,974,411</b>	<b>\$645,318</b>	<b>\$3,347,730</b>	<b>\$16,553,421</b>	<b>\$3,414,039</b>

### City of Madera

	<u>CO</u>	<u>Excess</u>	<u>Allocated</u>	<u>Programmed</u>	<u>Balance</u>
Commute Corridors/ Farm to Market (Regional)	\$7,260,735	\$256,251	\$1,357,062	\$7,408,119	\$2,589,163
Safe Routes to School & Jobs (Local)	\$1,341,150	\$228,063	\$1,207,785	\$1,533,908	\$1,875,261
Transit Enhancement Program (Public)	\$402,360	\$20,499	\$108,565	\$0	\$629,785
Environmental Enhancement Program	\$117,942	\$20,500	\$108,565	\$190,500	\$182,365
<b>TOTALS</b>	<b>\$9,122,187</b>	<b>\$525,313</b>	<b>\$2,781,977</b>	<b>\$9,132,527</b>	<b>\$5,276,574</b>

### City of Chowchilla

	<u>CO</u>	<u>Excess</u>	<u>Allocated</u>	<u>Programmed</u>	<u>Balance</u>
Commute Corridors/ Farm to Market (Regional)	\$74,423	\$48,477	\$259,899	\$268,500	\$114,299
Safe Routes to School & Jobs (Local)	\$376,061	\$43,145	\$231,311	\$0	\$650,516
Transit Enhancement Program (Public)	\$22,801	\$3,878	\$20,792	\$20,863	\$26,607
Environmental Enhancement Program	\$22,801	\$3,878	\$20,792	\$0	\$47,471
<b>TOTALS</b>	<b>\$496,086</b>	<b>\$99,378</b>	<b>\$532,794</b>	<b>\$289,363</b>	<b>\$838,893</b>

# LOCAL AGENCY ANNUAL EXPENDITURE PLANS

The 20-year measure funding is expected to generate approximately a total of \$204,000,000. A majority of this amount is allocated as pass through funds to the local jurisdictions based on population size. Figure 1 indicates the population percentage of each local jurisdiction for this fiscal year. For FY 2021-22 a total of \$13,000,000 is estimated to be allocated to each jurisdiction. Figure 2 indicates the amount that will be allocated to each jurisdiction, including the Madera County Transportation Authority.

Figure 1

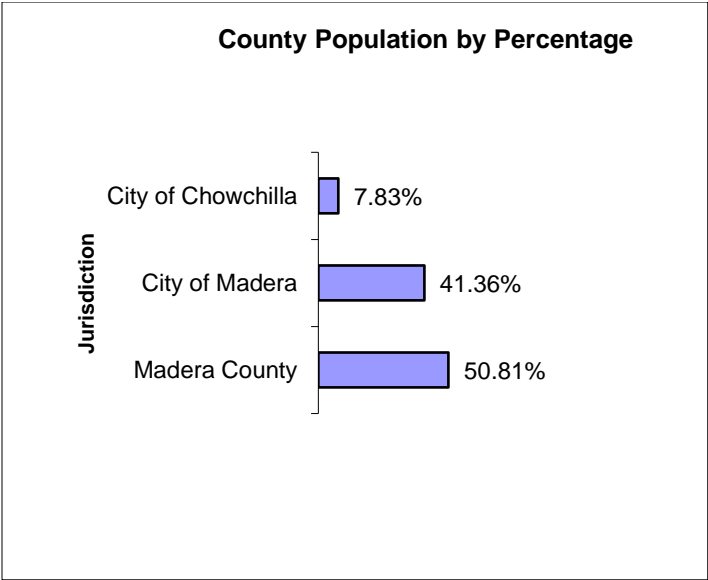
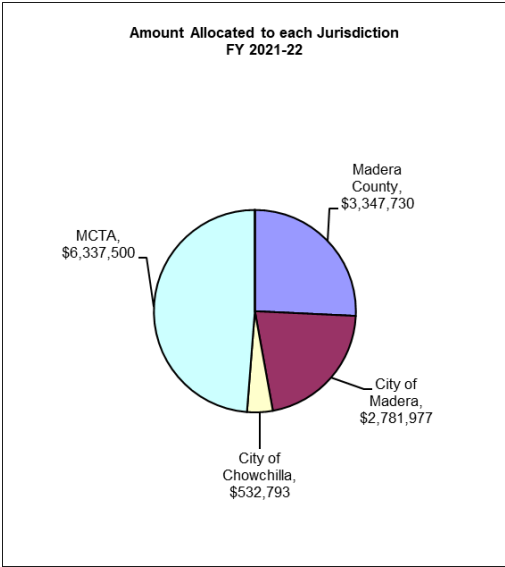


Figure 2



The following pages indicate how each jurisdiction is planning to spend their 2021-22 allocation.

**Madera County Transportation Authority**

Measure T Annual Expenditure Plan  
Fiscal Year 2021-22



<u>Commute Corridors/Farm to Market (Regional)</u>			<u>Carryover</u>	<u>Excess</u>	<u>Allocation</u>	<u>Bond/Other</u>	<u>Available</u>
<b><u>Regional Streets and Highways Program</u></b>			\$2,614,877	\$612,741	\$3,380,000	\$0	<b>\$6,607,618</b>
Project	Environmental Studies & Permits	Right of Way	Plans, Specifications, & Estimates	Construction	Misc.	Total	
SR 41 Passing Lanes						\$ 0	
SR 99 / Ave 12 Interchange						\$ 0	
Oakhurst Mid-Town Connector				\$ 3,418,500		\$ 3,418,500	
Bond Debt Service					\$ 1,542,732	\$ 1,542,732	
Reserve for Next Fiscal Year						\$ 1,646,386	
				<b>Total Projects</b>		<b>\$ 6,607,618</b>	
				<i>Balance</i>		<b>\$ -</b>	

<u>Administration/Planning Program</u>		<u>Carryover</u>	<u>Excess</u>	<u>Allocation</u>	<u>Other</u>	<u>Available</u>
<b><u>MCTA</u></b>		\$4,167	\$24,780	\$130,000	\$460,095	\$619,042
Project	Budget					
Salaries & Benefits	\$ 53,435					
Audits, Fin. Asst.	\$ 25,000					
MCTA Conf/Travel/Other	\$ 466,500					
General Proj Dev Costs	\$ 40,000					
<b>Total Projects</b>	<b>\$ 595,042</b>					
<i>Balance</i>	<b>\$ 24,000</b>					

**Other Funds Allocated to MCTA**

	<u>Carryover</u>	<u>Excess</u>	<u>Allocation</u>	<u>Bond/Other</u>	<u>Available</u>	
<b><u>Other Funds (Flexible, Impact Fees, Local)</u></b>	\$2,496,417	\$0	\$2,827,500	\$0	<b>\$5,323,917</b>	
<u>Project</u>	<u>Environmental Studies &amp; Permits</u>	<u>Right of Way</u>	<u>Plans, Specifications, &amp; Estimates</u>	<u>Construction</u>	<u>Misc.</u>	<u>Total</u>
SR 233 Interchange	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SR 41 Passing Lanes	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SR99 Widening – Ave 12 to 17	\$ -	\$ 1,000	\$ -	\$ -	\$ -	\$ 1,000
Oakhurst Mid-Town Connector	\$ -	\$ -	\$ -	\$ 2,529,500	\$ -	\$ 2,529,500
Bond Debt Service					\$ 736,808	\$ 736,808
Reserve for Next Fiscal Year						\$ 2,056,609

Total Projects \$ 5,323,917  
 Balance \$ -

	<u>Environmental Studies &amp; Permits</u>	<u>Right of Way</u>	<u>Plans, Specifications, &amp; Estimates</u>	<u>Construction</u>	<u>Misc.</u>	<u>Total</u>
County of Madera				\$ 2,529,500		\$ 2,529,500
Flexible Account						\$ -
Impact Fees						\$ -
Local Funds						\$ -
City of Madera		\$ 1,000				\$ 1,000
Flexible Account						\$ -
Impact Fees						\$ -
Local Funds						\$ -
City of Chowchilla						\$ -
Flexible Account						\$ -
Impact Fees						\$ -
Local Funds						\$ -



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

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

Measure T 2021-22 Annual Work Program Amendment No. 1

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

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

## County of Madera

Measure T Annual Expenditure Plan  
Fiscal Year 2021-22

<b><u>Commute Corridors/Farm to Market (Regional)</u></b>	<b><u>Carryover</u></b>	<b><u>Excess</u></b>	<b><u>Allocation</u></b>	<b><u>Available</u></b>
<b><u>Rehab, Reconstruct, Maintenance Program</u></b>	\$9,173,053	\$314,789	\$1,633,040	<b>\$11,120,881</b>

<u>Project</u>	<u>Budget</u>
<i>Ave 26 Rehab (Reserve for FLAP match) – P6020</i>	\$ 2,900,000
<i>Road 200 Phase 3 Bridge – P6094</i>	\$ 4,487,842
<i>Road 23 Bridge (Match for HBP) – P6187</i>	\$ 200,000
<i>Ave 7 Rehab (Match for SB-1 LPP)</i>	\$ 1,700,000
<i>Road 30 N. of Ave 12 (Match for SB-1 LPP) – P6361&amp;6068</i>	\$ 150,000
<i>Pavement Management System</i>	\$ 50,000
Total Projects	<u>\$ 9,487,842</u>
<i>Balance</i>	<b>\$ 1,633,039</b>

<b><u>Safe Routes to School &amp; Jobs (Local)</u></b>	<b><u>Carryover</u></b>	<b><u>Excess</u></b>	<b><u>Allocation</u></b>	<b><u>Available</u></b>
<b><u>Street Maintenance Program</u></b>	\$2,664,457	\$163,690	\$849,180	<b>\$3,677,328</b>

<u>Project</u>	<u>Budget</u>
<i>Surface Treatment</i>	\$ 1,000,000
<i>Chip Seal</i>	\$ -
<i>Other Seals</i>	\$ -
<i>Misc. Road Maintenance</i>	\$ 1,828,148
<i>Reserve for Next Fiscal Year</i>	\$ 849,180
Total Projects	<u>\$ 3,677,328</u>
<i>Balance</i>	<b>\$ -</b>

<b><u>County Maintenance Districts</u></b>	\$1,930,299	\$110,176	\$571,564	<b>\$2,612,039</b>
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<u>Project</u>	<u>Budget</u>
<i>Surface Match Treatment</i>	\$ 1,000,000
<i>Chip Seal</i>	\$ -
<i>Misc. Road Maintenance</i>	\$ 1,040,475
<i>Reserve for Next Fiscal Year</i>	\$ 571,564
Total Projects	<u>\$ 2,612,039</u>
<i>Balance</i>	<b>\$ -</b>

Measure T 2021-22 Annual Work Program Amendment No. 1

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## City of Madera

Measure T Annual Expenditure Plan  
Fiscal Year 2021-22

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

**Rehab, Reconstruct, Maintenance Program**      \$8,383,970      \$256,251      \$1,357,062      **\$9,997,282**

Project	Budget
Olive Ave. Widening – Gateway to Knox, R-10	\$ 4,860,793
2020-21 City Streets 3R & ADA Project, R-71	\$ 330,000
2020-21 Seals/Overlays – R-78	\$ 300,000
2021-22 Seals/Overlays – R-79	\$ 1,250,000
Almond Ave Extension – Pine to Stadium, R-82	\$ 500,000
Traffic Study – Almond/Pine/Stadium, R-87	\$ 120,000
4 <sup>th</sup> Street Tree Replacement, Pine to K – R-0025X	\$ 25,000
Granada Drive/Howard Road Traffic Signal, TS-17	\$ 22,326
<b>Total Projects</b>	<b>\$ 7,408,119</b>
<b>Balance</b>	<b>\$ 2,589,163</b>

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

**Street Maintenance Program**      \$1,120,963      \$133,250      \$705,672      **\$1,959,886**

Project	Budget
Overlays	\$ 175,000
Chip Seal	\$ 600,000
Other Seals: RMRA Seals/Overlays R-77	\$ 95,951
Patching/Street Maintenance	\$ 100,000
Reserve for Next Fiscal Year	\$ -
<b>Total Projects</b>	<b>\$ 970,951</b>
<b>Balance</b>	<b>\$ 988,935</b>

**Supplemental Street Maintenance Program**      \$719,768      \$89,688      \$474,972      **\$1,284,427**

Project	Budget
Overlays	\$ -
Surface Seal, General Maintenance	\$ -
Other Seals	\$ -
Patching/Street Maintenance	\$ 400,000
Other: Sidewalk/ADA	\$ 95,000
Reserve for Next Fiscal Year	\$ -
<b>Total Projects</b>	<b>\$ 495,000</b>
<b>Balance</b>	<b>\$ 789,427</b>

Measure T 2021-22 Annual Work Program Amendment No. 1

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**Flexible Program**

\$0      \$0      \$1,180,644

Project	Budget
MCTA Impound for matching	\$ 1,180,644
<b>Total Projects</b>	<b>\$ 1,180,644</b>
<b>Balance</b>	<b>\$ -</b>

**ADA, Seniors, Paratransit**

\$132,590      \$5,125      \$27,141      **\$164,856**

Project	Budget
ADA Walkability/Sidewalks Program, R-64	\$ 20,000
Pedestrian Facilities Various Locations, R-84	\$ 42,865
Lily St & Vineyard Pedestrian Facilities, R-85	\$ 5,092
<b>Total Projects</b>	<b>\$ 67,957</b>
<b>Balance</b>	<b>\$ 96,899</b>

**Transit Enhancement Program**

**Carryover**      **Excess**      **Allocation**      **Available**

\$411,366      \$18,756      \$99,337      **\$529,459**

Project	Budget
	\$ -
<b>Total Projects</b>	<b>\$ -</b>
<b>Balance</b>	<b>\$ 529,459</b>

**ADA / Seniors / Paratransit**

\$89,355      \$1,742      \$9,228      **\$100,326**

Project	Budget
	\$ -
<b>Total Projects</b>	<b>\$ -</b>
<b>Balance</b>	<b>\$ 100,326</b>

**Environmental Enhancement Program**

**Carryover**      **Excess**      **Allocation**      **Available**

**Total for all Sub-programs**

\$243,800      \$20,500      \$108,565      **\$372,865**

Project	Budget
Environmental Enhancement Projects	\$ 190,500
<b>Total Projects</b>	<b>\$ 190,500</b>
<b>Balance</b>	<b>\$ 182,365</b>

## City of Chowchilla

Measure T Annual Expenditure Plan  
Fiscal Year 2021-22

<u>Commute Corridors/Farm to Market (Regional)</u>	<u>Carryover</u>	<u>Excess</u>	<u>Allocation</u>	<u>Available</u>
<b><u>Rehab, Reconstruct, Maintenance Program</u></b>	\$74,423	\$48,477	\$259,899	<b>\$382,799</b>
Project	Budget			
<i>Humboldt Storm Drain Project</i>	\$ 120,500			
<i>SR 99/233 Roundabouts</i>	\$ 148,000			
<i>Reserve for future project</i>	\$ 114,299			
Total Projects	<u>\$ 382,799</u>			
<i>Balance</i>	\$ -			

<u>Safe Routes to School &amp; Jobs (Local)</u>	<u>Carryover</u>	<u>Excess</u>	<u>Allocation</u>	<u>Available</u>
<b><u>Street Maintenance Program</u></b>	\$148,212	\$25,208	\$135,148	<b>\$308,568</b>
Project	Budget			
<i>Overlays</i>	\$ -			
<i>Chip Seal</i>	\$ -			
<i>Other Seals</i>	\$ -			
<i>Patching/Street Maintenance/Operations</i>	\$ -			
<i>Equipment/Asphalt Roller</i>	\$ -			
<i>Reserve for Next Fiscal Year</i>	\$ 308,568			
Total Projects	<u>\$ 308,568</u>			
<i>Balance</i>	\$ -			

<b><u>Supplemental Street Maintenance Program</u></b>	\$99,758	\$16,967	\$90,965	<b>\$207,690</b>
Project	Budget			
<i>Overlays</i>	\$ -			
<i>Chip Seal</i>	\$ -			
<i>Other Seals</i>	\$ -			
<i>Patching/Street Maintenance/Operations</i>	\$ -			
<i>Reserve for Next Fiscal Year</i>	\$ 207,690			
Total Projects	<u>\$ 207,690</u>			
<i>Balance</i>	\$ -			







**STAFF REPORT**  
Board Meeting of May 18, 2022

**AGENDA ITEM:** 4-C

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

---

**SUBJECT:**

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

**Enclosure:** Yes

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

**SUMMARY:**

In accordance with recent amendments to the Brown Act open meetings law (AB 361), it is recommended that the MCTA Policy Board approve Resolution 21-1 Amendment No. 8, allowing for continued remote teleconferenced public meetings for all MCTA Policy Board and its Committees based upon a continued state of emergency related to the COVID-19 pandemic as well as recommendations from state officials regarding social distancing.

**FISCAL IMPACT:**

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

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

In the matter of  
**FINDING OF A PROCLAMATION OF A STATE  
OF EMERGENCY BY THE GOVERNOR’S  
ORDER DATED 3-4-20 PERSISTS, AND  
AUTHORIZING REMOTE TELECONFERENCE  
MEETINGS OF THE POLICY BOARD AND ITS  
COMMITTEES OF THE MADERA COUNTY  
TRANSPORTATION AUTHORITY FOR THE  
PERIOD OF JUNE 1 THROUGH JUNE 30, 2022,  
PURSUANT TO BROWN ACT PROVISIONS**

Resolution No.: **21-1**  
**Amendment No. 8**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The foregoing resolution was adopted this 18<sup>th</sup> day of May, 2022 by the following vote:

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

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

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



**STAFF REPORT**  
Board Meeting of May 18, 2022

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

---

**SUBJECT:**

Measure T Renewal Tracking Survey – Summary Report

**Enclosure:** Yes

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

**SUMMARY:**

Included in your package is a copy of the Summary Report of the Measure T Renewal Tracking Survey, conducted by True North Research.

The MCTA commissioned a baseline survey of voters in August 2021 to measure transportation priorities and support for renewing Measure T. The recommendations of the baseline survey were presented to the Authority board at its September 2021 meeting. Recognizing economic and political conditions have change significantly since summer 2021, the primary purpose of this tracking survey was to produce an up-to-date, statistically reliable evaluation of voters’ interest in renewing the existing Measure T half-cent transportation sales tax in the current environment. In addition, should the Authority decide to move forward with placing a renewal measure on the ballot, the data can guide how best to structure the measure, so it is consistent with voters’ priorities and expressed needs.

As noted in the report, the study was designed to do the following:

- Gauge current, baseline support for renewing the existing half-cent transportation sales tax (Measure T) for transportation projects and improvements;
- Identify the types of projects and improvements that voters are most interested in funding should the measure be renewed;
- Expose voters to arguments in favor of, and against, the proposed tax measure to assess how information affects support for the measure; and
- Estimate support for the measure once voters are presented with the types of information, they would likely be exposed to during an election cycle.

Timothy McLarney, Ph.D., President, True North Research, Inc. will present the findings of the study. The conclusions can be found on pages 5-7 of the report. The conclusions address the following questions:

1. Is it feasible to renew the Measure T transportation sales tax measure in 2022?
2. What projects do voters identify as priorities for a future measure?
3. Does the duration of the measure strongly shape voter support?
4. How might a public information/education affect support for the proposed measure?
5. How might changes to the economic or political climate alter support for the measure?

The overall findings indicate there is sufficient support for the renewal measure to move forward, which includes the finalization of the Renewal Investment Plan currently under development by the Measure T Renewal Steering Committee.

The following are significant tasks to be completed:

- Steering Committee finalizes Measure T Investment Plan for approval by MCTA Board of Directors
- Develop Implementing Guidelines (May/June/July)
- Draft Ballot Language (July)
- MCTA Policy Board requests Board of Supervisors to place the Measure T Investment Plan on the November 2022 ballot (July)

**FISCAL IMPACT:**

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



**VOTER OPINION TRACKING SURVEY  
SUMMARY REPORT**

PREPARED FOR THE  
**MADERA COUNTY TRANSPORTATION  
AUTHORITY (MCTA)**



APRIL 29, 2022



1592 N COAST HIGHWAY 101  
ENCINITAS CA 92024  
760.632.9900 WWW.TN-RESEARCH.COM

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## INTRODUCTION

Prior to 1990, Madera County was largely dependent on state and federal funding to implement transportation improvements in the region, and these funding sources were not keeping pace with the increased demand and inflationary trends in construction, operation, and maintenance costs. In 1990, Madera County voters approved Measure A, a half-cent sales tax increase dedicated to addressing some of the region's most pressing transportation needs. In addition to the estimated \$250 million raised locally by Measure A over its initial authorization and when renewed by voters as Measure T in 2006, the measures have enabled Madera County to leverage hundreds of millions of dollars in additional state and federal matching funds for transportation projects that otherwise would have been directed to other counties. Put simply, Measures A and T have enabled the Madera County Transportation Authority (MCTA), Madera County Transportation Commission (MCTC), the County of Madera, and local jurisdictions to deliver a variety of transportation improvements that would not have otherwise been possible—including improvements to regional highways, interchanges and bridges, highway and road safety projects, local street maintenance and infrastructure repairs, and expanded transit services. Unless renewed by voters, Measure T will expire in 2027.

**MOTIVATION FOR RESEARCH** MCTA commissioned a baseline survey of voters in August 2021 to measure their transportation priorities and support for renewing Measure T. Recognizing that economic and political conditions have changed significantly since summer 2021, the primary purpose of this tracking survey was to produce an up-to-date, *statistically reliable* evaluation of voters' interest in renewing the existing Measure T half-cent transportation sales tax in the current environment. Additionally, should MCTA decide to move forward with placing a renewal measure on the ballot, the data can guide how best to structure the measure so it is consistent with voters' priorities and expressed needs. Specifically, the study was designed to:

- Gauge the current level of support for renewing the existing half-cent transportation sales tax (Measure T) for transportation projects and improvements;
- Identify the types of projects and improvements that voters are most interested in funding, should the measure be renewed;
- Expose voters to arguments in favor of, and against, the proposed tax measure to assess how information affects support for the measure; and
- Estimate support for the measure once voters are presented with the types of information they would likely be exposed to during an election cycle.

It is important to note at the outset that voters' opinions about tax measures are often somewhat fluid, especially when the amount of information they initially have about a measure is limited. How voters think and feel about a measure today may not be the same way they think and feel once they have had a chance to hear more information about the measure during the election cycle. Accordingly, to accurately assess the feasibility of renewing the existing half-cent transportation sales tax, it was important that in addition to measuring *current* opinions about the measure (Question 2), the survey expose respondents to the types of information voters are likely to encounter during an election cycle, including arguments in favor of (Question 5) and opposed to (Question 7) the measure, and gauge how this type of information ultimately impacts their voting decision (Questions 6 & 8).

**OVERVIEW OF METHODOLOGY** For a full discussion of the research methods and techniques used in this study, turn to *Methodology* on page 27. In brief, the survey was administered to a random sample of 572 voters in Madera County who are likely to participate in the November 2022 election, with a subset who are also likely to participate in the lower turnout June 2022 primary election. The survey followed a mixed-method design that employed multiple recruiting methods (email, text, and phone) and multiple data collection methods (phone and online). Administered in English and Spanish between April 7 and April 14, 2022, the average interview was 17 minutes.

**ORGANIZATION OF REPORT** This report is designed to meet the needs of readers who prefer a summary of the findings as well as those who are interested in the details of the results. For those who seek an overview of the findings, the sections titled *Just the Facts* and *Conclusions* are for you. They provide a summary of the most important factual findings of the survey in bullet-point format and a discussion of their implications. For the interested reader, this section is followed by a more detailed question-by-question discussion of the results from the survey by topic area (see *Table of Contents*), as well as a description of the methodology employed for collecting and analyzing the data. And, for the truly ambitious reader, the questionnaire used for the interviews is contained at the back of this report (see *Questionnaire & Toplines* on page 30) and a complete set of crosstabulations for the survey results is contained in Appendix A.

**ACKNOWLEDGMENTS** True North thanks MCTA for the opportunity to assist in this important effort. The collective expertise, local knowledge, and insight provided by MCTA staff and representatives improved the overall quality of the research presented here. A special thanks also to Charles Heath and Alex Wara-Macapinlac (TBWBH Props & Measures) for assisting in the design of the survey.

**DISCLAIMER** The statements and conclusions in this report are those of the authors (Dr. Timothy McLarney and Richard Sarles) at True North Research, Inc. and not necessarily those of MCTA. Any errors or omissions are the responsibility of the authors.

**ABOUT TRUE NORTH** True North is a full-service survey research firm that is dedicated to providing public agencies with a clear understanding of the values, perceptions, priorities, and concerns of their residents and voters. Through designing and implementing scientific surveys, focus groups, and one-on-one interviews as well as expert interpretation of the findings, True North helps its clients to move with confidence when making strategic decisions in a variety of areas—such as planning, policy evaluation, performance management, establishing fiscal priorities, passing revenue measures, and developing effective public information campaigns.

During their careers, Dr. McLarney and Mr. Sarles have designed and conducted over 1,200 survey research studies for public agencies, including more than 400 revenue measure feasibility studies. Of the measures that have gone to ballot based on Dr. McLarney’s recommendation, 95% have been successful. In total, the research that Dr. McLarney has conducted has led to over \$34 billion in successful local revenue measures.

## JUST THE FACTS

The following section is an outline of the main factual findings from the survey. For the reader's convenience, we have organized the findings according to the section titles used in the body of this report. Thus, if you would like to learn more about a particular finding, simply turn to the appropriate report section.

### IMPORTANCE OF ISSUES

- When asked to rate the importance of eight issues, improving the maintenance of local streets and roads received the highest percentage of respondents indicating that the issue was either extremely or very important (88%), followed by improving the local economy (83%), improving public safety (77%), and maintaining local infrastructure (77%).
- Given the purpose of this study, it is instructive to note that preventing local tax increases (68%) was rated lower in importance than the issues of improving the maintenance of local streets and roads (88%) and maintaining local infrastructure (77%), but higher than reducing traffic congestion (62%).

### INITIAL BALLOT TEST

- With only the information provided in the ballot language, 76% of likely November 2022 voters surveyed indicated that they would support continuing the half-cent sales tax for transportation projects and services *until ended by voters*, 17% opposed, and 7% were unsure at the Initial Ballot Test. Voters who were told that the measure would last *for 30 years* were slightly more supportive, with 77% indicating they would support the proposal, 13% opposed, and 10% unsure.
- Among the minority of voters who initially opposed the measure (or were unsure), the most frequently mentioned specific reasons for their position were a concern that taxes are already too high, the perception that the money has been/will be mismanaged or misspent, and a need for more information.

### PROJECTS & SERVICES

Presented with a list of 20 projects and services that could be funded by the measure, voters expressed the most interest in using the money to:

- Pave and maintain local streets and roads;
- Fix potholes;
- Complete a variety of projects in your area including reducing traffic congestion, maintenance and improvements along Avenues 12 and 17, Cleveland, Sunset, and State Routes 99 and 145, bridge improvements, local maintenance and safety improvements, and improving local transit services and bike paths [presented to Supervisorial District 3 and 4 voters];
- Complete a variety of projects in your area, including improving interchanges on State Routes 99, 152, and 233, maintaining 13th, Humboldt, Monterey, Robertson Boulevard, Road 16, and Avenue 24 ½, and improving local transit services and bike lanes [presented to Supervisorial District 2 voters]; *and*
- Add passing lanes and improve highway interchanges to improve safety and reduce head-on collisions.

## POSITIVE ARGUMENTS

When presented with arguments in favor of the measure, voters found the following arguments to be the most persuasive overall:

- *Madera County's population has nearly doubled during the past 30 years, and experts forecast that it will continue to grow at a fast rate. We need to continue improving our local highways, interchanges, and major streets to keep up with this growth, avoid traffic gridlock, and protect our quality of life.*
- *By law, all of the money raised by this measure must stay in Madera County to maintain and improve our transportation system. It can't be taken away by the State or used for other purposes.*
- *If voters approve this renewal measure, we will qualify for about 600 million dollars in additional state and federal matching funds to make priority repairs and transportation improvements in Madera County. Without a local measure, we will not get our fair share of State and Federal funding.*

## INTERIM BALLOT TEST

- After presenting respondents with the wording of the proposed measure, projects and services that could be funded, as well as exposing them to positive arguments they may encounter about the measure, 78% of likely voters who received the *Until Ended by Voters* version supported the renewal at the Interim Ballot Test, whereas 80% of voters who received the *Duration of 30 Years* version of the measure indicated support.

## NEGATIVE ARGUMENTS

Of the arguments in opposition to the measure, voters found the following to be the most persuasive:

- *We shouldn't reward government for being wasteful by voting to increase our taxes. They already have all of the money they need—they just need to be more efficient in how they spend it.*
- *Local businesses and residents have been hit hard by the pandemic, inflation, and high gas prices. Many are struggling to stay afloat. Now is not the time to be raising taxes.*
- *California just raised the gas tax and the Federal Government passed a trillion dollar infrastructure bill, which will make billions available for transportation projects in California. We don't need to have a local tax too.*

## FINAL BALLOT TEST

- After providing respondents with the wording of the proposed measure, projects and services that could be funded, and arguments in favor of and against the proposal, support for a sales tax renewal that would continue *until ended by voters* was found among 68% of likely November 2022 voters, with 44% indicating that they would *definitely* support the measure. Approximately 23% of respondents opposed the measure at the Final Ballot Test, and 9% were unsure or unwilling to state their vote choice. Support for a renewal that would last *for 30 years* was found among 71% of voters, with 41% indicating that they would *definitely* support the measure. Approximately 20% of respondents opposed this version of the measure at the Final Ballot Test, and 9% were unsure or unwilling to state their vote choice.



## CONCLUSIONS

The bulk of this report is devoted to conveying the details of the study findings. In this section, however, we attempt to ‘see the forest through the trees’ and note how the collective results of the survey answer the key questions that motivated the research. The following conclusions are based on True North’s and TBWBH Props & Measures’ interpretations of the tracking survey results and the firms’ collective experience conducting revenue measure studies for public agencies throughout the State.

*Is it feasible to renew the Measure T transportation sales tax measure in 2022?*

Yes. Madera County voters continue to rank improving the maintenance of local streets and roads and maintaining local infrastructure among the *most* important issues facing the County—more important than addressing homelessness, reducing traffic congestion, preventing local tax increases, and other benchmark issues. These sentiments translate into strong *natural* support (77%) for renewing the existing Measure T half-cent sales tax to keep local streets, highways, and infrastructure in good repair, fix potholes, improve highway safety, 911 vehicle access and safe routes to schools, reduce traffic congestion, and complete other transportation projects. It’s also worth noting that despite trends in inflation, higher gas prices, and other economic concerns, support for the proposed Measure T renewal has remained stable over the past eight months (no decrease).

The results of this tracking survey suggest that, if structured appropriately and combined with an effective public outreach/education effort *and* a solid independent campaign, the proposed sales tax renewal measure has a very good chance of passage if placed on the November 2022 ballot.

Having stated that a sales tax renewal measure is feasible, it is important to note that the measure’s prospects will be shaped by external factors and that a recommendation to place the measure on the November 2022 ballot comes with several qualifications and conditions. Indeed, although the survey results continue to be promising, all revenue measures must overcome challenges prior to being successful. The proposed measure is no exception. The following paragraphs discuss some of the challenges and the next steps that True North and TBWBH Props & Measures recommend.

*What projects do voters identify as priorities for a future measure?*

One of the goals of this study was to confirm voters’ preferences with respect to how the proceeds of a successful renewal measure should be spent. This information can be used to ensure that the measure’s expenditure plan is consistent with voters’ priorities.

Although Madera County voters clearly see a need for all of the projects, services and improvements that could be funded by the proposed measure, some projects and services stand out as priorities. Countywide,



respondents expressed the *greatest* interest in using sales tax proceeds to pave and maintain local streets and roads, fix potholes, add passing lanes and improve highway interchanges to improve safety and reduce head-on collisions, and retrofit or replace older bridges and overpasses that have structural problems. These projects were also among the top priorities as measured in the baseline survey in 2021.

Collections of *local* projects also appealed to voters in select areas of the County, such as reducing traffic congestion, maintenance and improvements along Avenues 12 and 17, Cleveland, Sunset, and State Routes 99 and 145, bridge improvements, local maintenance and safety improvements, and improving local transit services and bike paths in Supervisorial Districts 3 and 4, and improving interchanges on State Routes 99, 152, and 233, maintaining 13th, Humboldt, Monterey, Robertson Boulevard, Road 16, and Avenue 24 ½, and improving local transit services and bike lanes in Supervisorial District 2.

*Does the duration of the measure strongly shape voter support?*

To assess how support for the measure may vary based on the duration of the measure, the tracking survey employed a split-sample approach to test two options: until ended by voters and for 30 years. The overall sample of voters was split into two representative subsamples, with half receiving one version and half receiving the alternative. Consistent with the findings of other similar studies (and the prior baseline survey specific to a Measure T renewal), this survey found that voters tend not to assign much weight to the duration of a measure in their decision calculus. At the Initial Ballot Test, overall support for the renewal measure was nearly the same for a measure that would last 30 years (77%) as it was for a measure that would last until ended by voters (76%). At no point in the survey was there a statistically significant difference in support for the proposed measure based on the duration.<sup>1</sup>

*How might public information/education affect support for the proposed measure?*

As noted in the body of this report, individuals' opinions about revenue measures are often not rigid, especially when the amount of information presented to the public on a measure has been limited. Thus, in addition to measuring current support for the measure, one of the goals of this study was to explore how the introduction of additional information about the measure may affect voters' opinions about the proposal.

It is clear from the survey results that voters' opinions about the proposed revenue measure are somewhat sensitive to the nature, and amount, of information they have about the measure. Information about the specific transportation projects and services that could be funded by the measure, as well as arguments in favor of the measure, were found

1. With two independently selected random samples, a difference of 3% in support for the proposed measure at the end of the survey is not large enough to achieve statistical significance. It could also have been caused by differences in how respondents' reacted to projects and arguments (pro/con) conveyed during the survey, rather than by the difference in duration.

by many voters to be compelling reasons to support the proposed sales tax—effectively increasing support for the measure to 79% at the Interim Ballot Test. However, voters were also sensitive to opposition arguments designed to reduce support for the measure, and there is a risk they could be swayed by divisive and hyper-partisan campaigning during the November election cycle. Accordingly, one of the keys to building and *sustaining* support for the proposed measure will be the presence of an effective, well-organized public outreach effort and a separate, independent campaign that focuses on the need for the measure as well as the many benefits that it will bring.

*How might changes to the economic or political climate alter support for the measure?*

A survey is a snapshot in time—which means the results of this tracking study and the conclusions noted above must be viewed in light of the *current* economic and political climates. On the one hand, this should provide some reassurances to MCTA that a renewal of Measure T is feasible. Even with trends in inflation, high gas prices, and concerns about international conflicts and the trajectory of the economy that have cropped up during the past eight months, voter support for renewing Measure T remained as strong in this tracking survey as it was in the baseline survey from 2021.

On the other hand, the months leading up to the November 2022 election are likely to be punctuated with dramatic events on the public health, economic, and political fronts. Exactly how these events unfold and may shape voters' opinions remains to be seen. Should the economy and/or political climate improve, support for the measure could increase. Conversely, negative economic and/or political developments (including devolving into a hyper-partisan environment), could dampen support for the measure below what was recorded in this study.

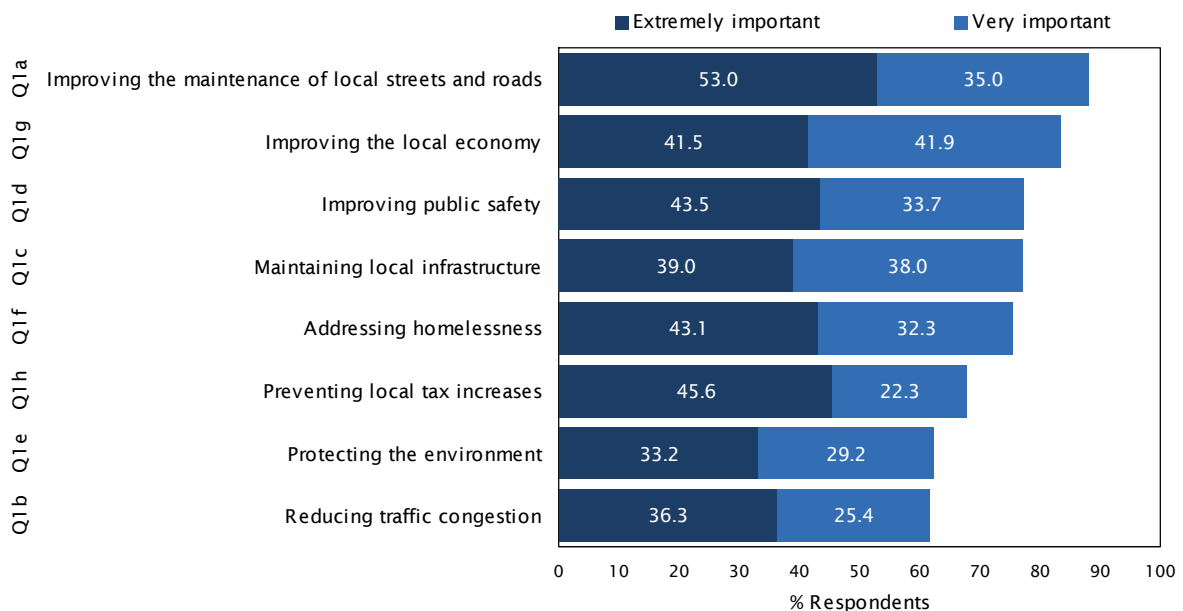
## IMPORTANCE OF ISSUES

The first substantive question of the survey presented respondents with several issues facing residents in the County and asked them to rate the importance of each issue. Because the same response scale was used for each issue, the results provide an insight into how important each issue is on a scale of importance *as well as* how each issue ranks in importance relative to the other issues tested. To avoid a systematic position bias, the order in which the issues were presented was randomized for each respondent.

Figure 1 presents the issues tested, as well as the importance assigned to each by survey participants, sorted by order of importance.<sup>2</sup> Overall, improving the maintenance of local streets and roads received the highest percentage of respondents indicating that the issue was either extremely or very important (88%), followed by improving the local economy (83%), improving public safety (77%), and maintaining local infrastructure (77%). Given the purpose of this study, it is instructive to note that preventing local tax increases (68%) was rated lower in importance than the issues of improving the maintenance of local streets and roads (88%) and maintaining local infrastructure (77%), but higher than reducing traffic congestion (62%).

**Question 1** *To begin, I'm going to read a list of issues facing Madera County and for each one, please tell me how important you feel the issue is to you, using a scale of extremely important, very important, somewhat important or not at all important.*

FIGURE 1 IMPORTANCE OF ISSUES



2. Issues were sorted by the percentage of respondents who indicated that the issue was either *extremely* important or *very* important.

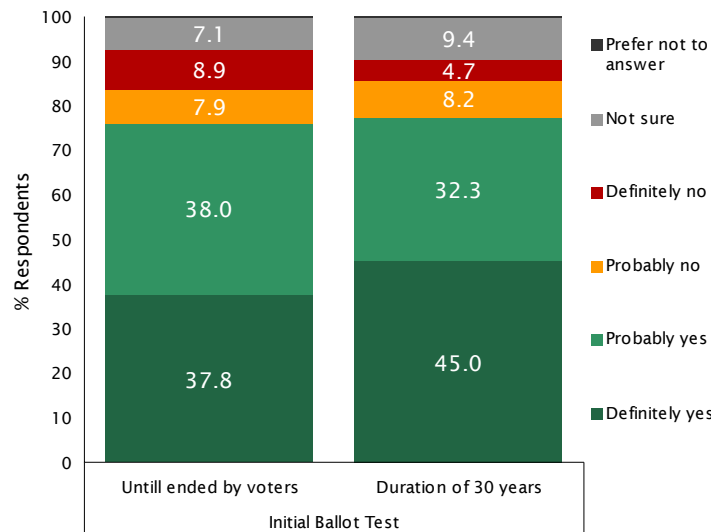
# INITIAL BALLOT TEST

The primary research objective of this tracking survey was to estimate voters' support for a measure that would continue Madera County's voter-approved half-cent sales tax to keep local streets, highways, and infrastructure in good repair, fix potholes, improve highway safety, 911 vehicle access, and safe routes to schools, reduce traffic congestion, and complete other transportation projects. To this end, Question 2 was designed to take an early assessment of voters' support for the proposed measure.

The motivation for placing Question 2 near the front of the survey is twofold. First, voter support for a measure can often depend on the amount of information they have about a measure. At this point in the survey, the respondent has not been provided information about the proposed measure beyond what is presented in the ballot language. This situation is analogous to a voter casting a ballot with limited knowledge about the measure, such as what might occur in the absence of an effective education campaign. Question 2, also known as the Initial Ballot Test, is thus a good measure of voter support for the proposed measure *as it is today*, on the natural. Because the Initial Ballot Test provides a gauge of 'natural' support for the measure, it also serves a second purpose in that it provides a useful baseline from which to judge the impact of various information items conveyed later in the survey on voter support for the measure.

**Question 2** *Later this year, voters in Madera County may be asked to vote on a local ballot measure. Let me read you a summary of the measure. In order to keep local streets, highways, and infrastructure in good repair; fix potholes; improve highway safety, 911 vehicle access, and safe routes to schools; reduce traffic congestion; complete other transportation projects; and qualify for 600 million dollars in State and Federal matching funds; shall an ordinance be adopted to continue Madera County's voter-approved half cent sales tax without increasing the tax rate, providing approximately 20 million dollars annually <<until ended by voters | for 30 years>>, with citizen oversight, independent audits, and all money staying local? If the election were held today, would you vote yes or no on this measure?*

FIGURE 2 INITIAL BALLOT TEST



To assess how support for the measure may vary based on the *duration* of the measure, the survey used a split-sample approach to test two options: *until ended by voters* and *for 30 years*. The overall sample of voters was split into two representative subsamples, with half receiving one version and the other half receiving the alternative.

As shown in Figure 2 on the previous page, there was a small difference in voters' initial levels of support for the sales tax renewal measure based on the version tested. Among those who received a measure that would extend until ended by voters, 76% supported the measure, 17% opposed, and 7% were unsure at the Initial Ballot Test. Voters who received the 30-year version were slightly more supportive overall, with 77% indicating they would support the proposal, 13% opposed, and 10% unsure. It is also worth noting that voters who received the 30-year version had a higher percentage of voters indicate that they would 'definitely' vote yes (45% vs. 38%).

The support level recorded at the Initial Ballot Test to renew the sales tax measure was 9 to 10 percentage points above the two-thirds super-majority required for passage of a special tax under California law, depending on the version tested. The findings of this tracking survey also suggest that voters' opinions about the proposed measure have remained quite stable over the past nine months, despite trends in inflation, high gas prices, and other factors. The average level of support for the proposed Measure T renewal was 77% in this tracking survey, approximately 1% higher than found in the Baseline Survey conducted in August 2021 (76%).

**INITIAL SUPPORT BY SUBGROUPS** For the interested reader, Table 1 on the next page combines responses for the two tax durations and shows how support for the measure at the Initial Ballot Test varied by key demographic traits. The blue column (Approximate % of Voter Universe) indicates the percentage of the likely November 2022 electorate that each subgroup category comprises, whereas the green column (% Probably or Definitely Yes) conveys the level of support for the measure. The most striking pattern in the table is that support for the measure was widespread at the Initial Ballot Test, exceeding two-thirds in *all* identified subgroups. When compared to their respective counterparts, support was strongest among respondents in Supervisorial District 4, Democrats, and those living in single- or dual-Democrat households.

TABLE 1 DEMOGRAPHIC BREAKDOWN OF SUPPORT AT INITIAL BALLOT TEST

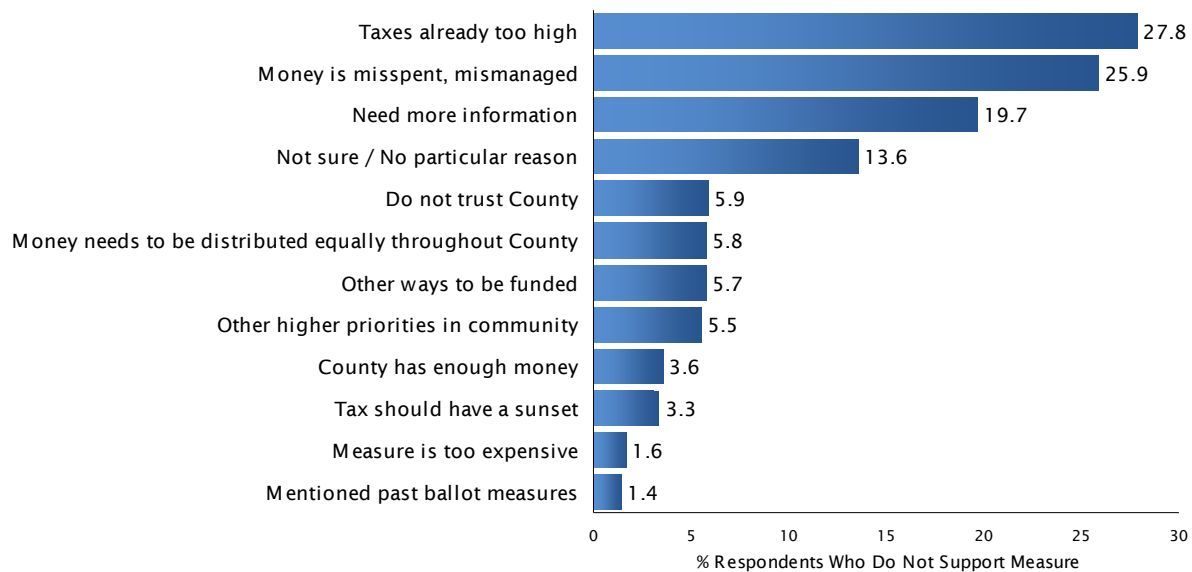
		Approximate % of Voter Universe	% Probably or Definitely Yes	% Not sure
Overall		100.0	76.6	8.3
Supervisory District	One	21.0	79.6	9.9
	Two	18.0	72.1	9.6
	Three	18.2	70.8	9.2
	Four	7.8	92.2	2.5
	Five	35.0	76.5	7.4
Party	Democrat	33.1	86.2	6.6
	Republican	44.4	69.2	8.9
	Other / DTS	22.5	77.0	9.5
Age	18 to 29	13.7	80.7	12.8
	30 to 39	15.5	77.1	6.7
	40 to 49	13.6	76.9	7.6
	50 to 64	24.5	77.7	5.9
	65 or older	32.7	73.6	9.2
Registration Year	Since Nov '18	11.0	75.5	15.3
	Jun '12 to <Nov '18	22.2	83.1	6.4
	Jun '06 to <Jun '12	8.8	77.8	13.4
	Before Jun '06	58.0	74.1	6.9
Household Party Type	Single dem	18.1	88.5	5.2
	Dual dem	9.2	85.0	4.6
	Single rep	15.0	68.8	9.0
	Dual rep	20.9	69.3	8.6
	Other	14.7	82.3	9.6
	Mixed	22.1	71.5	10.6
Child in Hsld (Q10)	Yes	30.0	76.4	7.2
	No	70.0	77.2	9.1
Gender	Male	52.3	75.9	7.6
	Female	47.7	78.9	9.3
Homeowner on Voter File	Yes	68.0	74.7	6.9
	No	32.0	80.4	11.1
Likely to Vote by Mail	Yes	79.5	77.5	7.9
	No	20.5	73.0	9.8
Likely Jun 2022 Voter	Yes	72.2	77.4	7.1
	No	27.8	74.3	11.4
Survey Language	English	92.1	76.0	7.7
	Spanish	7.9	83.3	15.0
Commute Outside County for Work (Q9)	Yes	33.9	78.2	6.2
	No	66.1	77.2	8.2

**REASONS FOR NOT SUPPORTING MEASURE** Respondents who did not support the measure at Question 2 (or were unsure) were asked if there was a particular reason for their position. Question 3 was asked in an open-ended manner, allowing respondents to mention any reason that came to mind without being prompted by or restricted to a particular list of options. True North later reviewed the verbatim responses and grouped them into the categories shown in Figure 3.

Among specific reasons offered for not supporting the measure, a concern that taxes are already too high (28%), the perception that money has been/will be mismanaged or misspent (26%), and a need for more information (20%) were the most common.

**Question 3** *Is there a particular reason why you do not support or are unsure about the measure I just described?*

**FIGURE 3 REASONS FOR NOT SUPPORTING MEASURE**



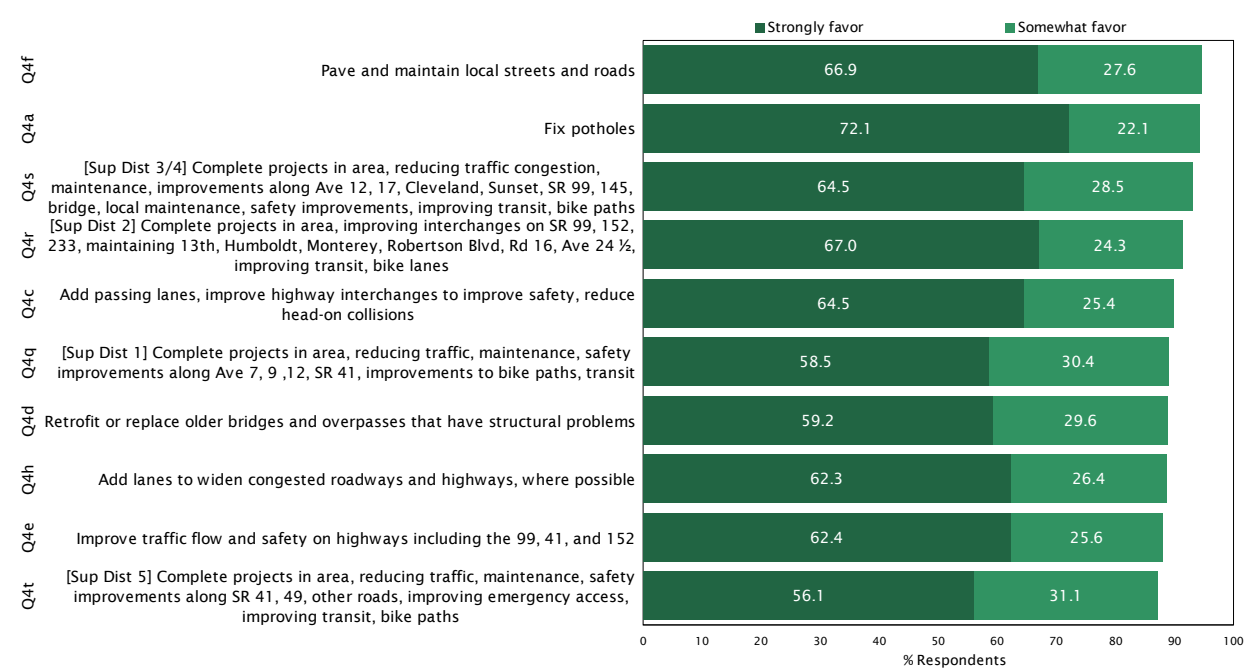
# PROJECTS & SERVICES

The ballot language presented in Question 2 indicated that the proposed sales tax measure would be used to keep local streets, highways, and infrastructure in good repair, fix potholes, improve highway safety, 911 vehicle access, and safe routes to schools, reduce traffic congestion, and complete other transportation projects. The purpose of Question 4 was to provide respondents with a full range of projects and services that may be funded by the measure, and to identify which of these projects voters most favored funding with sales tax proceeds.

After reading each project that may be funded by the measure, respondents were asked if they would favor or oppose spending some of the money on that particular project assuming that the measure passes. Figures 4 and 5 present descriptions of the 20 projects tested,<sup>3</sup> sorted into two tiers according to the percentage of respondents that indicated they would strongly or somewhat favor spending money on each. As noted in the descriptions, some projects were presented only to a subset of voters in Supervisorial Districts where specific proposed infrastructure and service improvements may occur.

**Question 4** *The measure we've been discussing will provide funding for a variety of transportation projects and improvements. If the measure passes, would you favor or oppose using some of the money to: \_\_\_\_\_, or do you not have an opinion?*

**FIGURE 4 PROJECTS & SERVICES TIER 1**



As shown in the two figures, 17 of the 20 projects tested were favored by more than two-thirds of voters surveyed. With that said, voters prioritized using funding from the measure to: pave and maintain local streets and roads (95% strongly or somewhat favor), fix potholes (94%), complete a variety of projects in your area [Supervisorial Districts 3 and 4], including reducing traffic

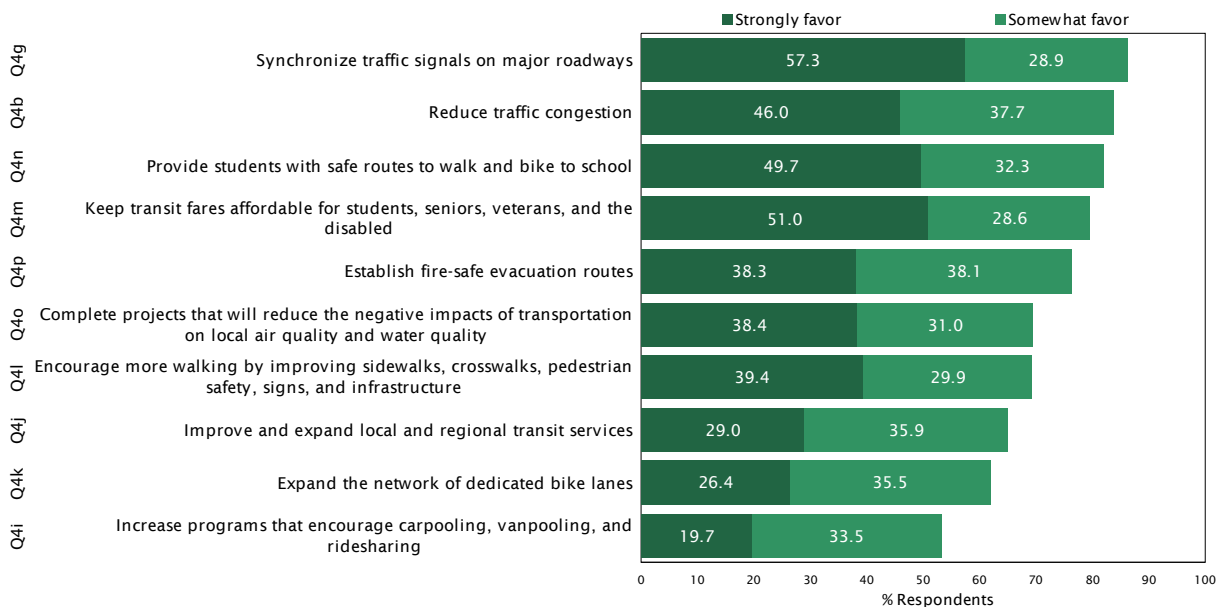
3. For the full text of the projects tested, turn to Question 4 in *Questionnaire & Toplines* on page 30.



congestion, maintenance and improvements along Avenues 12 and 17, Cleveland, Sunset, and State Routes 99 and 145, bridge improvements, local maintenance and safety improvements, and improving local transit services and bike paths (93%), complete a variety of projects in your area [Supervisory District 2], including improving interchanges on State Routes 99, 152, and 233, maintaining 13th, Humboldt, Monterey, Robertson Boulevard, Road 16, and Avenue 24 ½, and improving local transit services and bike lanes (91%), and add passing lanes and improve highway interchanges to improve safety and reduce head-on collisions (90%).

At the other end of the spectrum, a smaller portion of voters favored spending money to increase programs that encourage carpooling, vanpooling, and ridesharing (53%), expand the network of dedicated bike lanes (62%), and improve and expand local and regional transit services (65%).

FIGURE 5 PROJECTS & SERVICES TIER 2



**PROJECTS RATINGS BY INITIAL SUPPORT** Table 2 on the next page presents the top five projects (showing the percentage of respondents who *strongly* favor each) by position at the Initial Ballot Test. Overall, initial supporters, opponents, and the undecided agreed on two of the top five priorities for funding.

TABLE 2 TOP PROJECTS &amp; SERVICES BY POSITION AT INITIAL BALLOT TEST

Position at Initial Ballot Test (Q2)	Item	Project or Service Summary	% Strongly Favor
Probably or Definitely Yes (n = 438)	Q4a	Fix potholes	76
	Q4r	[Sup Dist 2] Complete projects in area, improving interchanges on SR 99, 152, 233, maintaining 13th, Humboldt, Monterey, Robertson Blvd, Rd 16, Ave 24 ½, improving transit, bike lanes	70
	Q4c	Add passing lanes, improve highway interchanges to improve safety, reduce head-on collisions	70
	Q4f	Pave and maintain local streets and roads	70
	Q4e	Improve traffic flow and safety on highways including the 99, 41, and 152	67
Probably or Definitely No (n = 84)	Q4r	[Sup Dist 2] Complete projects in area, improving interchanges on SR 99, 152, 233, maintaining 13th, Humboldt, Monterey, Robertson Blvd, Rd 16, Ave 24 ½, improving transit, bike lanes	73
	Q4s	[Sup Dist 3/4] Complete projects in area, reducing traffic congestion, maintenance, improvements along Ave 12, 17, Cleveland, Sunset, SR 99, 145, bridge, local maintenance, safety improvements, improving transit, bike paths	70
	Q4q	[Sup Dist 1] Complete projects in area, reducing traffic, maintenance, safety improvements along Ave 7, 9, 12, SR 41, improvements to bike paths, transit	53
	Q4f	Pave and maintain local streets and roads	50
	Q4a	Fix potholes	49
Not Sure (n = 47)	Q4s	[Sup Dist 3/4] Complete projects in area, reducing traffic congestion, maintenance, improvements along Ave 12, 17, Cleveland, Sunset, SR 99, 145, bridge, local maintenance, safety improvements, improving transit, bike paths	83
	Q4a	Fix potholes	74
	Q4c	Add passing lanes, improve highway interchanges to improve safety, reduce head-on collisions	72
	Q4f	Pave and maintain local streets and roads	70
	Q4h	Add lanes to widen congested roadways and highways, where possible	67

# POSITIVE ARGUMENTS

If the Board of Directors chooses to place the sales tax renewal measure on an upcoming ballot, voters will be exposed to various arguments about the measure in the ensuing months. Proponents of the measure will present arguments to try to persuade voters to support the measure, just as opponents may present arguments to achieve the opposite goal. For this study to be a reliable gauge of voter support for the proposed measure, it is important that the survey simulate the type of discussion and debate that will occur prior to the vote taking place and identify how this information ultimately shapes voters' opinions about the measure.

The objective of Question 5 was thus to present respondents with arguments in favor of the proposed measure and identify whether they felt the arguments were convincing reasons to support the measure. Arguments in opposition to the measure were also presented and are discussed later in this report (see *Negative Arguments* on page 21). Within each series, specific arguments were administered in random order to avoid a systematic position bias.

**Question 5** *What I'd like to do now is tell you what some people are saying about the measure we've been discussing. Supporters of the measure say: \_\_\_\_\_. Do you think this is a very convincing, somewhat convincing, or not at all convincing reason to SUPPORT the measure?*

**FIGURE 6 POSITIVE ARGUMENTS**



Figure 6 presents the truncated positive arguments tested, as well as voters' reactions to the arguments. The arguments are ranked from most convincing to least convincing based on the percentage of respondents who indicated that the argument was either a 'very convincing' or 'somewhat convincing' reason to support the sales tax measure. Using this methodology, the most compelling positive arguments were: *Madera County's population has nearly doubled during the past 30 years, and experts forecast that it will continue to grow at a fast rate. We need to continue improving our local highways, interchanges, and major streets to keep up with this growth, avoid traffic gridlock, and protect our quality of life* (79% very or somewhat convincing), *By law, all of the money raised by this measure must stay in Madera County to maintain and improve our transportation system. It can't be taken away by the State or used for other purposes* (77%), and *If voters approve this renewal measure, we will qualify for about 600 million dollars in additional state and federal matching funds to make priority repairs and transportation improvements in Madera County. Without a local measure, we will not get our fair share of State and Federal funding* (75%).

**TOP POSITIVE ARGUMENTS BY INITIAL SUPPORT** Table 3 on the next page lists the top five most convincing positive arguments (showing the percentage of respondents who cited it as *very convincing*) according to respondents' vote choice at the Initial Ballot Test. The most striking pattern in the table is that the positive arguments resonated with a much higher percentage of voters who were initially inclined to support the measure when compared to voters who initially opposed the measure or were unsure. Nevertheless, two specific arguments were ranked among the top five most compelling by supporters, opponents, and the undecided.

TABLE 3 TOP POSITIVE ARGUMENTS BY POSITION AT INITIAL BALLOT TEST

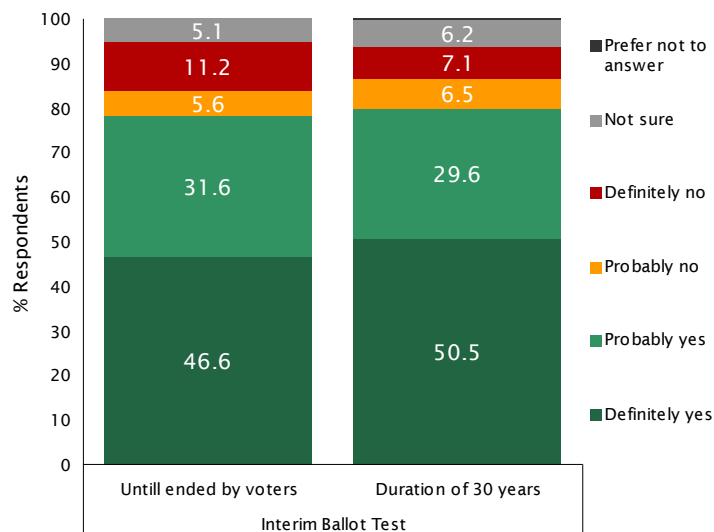
Position at Initial Ballot Test (Q2)	Item	Positive Argument Summary	% Very Convincing
Probably or Definitely Yes (n = 438)	Q5j	Population nearly doubled in past 30 years, forecasted to grow at fast rate; we need to continue improving highways, interchanges, major streets to keep up with growth, avoid gridlock, protect quality of life	56
	Q5e	Will qualify for ~\$600 in state, federal matching funds to make priority repairs and transportation improvements in County	55
	Q5b	By law, all money raised by measure must stay in Madera Cou to maintain, improve transportation system; it can't be taken away by State or used for other purposes	54
	Q5a	Measure will NOT increase sales tax you pay; it simply extends sales tax voters approved in 1990, again in 2006 to fund transportation repairs, improvements	51
	Q5h	Measure essential for public safety, keeping roads, highways in good condition, reducing traffic, allows police, firefighters, ambulances to respond to emergencies like Creek Fire	47
Probably or Definitely No (n = 84)	Q5j	Population nearly doubled in past 30 years, forecasted to grow at fast rate; we need to continue improving highways, interchanges, major streets to keep up with growth, avoid gridlock, protect quality of life	18
	Q5b	By law, all money raised by measure must stay in Madera Cou to maintain, improve transportation system; it can't be taken away by State or used for other purposes	14
	Q5l	Public transit lifeline for seniors, people with disabilities; with the senior population expected to grow, need to improve capacity of local transit system, provide affordable fares	12
	Q5e	Will qualify for ~\$600 in state, federal matching funds to make priority repairs and transportation improvements in County	9
	Q5a	Measure will NOT increase sales tax you pay; it simply extends sales tax voters approved in 1990, again in 2006 to fund transportation repairs, improvements	9
Not Sure (n = 47)	Q5j	Population nearly doubled in past 30 years, forecasted to grow at fast rate; we need to continue improving highways, interchanges, major streets to keep up with growth, avoid gridlock, protect quality of life	35
	Q5h	Measure essential for public safety, keeping roads, highways in good condition, reducing traffic, allows police, firefighters, ambulances to respond to emergencies like Creek Fire	35
	Q5b	By law, all money raised by measure must stay in Madera Cou to maintain, improve transportation system; it can't be taken away by State or used for other purposes	33
	Q5l	Public transit lifeline for seniors, people with disabilities; with the senior population expected to grow, need to improve capacity of local transit system, provide affordable fares	28
	Q5c	There will be a clear system of accountability incl a Citizen's Oversight Committee, annual independent audits to ensure that money is spent appropriately	28

## INTERIM BALLOT TEST

After informing respondents about projects and services that could be funded, as well as exposing them to positive arguments they may encounter about the measure, the survey again presented voters with the ballot language used previously to gauge how their support for the proposed measure may have changed. As shown in Figure 7, support for the sales tax renewal at the Interim Ballot Test continued to show a small difference between the two durations, and support for both versions increased slightly from the levels recorded at the Initial Ballot Test. More specifically, 78% of voters at the Interim Ballot Test supported a measure that would extend *until ended by voters*, whereas 17% opposed and 5% were unsure or unwilling to share their opinion. Eighty percent (80%) of voters supported a comparable measure that would last *for 30 years* at the Interim Ballot Test, while 14% opposed and 6% were unsure or unwilling to share their opinion. It is also worth noting that aggregate support for renewing Measure T at the Interim Ballot Test in this tracking survey is strikingly similar (79%) to the level of support recorded in the baseline survey conducted eight months prior (79%).

**Question 6** *Sometimes people change their mind about a measure once they have more information about it. Now that you have heard a bit more about the measure, let me read you a summary of it again. In order to keep local streets, highways, and infrastructure in good repair; fix potholes; improve highway safety, 911 vehicle access, and safe routes to schools; reduce traffic congestion; complete other transportation projects; and qualify for 600 million dollars in State and Federal matching funds; shall an ordinance be adopted to continue Madera County's voter-approved half cent sales tax without increasing the tax rate, providing approximately 20 million dollars annually <<until ended by voters | for 30 years>>, with citizen oversight, independent audits, and all money staying local? If the election were held today, would you vote yes or no on this measure?*

FIGURE 7 INTERIM BALLOT TEST



**INTERIM SUPPORT BY SUBGROUPS** Table 4 on the next page shows how support for the measure at this point in the survey varied by key demographic subgroups, as well as the percentage change in subgroup support when compared with the Initial Ballot Test. Positive differences appear in green, whereas negative differences appear in red. As shown in the table,

support for the sales tax increased by modest amounts (5 percentage points or less) between the Initial and Interim Ballot Test for most voter subgroups. The largest net gains in support were exhibited by voters under the age of 30 (+11%), those in Dual-Democrat households (+9%), respondents who took the survey interview in Spanish (+8%), and those who had registered to vote in the County since November 2018 (+8%).

**TABLE 4 DEMOGRAPHIC BREAKDOWN OF SUPPORT AT INTERIM BALLOT TEST**

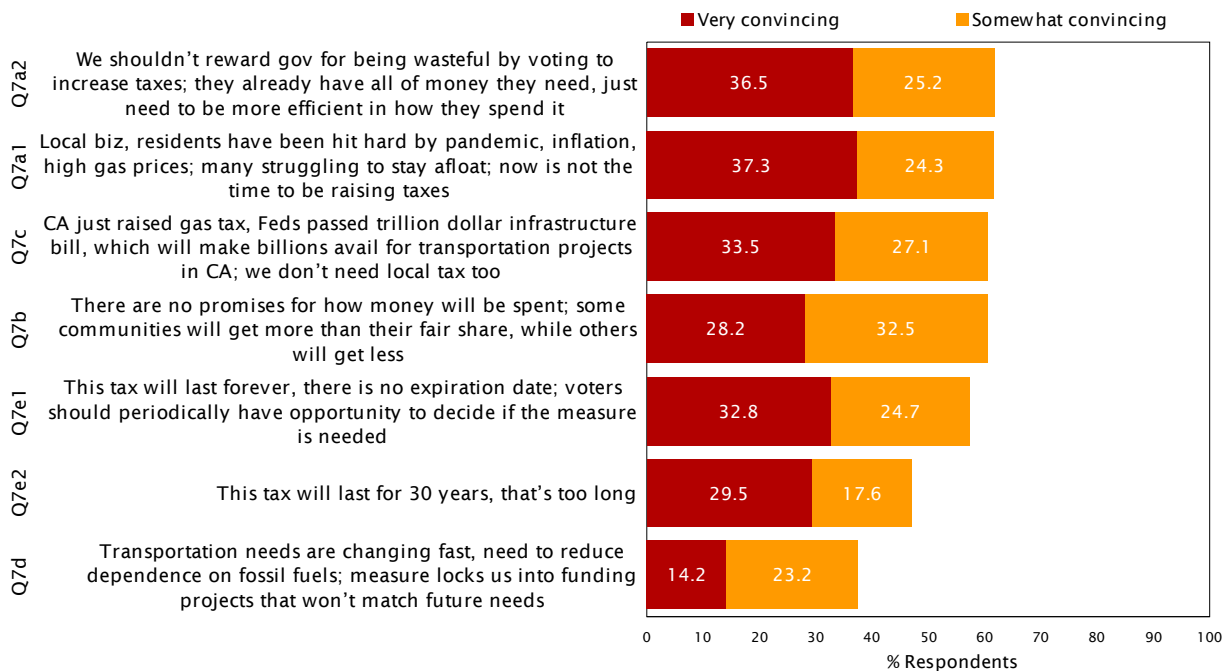
		Approximate % of Voter Universe	% Probably or Definitely Yes	Change From Initial Ballot Test (Q2)
Overall		100.0	79.1	+2.6
Supervisory District	One	21.0	82.6	+2.9
	Two	18.0	75.7	+3.6
	Three	18.2	72.9	+2.1
	Four	7.8	93.9	+1.6
	Five	35.0	78.8	+2.3
Party	Democrat	33.1	89.0	+2.8
	Republican	44.4	72.2	+3.0
	Other / DTS	22.5	78.4	+1.4
Age	18 to 29	13.7	91.2	+10.5
	30 to 39	15.5	77.9	+0.8
	40 to 49	13.6	74.5	-2.3
	50 to 64	24.5	78.9	+1.2
	65 or older	32.7	76.8	+3.2
Registration Year	Since Nov '18	11.0	83.0	+7.5
	Jun '12 to <Nov '18	22.2	81.7	-1.4
	Jun '06 to <Jun '12	8.8	72.2	-5.6
	Before Jun '06	58.0	78.5	+4.4
Household Party Type	Single dem	18.1	87.9	-0.5
	Dual dem	9.2	94.4	+9.4
	Single rep	15.0	67.9	-0.9
	Dual rep	20.9	73.8	+4.5
	Other	14.7	82.1	-0.3
	Mixed	22.1	76.3	+4.8
Child in Hsld (Q10)	Yes	30.0	78.2	+1.9
	No	70.0	80.1	+2.9
Gender	Male	52.3	77.4	+1.5
	Female	47.7	82.9	+3.9
Homeowner on Voter File	Yes	68.0	76.9	+2.1
	No	32.0	83.9	+3.5
Likely to Vote by Mail	Yes	79.5	79.7	+2.2
	No	20.5	77.1	+4.0
Likely Jun 2022 Voter	Yes	72.2	79.9	+2.5
	No	27.8	77.2	+2.9
Survey Language	English	92.1	78.1	+2.1
	Spanish	7.9	91.5	+8.2
Commute Outside County for Work (Q9)	Yes	33.9	81.9	+3.7
	No	66.1	79.4	+2.2

## NEGATIVE ARGUMENTS

Whereas Question 5 presented respondents with arguments in favor of the measure, Question 7 presented respondents with arguments designed to elicit opposition to the measure. In the case of Question 7, however, respondents were asked if they felt that the argument was a very convincing, somewhat convincing, or not at all convincing reason to *oppose* the measure. The arguments tested, as well as voters' opinions about the arguments, are presented in Figure 8.

**Question 7** *Next, let me tell you what opponents of the measure are saying. Opponents of the measure say: \_\_\_\_\_. Do you think this is a very convincing, somewhat convincing, or not at all convincing reason to OPPOSE the measure?*

FIGURE 8 NEGATIVE ARGUMENTS



Among the negative arguments tested, the most compelling were: *We shouldn't reward government for being wasteful by voting to increase our taxes. They already have all of the money they need—they just need to be more efficient in how they spend it* (62% very or somewhat convincing), *Local businesses and residents have been hit hard by the pandemic, inflation, and high gas prices. Many are struggling to stay afloat. Now is not the time to be raising taxes* (62%), and *California just raised the gas tax and the Federal Government passed a trillion dollar infrastructure bill, which will make billions available for transportation projects in California. We don't need to have a local tax too* (61%).



**TOP NEGATIVE ARGUMENTS BY INITIAL SUPPORT** Table 5 lists the top five negative arguments (showing the percentage of respondents who cited each as *very convincing*) according to respondents' vote choice at the Initial Ballot Test.

**TABLE 5 NEGATIVE ARGUMENTS BY POSITION AT INITIAL BALLOT TEST**

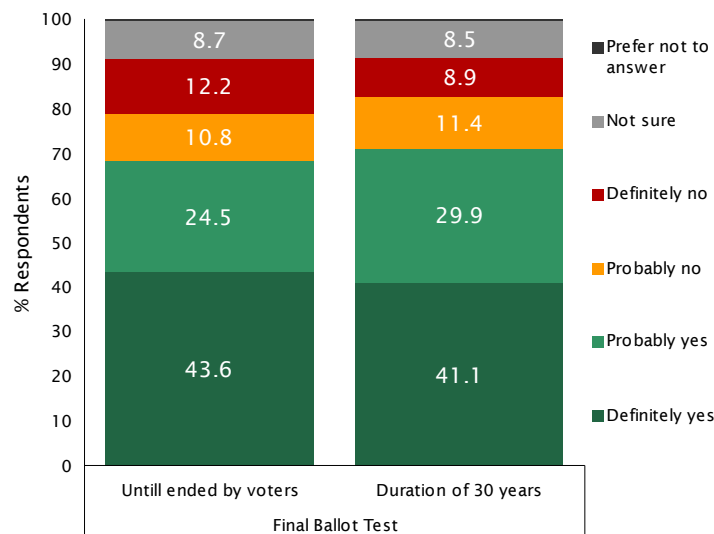
Position at Initial Ballot Test (Q2)	Item	Negative Argument Summary	% Very Convincing
Probably or Definitely Yes (n = 438)	Q7a2	We shouldn't reward gov for being wasteful by voting to increase taxes; they already have all of money they need, just need to be more efficient in how they spend it	29
	Q7a1	Local biz, residents have been hit hard by pandemic, inflation, high gas prices; many struggling to stay afloat; now is not the time to be raising taxes	29
	Q7c	CA just raised gas tax, Feds passed trillion dollar infrastructure bill, which will make billions avail for transportation projects in CA; we don't need local tax too	28
	Q7e1	This tax will last forever, there is no expiration date; voters should periodically have opportunity to decide if the measure is needed	25
	Q7b	There are no promises for how money will be spent; some communities will get more	23
Probably or Definitely No (n = 84)	Q7a2	We shouldn't reward gov for being wasteful by voting to increase taxes; they already have all of money they need, just need to be more efficient in how they spend it	77
	Q7e2	This tax will last for 30 years, that's too long	67
	Q7a1	Local biz, residents have been hit hard by pandemic, inflation, high gas prices; many struggling to stay afloat; now is not the time to be raising taxes	64
	Q7c	CA just raised gas tax, Feds passed trillion dollar infrastructure bill, which will make billions avail for transportation projects in CA; we don't need local tax too	58
	Q7e1	This tax will last forever, there is no expiration date; voters should periodically have opportunity to decide if the measure is needed	52
Not Sure (n = 47)	Q7e1	This tax will last forever, there is no expiration date; voters should periodically have opportunity to decide if the measure is needed	69
	Q7a1	Local biz, residents have been hit hard by pandemic, inflation, high gas prices; many struggling to stay afloat; now is not the time to be raising taxes	63
	Q7a2	We shouldn't reward gov for being wasteful by voting to increase taxes; they already have all of money they need, just need to be more efficient in how they spend it	41
	Q7c	CA just raised gas tax, Feds passed trillion dollar infrastructure bill, which will make billions avail for transportation projects in CA; we don't need local tax too	39
	Q7b	There are no promises for how money will be spent; some communities will get more than their fair share, while others will get less	33

## FINAL BALLOT TEST

Voters' opinions about ballot measures are often not rigid, especially when the amount of information presented to the public on a measure has been limited. An important goal of the survey was thus to gauge how voters' opinions about the proposed measure may be affected by the information they could encounter during the course of an election cycle. After providing respondents with the wording of the proposed measure, projects and services that could be funded, and arguments in favor of and against the proposal, the survey again asked voters whether they would vote 'yes' or 'no' on the proposed sales tax measure.

**Question 8** *Now that you have heard a bit more about the measure, let me read you a summary of it one more time. In order to keep local streets, highways, and infrastructure in good repair; fix potholes; improve highway safety, 911 vehicle access, and safe routes to schools; reduce traffic congestion; complete other transportation projects; and qualify for 600 million dollars in State and Federal matching funds; shall an ordinance be adopted to continue Madera County's voter-approved half cent sales tax without increasing the tax rate, providing approximately 20 million dollars annually <<until ended by voters | for 30 years>>, with citizen oversight, independent audits, and all money staying local? If the election were held today, would you vote yes or no on this measure?*

FIGURE 9 FINAL BALLOT TEST



At this point in the survey, support for a sales tax renewal that would continue *until ended by voters* was found among 68% of likely November 2022 voters, with 44% indicating that they would *definitely* support the measure. Approximately 23% of respondents opposed the measure at the Final Ballot Test, and 9% were unsure or unwilling to state their vote choice. Support for a sales tax renewal that would last *for 30 years* was found among 71% of likely November 2022 voters, with 41% indicating that they would *definitely* support the measure. Approximately 20% of respondents opposed the measure at the Final Ballot Test, and 9% were unsure or unwilling to state their vote choice. Here again, the level of support found for a Measure T renewal in this tracking survey at the Final Ballot Test (69%) is similar to the level found in the baseline survey from 2021 (72%).

## CHANGE IN SUPPORT

Table 6 provides a closer look at how support for the proposed measure changed over the course of the survey by calculating the difference in support between the Initial, Interim, and Final Ballot Tests within subgroups of voters. The percentage of support for the measure at the Final Ballot Test is shown in the column with the heading *% Probably or Definitely Yes*. The columns to the right show the difference between the Final and the Initial, and the Final and Interim Ballot Tests. Positive differences appear in green, and negative differences appear in red.

**TABLE 6 DEMOGRAPHIC BREAKDOWN OF SUPPORT AT FINAL BALLOT TEST**

		Approximate % of Voter Universe	% Probably or Definitely Yes	Change From Initial Ballot Test (Q2)	Change From Interim Ballot Test (Q6)
Overall		100.0	69.6	-7.0	-9.5
Supervisory District	One	21.0	75.6	-4.1	-7.0
	Two	18.0	63.4	-8.6	-12.3
	Three	18.2	59.6	-11.2	-13.3
	Four	7.8	84.9	-7.3	-8.9
	Five	35.0	71.0	-5.5	-7.8
Party	Democrat	33.1	86.3	+0.2	-2.7
	Republican	44.4	60.9	-8.3	-11.3
	Other / DTS	22.5	62.3	-14.8	-16.1
Age	18 to 29	13.7	72.1	-8.6	-19.1
	30 to 39	15.5	61.2	-16.0	-16.8
	40 to 49	13.6	65.4	-11.5	-9.2
	50 to 64	24.5	72.7	-5.0	-6.1
	65 or older	32.7	72.0	-1.6	-4.8
Registration Year	Since Nov '18	11.0	65.5	-10.0	-17.5
	Jun '12 to <Nov '18	22.2	62.5	-20.6	-19.2
	Jun '06 to <Jun '12	8.8	67.6	-10.2	-4.6
	Before Jun '06	58.0	73.4	-0.7	-5.1
Household Party Type	Single dem	18.1	85.2	-3.3	-2.8
	Dual dem	9.2	96.1	+11.1	+1.7
	Single rep	15.0	56.2	-12.6	-11.7
	Dual rep	20.9	63.8	-5.5	-9.9
	Other	14.7	60.0	-22.3	-22.0
	Mixed	22.1	66.6	-4.8	-9.6
Child in Hsld (Q10)	Yes	30.0	65.3	-11.1	-13.0
	No	70.0	72.7	-4.5	-7.4
Gender	Male	52.3	69.0	-6.9	-8.4
	Female	47.7	72.4	-6.5	-10.5
Homeowner on Voter File	Yes	68.0	71.3	-3.5	-5.6
	No	32.0	66.1	-14.4	-17.9
Likely to Vote by Mail	Yes	79.5	69.6	-7.9	-10.1
	No	20.5	69.5	-3.5	-7.5
Likely Jun 2022 Voter	Yes	72.2	70.2	-7.2	-9.7
	No	27.8	68.1	-6.2	-9.1
Survey Language	English	92.1	70.8	-5.1	-7.2
	Spanish	7.9	55.2	-28.1	-36.3
Commute Outside County for Work (Q9)	Yes	33.9	74.8	-3.5	-7.2
	No	66.1	68.2	-9.0	-11.2

As expected, voters generally responded to the negative arguments with a reduction in their support for the measure when compared with levels recorded at the Interim Ballot Test. The trend over the course of the entire survey (Initial to Final Ballot Test) was also one of declining support for most voter subgroups, averaging -7 percentage points overall. With that said, support for the sales tax at the Final Ballot Test remained above the two-thirds threshold required for passage.

Whereas Table 6 displays change in support for the measure over the course of the interview at the group level, Table 7 presents individual-level changes that occurred between the Initial and Final Ballot Tests for the measure. On the left side of the table is shown each of the response options to the Initial Ballot Test and the percentage of respondents in each group. The cells in the body of the table depict movement within each response group (row) based on the information provided throughout the course of the survey as recorded by the Final Ballot Test. For example, in the first row we see that of the 41.6% of respondents who indicated they would definitely support the measure at the Initial Ballot Test, 30.1% indicated they would definitely support the measure at the Final Ballot Test. An additional 7.7% moved to the probably support group, 1.9% moved to the probably oppose group, 1.3% moved to the definitely oppose group, and 0.6% stated they were now unsure of their vote choice.

To ease interpretation of the table, the cells are color coded. Red shaded cells indicate declining support, green shaded cells indicate increasing support, whereas white cells indicate no movement. Moreover, within the cells, a white font indicates a fundamental change in the vote: from yes to no, no to yes, or not sure to either yes or no.

**TABLE 7 MOVEMENT BETWEEN INITIAL & FINAL BALLOT TEST**

Initial Ballot Test (Q2)		Final Ballot Test (Q8)				
		Definitely support	Probably support	Probably oppose	Definitely oppose	Not sure
Definitely support	41.6% →	30.1%	7.7%	1.9%	1.3%	0.6%
Probably support	35.0% →	11.1%	16.9%	2.9%	1.2%	2.8%
Probably oppose	8.1% →	0.2%	1.3%	3.4%	2.5%	0.7%
Definitely oppose	6.7% →	0.1%	0.2%	0.7%	5.5%	0.3%
Not sure	8.7% →	0.7%	1.3%	2.2%	0.0%	4.4%

As one might expect, the information conveyed in the survey generally had the greatest impact on individuals who either weren't sure about how they would vote at the Initial Ballot Test or were tentative in their vote choice (probably yes or probably no). Moreover, Table 7 makes clear that although the information presented in the survey did impact some voters, it did not do so in a consistent way for all respondents. Some respondents found the information provided during the course of the interview to be a reason to become more supportive of the measure, while a larger percentage found the same information reason to be less supportive. Although 18% of respondents made a *fundamental*<sup>4</sup> shift in their opinion regarding the measure over the course of the interview, the net impact is that support for the *overall* measure at the Final Ballot Test (70%) was seven points lower than support at the Initial Ballot Test (77%). Examining the two tax durations separately reveals that support for a sales tax renewal that would continue *until ended by voters* declined eight percentage points from the Initial Ballot Test (76%) to the Final Ballot Test (68%), while support for a sales tax renewal that would last *for 30 years* declined six percentage points from the Initial Ballot Test (77%) to the Final Ballot Test (71%).

4. This is, they changed from a position of support, opposition, or undecided at the Initial Ballot Test to a different position at the Final Ballot Test.

# BACKGROUND & DEMOGRAPHICS

**TABLE 8 DEMOGRAPHICS OF SAMPLE**

<i>Total Respondents</i>	572
<b>Commute Outside County for Work (Q9)</b>	
Yes	32.8
No	63.9
Prefer not to answer	3.3
<b>Child in Hsld (Q10)</b>	
Yes	29.2
No	68.1
Prefer not to answer	2.8
<b>Gender</b>	
Male	50.8
Female	46.3
Prefer not to answer	2.9
<b>Party</b>	
Democrat	33.1
Republican	44.4
Other / DTS	22.5
<b>Age</b>	
18 to 29	13.7
30 to 39	15.5
40 to 49	13.6
50 to 64	24.5
65 or older	32.7
<b>Registration Year</b>	
Since Nov '18	11.0
Jun '12 to <Nov '18	22.2
Jun '06 to <Jun '12	8.8
Before Jun '06	58.0
<b>Household Party Type</b>	
Single dem	18.1
Dual dem	9.2
Single rep	15.0
Dual rep	20.9
Other	14.7
Mixed	22.1
<b>Homeowner on Voter File</b>	
Yes	68.0
No	32.0
<b>Likely to Vote by Mail</b>	
Yes	79.5
No	20.5
<b>Likely Jun 2022 Voter</b>	
Yes	72.2
No	27.8
<b>Survey Language</b>	
English	92.1
Spanish	7.9
<b>Supervisorial District</b>	
One	21.0
Two	18.0
Three	18.2
Four	7.8
Five	35.0

In addition to questions directly related to the proposed measure, the study collected basic demographic information about respondents and their households. Some of this information was gathered during the survey, although much of it was collected from the voter file. The profile of the likely November 2022 voter sample used for this study is shown in Table 8.

## M E T H O D O L O G Y

The following sections outline the methodology used in the study, as well as the motivation for using certain techniques.

**QUESTIONNAIRE DEVELOPMENT** Dr. McLarney of True North Research worked closely with MCTA to develop a questionnaire that covered the topics of interest and avoided possible sources of systematic measurement error, including position-order effects, wording effects, response-category effects, scaling effects, and priming. Several questions included multiple individual items. Because asking items in a set order can lead to a systematic position bias in responses, items were asked in random order for each respondent.

Some of the questions asked in this study were presented only to a subset of respondents. For example, only individuals who did not support the sales tax renewal or were unsure at the Initial Ballot Test (Question 2) were asked an open-ended question (Question 3) regarding their reasons for not supporting the measure. In some cases, two versions of an issue, project, or argument were tested to identify how wording differences impact perception of the item. In such cases, half of the sample received the item with version 1 wording (e.g., Question 7, item A1) and the other half received version 2 (e.g., Question 7, item A2). The questionnaire included with this report (see *Questionnaire & Toplines* on page 30) identifies the skip patterns and programming instructions that were used during the interview to ensure that each respondent received the appropriate questions.

**PROGRAMMING, PRE-TEST & TRANSLATION** Prior to fielding the survey, the questionnaire was CATI (Computer Assisted Telephone Interviewing) programmed to assist interviewers when conducting the phone interviews. The CATI program automatically navigates the skip patterns, randomizes the appropriate question items, and alerts interviewers to certain types of keypunching mistakes should they happen during the interview. The survey was also programmed into a passcode-protected online survey application to allow online participation for sampled residents. The integrity of the questionnaire was pre-tested internally by True North and by dialing into random homes in the County prior to formally beginning the survey. The final questionnaire was also professionally translated into Spanish to allow for data collection in English and Spanish.

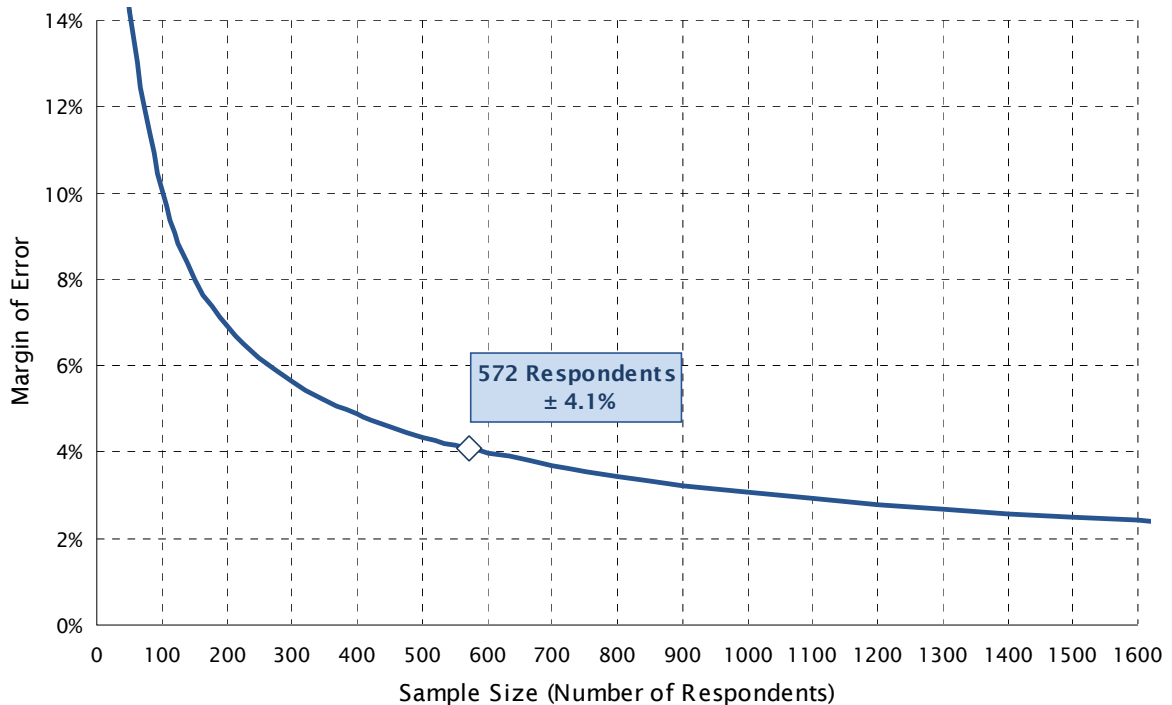
**SAMPLE** The survey was administered to a random sample of 572 registered voters in Madera County who are likely to participate in the November 2022 election, with a subset who are also likely to participate in the lower turnout June 2022 primary election. Consistent with the profile of this universe, the sample was stratified into clusters, each representing a combination of age, gender, and household party-type. Individuals were then randomly selected based on their profile into an appropriate cluster. This method ensures that if a person of a particular profile refuses to participate in the study, they are replaced by an individual who shares their same profile.

To accommodate MCTA's interest in testing two tax durations, a split-sample methodology was employed such that 286 voters were asked about a sales tax that would continue *until ended by voters* at each ballot test (questions 2, 6 & 8), whereas a separate 286 voters were asked the ballot test questions regarding a sales tax that would last *for 30 years*.

**STATISTICAL MARGIN OF ERROR** By using the probability-based sampling design noted above, True North ensured that the final sample was representative of voters in the County who are likely to participate in the November 2022 election. The results of the sample can thus be used to estimate the opinions of *all* voters likely to participate in this election. Because not all voters participated in the study, however, the results have what is known as a statistical margin of error due to sampling. The margin of error refers to the difference between what was found in the survey of 572 voters for a particular question and what would have been found if all 46,063 likely November 2022 voters identified in the County had been surveyed for the study.

Figure 10 provides a graphic plot of the *maximum* margin of error in this study. The maximum margin of error for a dichotomous percentage result occurs when the answers are evenly split such that 50% provide one response and 50% provide the alternative response. For this survey, the maximum margin of error is  $\pm 4.1\%$ .

**FIGURE 10 MAXIMUM MARGIN OF ERROR DUE TO SAMPLING**



Within this report, figures and tables show how responses to certain questions varied by subgroups such as age, gender, and partisan affiliation. Figure 10 is useful for understanding how the maximum margin of error for a percentage estimate grows as the number of individuals asked a question (or in a particular subgroup) shrinks. Because the margin of error grows exponentially as the sample size decreases, the reader should use caution when generalizing and interpreting the results for small subgroups.

**RECRUITING & DATA COLLECTION** The survey followed a mixed-method design that employed multiple recruiting methods (email, text, and phone) and multiple data collection methods (telephone and online). Telephone interviews averaged 17 minutes in length and were conducted during weekday evenings (5:30PM to 9PM) and on weekends (10AM to 5PM). It is stan-

standard practice not to call during the day on weekdays because most working adults are unavailable and thus calling during those hours would likely bias the sample. Voters recruited via email or text were assigned a unique passcode to ensure that only voters who received an invitation could access the survey website, and that each voter could complete the survey only once. A total of 572 surveys were completed by phone and online between April 7 and April 14, 2022.

**DATA PROCESSING** Data processing consisted of checking the data for errors or inconsistencies, coding and recoding responses, weighting, and preparing frequency analyses and cross-tabulations.

**ROUNDING** Numbers that end in 0.5 or higher are rounded up to the nearest whole number, whereas numbers that end in 0.4 or lower are rounded down to the nearest whole number. These same rounding rules are also applied, when needed, to arrive at numbers that include a decimal place in constructing figures and tables. Occasionally, these rounding rules lead to small discrepancies in the first decimal place when comparing tables and charts for a given question.



# QUESTIONNAIRE & TOPLINES



Madera County Transportation Authority  
Sales Tax Renewal Tracking Survey  
Final Toplines (n=572)  
April 2022

## Section 1: Introduction to Study

Hi, may I please speak to \_\_\_\_\_. My name is \_\_\_\_\_, and I'm calling on behalf of TNR, an independent public opinion research firm. We're conducting a survey of voters about important issues in Madera (Muh-DARE-uh) County and I'd like to get your opinions.

*If needed:* This is a survey about important issues in your community. I'm NOT trying to sell anything and I won't ask for a donation.

*If needed:* The survey should take about 12 minutes to complete.

*If needed:* If now is not a convenient time, can you let me know a better time so I can call back?

*If the person asks why you need to speak to the listed person or if they ask to participate instead, explain:* For statistical purposes, at this time the survey must only be completed by this particular individual.

*If the person says they are an elected official or is somehow associated with the survey, politely explain that this survey is designed to measure the opinions of those not closely associated with the study, thank them for their time, and terminate the interview.*

## Section 2: Importance of Issues

Q1 To begin, I'm going to read a list of issues facing Madera County and for each one, please tell me how important you feel the issue is to you, using a scale of extremely important, very important, somewhat important or not at all important.

Here is the (first/next) issue: \_\_\_\_\_. Do you think this issue is extremely important, very important, somewhat important, or not at all important?

		Extremely Important	Very Important	Somewhat Important	Not at all important	Not sure	Prefer not to answer
	<i>Randomize</i>						
A	Improving the maintenance of local streets and roads	53%	35%	11%	1%	0%	0%
B	Reducing traffic congestion	36%	25%	29%	9%	0%	0%
C	Maintaining local infrastructure	39%	38%	19%	2%	1%	0%
D	Improving public safety	43%	34%	19%	2%	1%	0%
E	Protecting the environment	33%	29%	26%	11%	1%	0%
F	Addressing homelessness	43%	32%	17%	6%	1%	1%
G	Improving the local economy	42%	42%	14%	1%	1%	0%
H	Preventing local tax increases	46%	22%	22%	9%	1%	0%

Section 3: Initial Ballot Test						
Later this year, voters in Madera County may be asked to vote on a local ballot measure. Let me read you a summary of the measure.						
<i>Split Sample. Sample A receives 'until ended by voters', Sample B receives 'for 30 years'.</i>						
Q2	In order to: Keep local streets, highways, and infrastructure in good repair Fix potholes Improve highway safety, 911 vehicle access, and safe routes to schools Reduce traffic congestion Complete other transportation projects And qualify for 600 million dollars in State and Federal matching funds  Shall an ordinance be adopted to continue Madera County's voter-approved half cent sales tax without increasing the tax rate, providing approximately 20 million dollars annually <<until ended by voters   for 30 years>>, with citizen oversight, independent audits, and all money staying local? If the election were held today, would you vote yes or no on this measure? <i>Get answer, then ask:</i> Would that be definitely (yes/no) or probably (yes/no)?					
				Overall	Until Ended by Voters	For 30 Years
	1	Definitely yes	42%	38%	45%	Skip to Q4
	2	Probably yes	35%	38%	32%	Skip to Q4
	3	Probably no	8%	8%	8%	Ask Q3
	4	Definitely no	7%	9%	5%	Ask Q3
	98	Not sure	8%	7%	9%	Ask Q3
	99	Prefer not to answer	0%	0%	0%	Skip to Q4
Q3	Is there a particular reason why you do not support or are unsure about the measure I just described? <i>If yes, ask:</i> Please briefly describe your reason. <i>Verbatim responses recorded and later grouped into categories shown below.</i>					
	Taxes already too high				28%	
	Money is misspent, mismanaged				26%	
	Need more information				20%	
	Not sure / No particular reason				14%	
	Other higher priorities in community				6%	
	Do not trust County				6%	
	Other ways to be funded				6%	
	Money needs to be distributed equally throughout County				6%	
	County has enough money				4%	
	Tax should have a sunset				3%	
	Measure is too expensive				2%	
	Mentioned past ballot measures				1%	

<b>Section 4: Projects &amp; Services</b>							
Q4	The measure we've been discussing will provide funding for a variety of transportation projects and improvements.						
	If the measure passes, would you favor or oppose using some of the money to: _____, or do you not have an opinion? <i>Get answer, if favor or oppose, then ask: Would that be strongly (favor/oppose) or somewhat (favor/oppose)?</i>						
	<i>Randomize</i>	Strongly Favor	Somewhat Favor	Somewhat Oppose	Strongly Oppose	Not sure	Prefer not to answer
A	Fix potholes	72%	22%	3%	2%	1%	0%
B	Reduce traffic congestion	46%	38%	8%	4%	4%	0%
C	Add passing lanes and improve highway interchanges to improve safety and reduce head-on collisions	65%	25%	3%	3%	2%	1%
D	Retrofit or replace older bridges and overpasses that have structural problems	59%	30%	4%	3%	3%	1%
E	Improve traffic flow and safety on highways including the 99, 41, and 152	62%	26%	5%	5%	1%	0%
F	Pave and maintain local streets and roads	67%	28%	1%	2%	1%	0%
G	Synchronize traffic signals on major roadways	57%	29%	5%	4%	5%	0%
H	Add lanes to widen congested roadways and highways, where possible	62%	26%	6%	2%	2%	1%
I	Increase programs that encourage carpooling, vanpooling, and ridesharing	20%	34%	24%	15%	6%	2%
J	Improve and expand local and regional transit services	29%	36%	18%	10%	6%	1%
K	Expand the network of dedicated bike lanes	26%	35%	19%	12%	6%	1%
L	Encourage more walking by improving sidewalks, crosswalks, pedestrian safety, signs, and infrastructure	39%	30%	16%	9%	5%	1%
M	Keep transit fares affordable for students, seniors, veterans, and the disabled	51%	29%	10%	6%	4%	1%
N	Provide students with safe routes to walk and bike to school	50%	32%	8%	5%	4%	0%
O	Complete projects that will reduce the negative impacts of transportation on local air quality and water quality	38%	31%	15%	10%	5%	0%
P	Establish fire-safe evacuation routes	38%	38%	10%	6%	6%	1%
<i>Only Ask if in Supervisorial District 1.</i>							
Q	Complete a variety of projects in <u>your</u> area, including reducing traffic congestion, maintenance and safety improvements along Avenues 7, 9 and 12 and State Route 41, and improvements to bike paths and local transit services	59%	30%	8%	3%	0%	0%
<i>Only Ask if in Supervisorial District 2.</i>							

R	Complete a variety of projects in <u>your</u> area, including improving interchanges on State Routes 99, 152 and 233, maintaining 13 <sup>th</sup> , Humboldt, Monterey, Robertson Boulevard, Road 16, and Avenue 24 ½, and improving local transit services and bike lanes	67%	24%	2%	1%	6%	0%
<i>Only Ask if in Supervisorial District 3 or District 4.</i>							
S	Complete a variety of projects in <u>your</u> area, including reducing traffic congestion, maintenance and improvements along Avenues 12 and 17, Cleveland, Sunset, and State Routes 99 and 145, bridge improvements, local maintenance and safety improvements, and improving local transit services and bike paths	65%	29%	5%	2%	0%	0%
<i>Only Ask if in Supervisorial District 5.</i>							
T	Complete a variety of projects in <u>your</u> area, including reducing traffic congestion, maintenance and safety improvements along State Routes 41 and 49 and other local roads, improving emergency access, and improving local transit services and bike paths	56%	31%	7%	3%	2%	0%

**Section 5: Positive Arguments**

What I'd like to do now is tell you what some people are saying about the measure we've been discussing.

Q5 Supporters of the measure say: \_\_\_\_\_. Do you think this is a very convincing, somewhat convincing, or not at all convincing reason to **SUPPORT** the measure?

		Very Convincing	Somewhat Convincing	Not At All Convincing	Don't Believe	Not sure	Prefer not to answer
	<i>Randomize, but always read D &amp; E back-to-back, in that order.</i>						
A	This measure will NOT increase the sales tax you pay. It simply extends the sales tax voters approved in 1990 and again in 2006 to fund transportation repairs and improvements.	43%	30%	14%	9%	2%	1%
B	By law, all of the money raised by this measure must stay in Madera County to maintain and improve our transportation system. It can't be taken away by the State or used for other purposes.	46%	30%	12%	9%	1%	1%
C	There will be a clear system of accountability including a Citizen's Oversight Committee and annual independent audits to ensure that the money is spent appropriately.	33%	33%	18%	12%	3%	1%

D	By having a local sales tax for transportation in place since 1990, our County has been able to bring in over <b>226</b> million dollars in state and federal matching funds for priority transportation projects.	28%	42%	18%	9%	3%	1%
E	If voters approve this renewal measure, we will qualify for about <b>600</b> million dollars in <i>additional</i> state and federal matching funds to make priority repairs and transportation improvements in Madera County. Without a local measure, we will not get our fair share of State and Federal funding.	46%	30%	13%	9%	2%	1%
F	This measure is about local control. It provides each community with the money and flexibility needed to address the transportation projects that they feel are most important.	26%	40%	20%	10%	3%	1%
G	Since the local sales tax was renewed in 2006, a Citizen's Oversight Committee has closely reviewed the use of funds each year and confirmed that they have been spent properly and in accordance with the voter-approved expenditure plan.	24%	39%	20%	12%	4%	1%
H	This measure is essential for our public safety. By keeping our roads and highways in good condition and reducing traffic congestion, it allows police, firefighters, and ambulances to respond quickly to emergencies. In emergencies like the Creek Fire, we can't afford to have first responders stuck in traffic or slowed-down by failing infrastructure.	40%	32%	20%	6%	2%	1%
I	The transportation system is the backbone of our regional economy – and we need to keep it in good health. The more efficiently local farmers and businesses can move produce and products to market, the more good-paying jobs they can create for local residents.	31%	35%	22%	6%	3%	1%
J	Madera County's population has nearly doubled during the past 30 years, and experts forecast that it will continue to grow at a fast rate. We need to continue improving our local highways, interchanges, and major streets to keep up with this growth, avoid traffic gridlock, and protect our quality of life.	49%	30%	13%	6%	2%	1%

K	For more than 30 years, Madera County has depended on this sales tax for everything from repairing potholes and bridges to making our highways and transit services safer and faster. It has provided about one-third of the funding required for transportation improvements such as widening State Route 99 and major streets, creating passing lanes on State Route 41, improving interchanges, and making repairs to local streets and roads.	35%	33%	20%	9%	2%	1%
L	Public transit is a lifeline for senior citizens and people with disabilities. They depend on transit to get to doctor's appointments, the grocery store, and other places of necessity. With the senior population in Madera County expected to grow, we need to improve the capacity of our local transit system and provide affordable fares.	34%	37%	20%	7%	2%	1%

**Section 6: Interim Ballot Test**

Sometimes people change their mind about a measure once they have more information about it. Now that you have heard a bit more about the measure, let me read you a summary of it again.

*Split Sample. Sample A receives 'until ended by voters', Sample B receives 'for 30 years'.*

Q6	In order to:			
	<ul style="list-style-type: none"> <li>Keep local streets, highways, and infrastructure in good repair</li> <li>Fix potholes</li> <li>Improve highway safety, 911 vehicle access, and safe routes to schools</li> <li>Reduce traffic congestion</li> <li>Complete other transportation projects</li> <li>And qualify for 600 million dollars in State and Federal matching funds</li> </ul> <p>Shall an ordinance be adopted to continue Madera County's voter-approved half cent sales tax without increasing the tax rate, providing approximately 20 million dollars annually &lt;&lt;until ended by voters   for 30 years&gt;&gt;, with citizen oversight, independent audits, and all money staying local?</p> <p>If the election were held today, would you vote yes or no on this measure? <i>Get answer, then ask:</i> Would that be definitely (yes/no) or probably (yes/no)?</p>			
			Overall	Until Ended by Voters
	1	Definitely yes	49%	47%
	2	Probably yes	31%	32%
	3	Probably no	6%	6%
	4	Definitely no	9%	11%
	98	Not sure	6%	5%
	99	Prefer not to answer	0%	0%
			For 30 Years	

Section 7: Negative Arguments							
Next, let me tell you what opponents of the measure are saying.							
Q7	Opponents of the measure say: ----- Do you think this is a very convincing, somewhat convincing, or not at all convincing reason to OPPOSE the measure?	Very Convincing	Somewhat Convincing	Not At All Convincing	Don't Believe	Not sure	Prefer not to answer
	<i>Randomize. Split Sample - Sample A receives A1 &amp; E1, Sample B receives A2 &amp; E2</i>						
A1	Local businesses and residents have been hit hard by the pandemic, inflation, and high gas prices. Many are struggling to stay afloat. Now is not the time to be raising taxes.	37%	24%	27%	9%	1%	1%
A2	We shouldn't reward government for being wasteful by voting to increase our taxes. They already have all of the money they need—they just need to be more efficient in how they spend it.	36%	25%	24%	11%	3%	0%
B	There are no promises for how the money will be spent. Some communities will get more than their fair share, while others will get less.	28%	32%	27%	7%	4%	1%
C	California just raised the gas tax and the Federal Government passed a trillion dollar infrastructure bill, which will make billions available for transportation projects in California. We don't need to have a local tax too.	34%	27%	26%	10%	3%	1%
D	Our transportation needs are changing fast, and we need to reduce our dependence on fossil fuels. This measure locks us into funding transportation projects that won't match our future needs.	14%	23%	37%	21%	4%	1%
E1	This tax will last forever -- there is no expiration date. Voters should periodically have the opportunity to decide if the measure is needed.	33%	25%	30%	8%	3%	1%
E2	This tax will last for 30 years - that's too long.	30%	18%	39%	7%	5%	1%

**Section 8: Final Ballot Test**

Now that you have heard a bit more about the measure, let me read you a summary of it one more time.

*Split Sample. Sample A receives 'until ended by voters', Sample B receives 'for 30 years'.*

Q8	In order to:				
	Keep local streets, highways, and infrastructure in good repair				
	Fix potholes				
	Improve highway safety, 911 vehicle access, and safe routes to schools				
	Reduce traffic congestion				
	Complete other transportation projects				
	And qualify for 600 million dollars in State and Federal matching funds				
Shall an ordinance be adopted to continue Madera County's voter-approved half cent sales tax without increasing the tax rate, providing approximately 20 million dollars annually <<until ended by voters   for 30 years>>, with citizen oversight, independent audits, and all money staying local? If the election were held today, would you vote yes or no on this measure? <i>Get answer, then ask: Would that be definitely (yes/no) or probably (yes/no)?</i>					
			Overall	Until Ended by Voters	For 30 Years
	1	Definitely yes	42%	44%	41%
	2	Probably yes	27%	24%	30%
	3	Probably no	11%	11%	11%
	4	Definitely no	10%	12%	9%
	98	Not sure	9%	9%	9%
	99	Prefer not to answer	0%	0%	0%

**Section 9: Background & Demographics**

Thank you so much for your participation. I have just two background questions for statistical purposes.

Q9	Do you commute to a destination <i>outside</i> of Madera County for your job?		
	1	Yes	33%
	2	No	64%
	99	Prefer not to answer	3%
Q10	Do you have children under the age of 18 living in your household?		
	1	Yes	29%
	2	No	68%
	99	Prefer not to answer	3%



Those are all of the questions that I have for you. Thanks so much for participating in this important survey.

#### Post-Interview & Sample Items

S1 Gender		
1	Male	51%
2	Female	46%
99	Prefer not to answer	3%
S2 Party		
1	Democrat	33%
2	Republican	44%
3	Other	5%
4	DTS	17%
S3 Age on Voter File		
1	18 to 29	14%
2	30 to 39	15%
3	40 to 49	14%
4	50 to 64	24%
5	65 or older	33%
S4 Registration Date		
1	Since Nov 2018	11%
2	Jun 2012 to before Nov 2018	22%
3	Jun 2006 to before Jun 2012	9%
4	Before Jun 2006	58%
S5 Household Party Type		
1	Single Dem	18%
2	Dual Dem	9%
3	Single Rep	15%
4	Dual Rep	21%
5	Single Other	10%
6	Dual Other	5%

Madera County Transportation Commission Sales Tax Survey

April 2022

	7	Dem & Rep	4%
	8	Dem & Other	5%
	9	Rep & Other	11%
	0	Mixed (Dem + Rep + Other)	1%
<b>S6</b>	<b>Homeowner on Voter File</b>		
	1	Yes	68%
	2	No	32%
<b>S7</b>	<b>Likely to Vote by Mail</b>		
	1	Yes	80%
	2	No	20%
<b>S8</b>	<b>Likely June 2022 Voter</b>		
	1	Yes	72%
	2	No	28%
<b>S9</b>	<b>Likely November 2022 Voter</b>		
	1	Yes	100%
	2	No	0%
<b>S10</b>	<b>Survey Language</b>		
	1	English	92%
	2	Spanish	8%
<b>S11</b>	<b>Ballot Test Version</b>		
	1	Until ended by voters	47%
	2	Duration of 30 years	53%
<b>S12</b>	<b>Supervisorial District</b>		
	One		21%
	Two		18%
	Three		18%
	Four		8%
	Five		35%



**STAFF REPORT**  
Board Meeting of May 18, 2022

**AGENDA ITEM:** 6-A

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

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**SUBJECT:**

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

**Enclosure:** No

**Action:** Ratify

**SUMMARY:**

The Executive Director of the Madera County Transportation Commission (MCTC), as authorized by the Policy Board, approved Amendment No. 10 to the 2021 FTIP on April 29, 2022. Federal and State approval for Type 1 Amendments has been delegated to the MPO and is not required. The amendment includes the following:

- Updates the State Highway Operation and Protection Program (SHOPP) Grouped Project Listings, per Caltrans request.

Amendment No. 10 to the 2021 FTIP may be found on the [MCTC Website](#).

**FISCAL IMPACT:**

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



**STAFF REPORT**  
Board Meeting of May 18, 2022

**AGENDA ITEM:** 6-B

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

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**SUBJECT:**

MCTC 2021 Federal Transportation Improvement Program (FTIP) Amendment No. 11 – (Type 1 – Administrative Modification)

**Enclosure:** No

**Action:** Ratify

**SUMMARY:**

The Executive Director of the Madera County Transportation Commission (MCTC), as authorized by the Policy Board, approved Amendment No. 11 to the 2021 FTIP on May 5, 2022. Federal and State approval for Type 1 Amendments has been delegated to the MPO and is not required. The amendment includes the following:

- Addendum to the State Highway Operation and Protection Program (SHOPP) Grouped Project Listings, per Caltrans request.

Amendment No. 11 to the 2021 FTIP may be found on the [MCTC Website](#).

**FISCAL IMPACT:**

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



**STAFF REPORT**  
Board Meeting of May 18, 2022

**AGENDA ITEM:** 6-C  
**PREPARED BY:** Evelyn Espinosa, Associate Regional Planner

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**SUBJECT:**

Broadband for All Technical Assistance

**Enclosure:** No

**Action:** Information and Discussion Only

**SUMMARY:****Last-Mile and Adoption Programs**

In July 2021, Governor Newsom signed SB 156 providing a historic \$6 billion to accelerate the state's commitment to bridging the digital divide by increasing equitable, affordable access to high-speed internet service across California. Of this amount, \$2.75 billion was allocated to the California Public Utilities Commission to establish the following three programs:

1. Federal Funding Account

The \$2 billion Federal Funding Account is administered by the CPUC to build last-mile infrastructure for Californians without access to high-speed broadband service. The CPUC is implementing the program in [Rulemaking \(R.\) 20-09-001](#). [Read more on the Federal Funding Account.](#)

2. Loan Loss Reserve

A \$750 million Broadband Loan Loss Reserve Fund supports costs related to the financing of local broadband infrastructure development. The reserve fund expands local governments' ability to secure financing for building last-mile projects, with an emphasis on public broadband networks. The CPUC will implement the program in [Rulemaking \(R.\) 20-08-021](#).

3. Local Agency and Tribal Technical Assistance

The technical assistance grant programs providing funds to reimburse eligible local governments and Tribal entities for work that facilitates last-mile broadband infrastructure to communities lacking sufficient Internet. On February 24, 2022, the CPUC adopted the technical assistance decision and program guidelines ([D. 22-02-026](#)) as part of [Rulemaking \(R.\) 20-08-021](#). [Read more about the Local Agency Technical Assistance grant program.](#)

## About the Program

In its ongoing commitment to bridging the digital divide, the CPUC established the Local Agency Technical Assistance grant program for eligible pre-construction work that facilitates last-mile broadband infrastructure projects. The program has a streamlined process for awarding \$50 million to eligible local agencies and Tribal entities in California by the end of 2026, including a \$5 million set-aside for Tribes. An overview of the Local Agency Technical Assistance grant program can be found [here](#). Information about related federal funding for last-mile projects can be found at [Broadband Implementation for California](#).

## Funding Focus

Technical assistance grants support Tribes and local agencies in their efforts to expand broadband to communities lacking sufficient Internet. Grant recipients are reimbursed for eligible pre-construction expenses to provide last-mile connections to unserved and underserved communities. Examples of *reimbursable expenses*:

- Consultant or staff time for conducting needs assessments, environmental and engineering studies, network design, and broadband strategic plans.
- Costs incurred in forming a Joint Powers Authority for the purpose of bringing broadband to areas in need of sufficient Internet connections.

## Eligibility and Timing

Application packets are estimated to be available and posted on the webpage by early May 2022. Grant applications may be submitted at any time after that by:

- Local agencies in California, including any local governments authorized to provide broadband service, are eligible to apply for technical assistance grants.
- California Tribes with or without federal recognition are eligible for Local Agency Technical Assistance funding and also may continue to apply to the CPUC's existing [Tribal Technical Assistance](#) broadband grant program, which is being maintained as a separate program.

The expected submittal time is June-July 2022 for Technical Assistance applications.

## Resources and More Information

Local Agency Technical Assistance grant applications and guidance materials will be posted by early May 2022. Links for more information:

- Local Agency Technical Assistance Decision and Guidelines ([D. 20-02-026](#)) - Adopted February 24, 2022.
- [Tribal Technical Assistance Grant Program](#) – A separate funding source also available to California Tribes
- [Broadband Implementation in California](#) – Information about related federal funding for last-mile projects

[California Advanced Services Fund](#) – Information about additional broadband funding programs

**FISCAL IMPACT:**

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



**STAFF REPORT**  
Board Meeting of May 18, 2022

**AGENDA ITEM:** 6-D  
**PREPARED BY:** Sandy Ebersole, Administrative Analyst

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**SUBJECT:**

Bipartisan Infrastructure Law Carbon Reduction Program

**Enclosure:** No

**Action:** Information and Discussion Only

**SUMMARY:**

The Federal Highway Administration (FHWA) [issued Implementation Guidance](#) on the Carbon Reduction Program (CRP) authorized by the *Bipartisan Infrastructure Law (BIL)* (PL 117-58). The program provides approximately \$6.42 billion in formula funding over five years for a variety of infrastructure projects to reduce transportation emissions.

The BIL authorizes \$1.28 billion in average annual funding from the Highway Trust Fund (HTF) for the CRP from Fiscal Year (FY) 2022 to FY 2026. FHWA recently apportioned \$1.23 billion for the program in FY 2022. Funds are available for obligation for up to four years.

Funds may be used to support infrastructure projects that reduce transportation emissions. FHWA defines “transportation emission” as carbon emissions from on-road highway sources. Eligible projects may include:

- The establishment or operation of a traffic monitoring, management, or control facility or program; Public transportation projects eligible under 23 U.S.C. 142, including the construction of bus rapid transit (BRT) corridors and dedicated bus lanes (Funding may also be “flexed” from FHWA to the Federal Transit Administration for transit projects);
- Transportation alternatives projects, including the construction, planning, and design of on- and off-road trail facilities;
- Advanced transportation and congestion management technologies;
- The deployment of intelligent transportation systems (ITS) and vehicle-to-infrastructure communications equipment;
- The replacement of streetlight and traffic control devices with energy-efficient alternatives;



- Projects that support congestion pricing, shifting transportation demand to nonpeak hours or other transportation modes, increasing vehicle occupancy rates, or otherwise reducing demand for roads;
- Projects that reduce the environmental and community impacts of freight movement;
- The deployment of alternative fuel vehicles, including:
  - The acquisition, installation, and operation of publicly accessible electric vehicle charging infrastructure and hydrogen, natural gas, and propane fueling infrastructure; and
  - The purchase and lease of zero-emission construction equipment and vehicles and the acquisition, construction, and lease of supporting facilities;
- Diesel engine retrofits;
- Certain projects eligible under the Congestion Mitigation and Air Quality (CMAQ) Improvement Program to improve traffic flow without the construction of new capacity;
- Projects to reduce transportation emissions at port facilities, including through port electrification;
- Other projects prioritized by the Biden Administration, including:
  - Sustainable pavement technologies;
  - Alternative uses of highway right-of-way (ROW); and
  - Projects that encourage mode shifts, including micromobility and electric bike projects; and
- Any project eligible under the Surface Transportation Block Grant (STBG) Program that the Secretary of Transportation certifies will reduce transportation emissions. (FHWA will issue guidance on how the Secretary will make these determinations.)

For more information see a [Fact Sheet](#) on the CRP program for further information. You may also view a list of [technical assistance resources](#) on the FHWA BIL website.

**FISCAL IMPACT:**

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



**STAFF REPORT**  
Board Meeting of May 18, 2022

**AGENDA ITEM:** 6-E

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

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**SUBJECT:**

Community Economic Resilience Fund Planning Phase Draft Guidelines

**Enclosure:** No

**Action:** Information and Discussion Only

**SUMMARY:**

The State of California this week released updated [Community Economic Resilience Fund](#) (CERF) Planning Phase draft [guidelines](#) for a second round of public input. These most recent guidelines include more information on the program's design, program requirements, timeline, award, and contracting process, as well as reporting and program evaluation.

CERF — a \$600 million regional economic fund created by state legislation last year — aims to promote an equitable recovery by supporting new plans and strategies to diversify local economies and develop sustainable industries that create high-quality, accessible jobs across the state.

CERF involves a two-phase grant structure. Phase 1, the Planning Phase, will support the development of plans for regional investing opportunities during Phase 2, the Implementation Phase. During the Planning Phase, \$5 million in grants will be awarded to support one High Road Transition Collaborative (HRTC) in CERF's 13 regions.

Guideline workshops to gather public comment were conducted statewide. The workshop for the Central Coast and Central Valley is available [here](#) and the statewide-focused webinar [here](#).

These workshops included guideline updates since the last round of public comment, an opportunity to offer feedback and the ability to participate in a networking session with other interested and engaged organizations in our region.

**FISCAL IMPACT:**

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



**STAFF REPORT**  
Board Meeting of May 18, 2022

**AGENDA ITEM:** 6-F

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

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**SUBJECT:**

Highway Safety Improvement Program (HSIP) Cycle 11 Call for Projects

**Enclosure:** No

**Action:** Information and Discussion Only

**SUMMARY:**

The Highway Safety Improvement Program (HSIP) Cycle 11 announced a Call for Projects. All applicants are expected to review the HSIP Guidelines and Local Roadway Safety Manual for California Local Road Owners prior to working on their specific applications.

- [HSIP Guidelines \(PDF\)](#) provide overall guidance and general information for the HSIP program.
- [Local Roadway Safety Manual for California Local Road Owners \(PDF\)](#) is intended to assist local agencies in preparing a proactive safety analysis of their roadway networks, identifying their safety improvement priorities, and applying appropriate countermeasures. The local agencies are expected to utilize the concepts in this manual in developing safety projects in competing for the HSIP funding.

Applications are due Monday, September 12, 2022.

**HSIP CYCLE 11 Webinar**

To assist agencies in preparing quality applications for HSIP Cycle 11, Caltrans and FHWA will hold a webinar on Wednesday, May 25, 2022, 9:00AM to 10:30AM. Please click [here](#) to register in advance to attend the webinar.

For Program Guidelines, Application and other useful documents, please visit the [Caltrans HSIP webpage](#).

**FISCAL IMPACT:**

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



**STAFF REPORT**  
Board Meeting of May 18, 2022

**AGENDA ITEM:** 6-G

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

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**SUBJECT:**

Safe Streets and Roads for All (SS4A) Grant Program

**Enclosure:** No

**Action:** Information and Discussion Only

**SUMMARY:**

**Safe Streets and Roads for All (SS4A) Grant Program**

The [Bipartisan Infrastructure Law](#) (BIL) establishes the new Safe Streets and Roads for All (SS4A) discretionary program that will provide \$5-6 billion in grants over the next 5 years. Funding supports regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries.

**Notice of Funding Opportunity coming in spring 2022**

The Notice of Funding Opportunity (NOFO) for Safe Streets and Roads for All grants is not yet posted. The NOFO is anticipated to be released in spring of 2022. Once the NOFO is posted, interested parties may apply for grants.

[Webinar presentations](#) are available to learn more about SS4A.

Award announcements are expected to be made by the end of calendar year 2022 or early 2023.

**Eligible Recipients**

- Metropolitan planning organizations (MPOs);
- Counties, cities, towns, other special districts that are subdivisions of a State, and transit agencies;
- Federally recognized Tribal governments; and
- Multijurisdictional groups comprised of the above entities.

**Eligible activities**

- Develop or update a Comprehensive Safety Action Plan.
- Conduct planning, design, and development activities in support of an Action Plan.
- Carry out projects and strategies identified in an Action Plan.

The development and establishment of a Comprehensive Safety Action Plan is a key component of this program. If you are interested in applying for funds to **develop a new [Comprehensive Safety Action Plan](#)**:

- Start identifying who your partners will be, such as government stakeholders (e.g., in transportation, planning, health, law enforcement), private-sector entities, and community groups.
- Consider how to engage community members, specifically those historically underrepresented in transportation decision-making.

Applicants seeking funding to **update or enhance an existing Comprehensive Safety Action Plan** could:

- Evaluate key elements that might be missing from your existing plan.
- Assemble the stakeholders, including community members in underrepresented areas, to assist.

Applicants seeking funding for projects and strategies identified in an **established Comprehensive Safety Action Plan** could:

- Begin considering which specific activities and projects would address their most pressing roadway safety issues.
- For potential projects, consider the extent to which additional planning and design is needed, and assess the applicability of laws such as the National Environmental Protection Act, the National Historic Preservation Act, or the Americans with Disabilities Act.

**FISCAL IMPACT:**

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



**STAFF REPORT**  
Board Meeting of May 18, 2022

**AGENDA ITEM:** 6-H

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

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**SUBJECT:**

Annual Disadvantaged Business Enterprise (DBE) Program Submittal Fiscal Year 2022-2023

**Enclosure:** No

**Action:** Information and Discussion Only

**SUMMARY:**

MCTC is required to establish a Disadvantaged Business Enterprise (DBE) Program in accordance with regulations of the U.S. Department of Transportation (DOT), 49 CFR Part 26. MCTC is eligible to receive federal financial assistance from the DOT and as a condition of receiving this assistance, MCTC is required to sign an assurance that it will comply with 49 CFR Part 26.

The proposed policy of MCTC to ensure that DBEs, as defined in part 26, have an equal opportunity to receive and participate in DOT-assisted contracts is as follows:

- To ensure nondiscrimination in the award and administration of DOT-assisted contracts;
- To create a level playing field on which DBEs can compete fairly for DOT-assisted contracts;
- To ensure that the DBE Program is narrowly tailored in accordance with applicable law;
- To ensure that only firms that fully meet 49 CFR Part 26 eligibility standards are permitted to participate as DBEs;
- To help remove barriers to the participation of DBEs in DOT-assisted contracts; and
- To assist the development of firms that can compete successfully in the marketplace outside the DBE Program.

**FISCAL IMPACT:**

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



**STAFF REPORT**  
Board Meeting of May 18, 2022

**AGENDA ITEM:** 6-I  
**PREPARED BY:** Sandy Ebersole, Administrative Analyst

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**SUBJECT:**

State Bicycle and Pedestrian Plan Progress (SBPP) Report Webinar

**Enclosure:** No

**Action:** Information and Discussion Only

**SUMMARY:**

The 2017 State Bicycle & Pedestrian Plan (SBPP): [Toward an Active California](#) was California's first statewide policy-plan to support travel by bicyclists and pedestrians through objectives, strategies, and actions. The SBPP Progress Report is the current effort to highlight California's progress since 2017.

The Progress Report's themes are "How we (California) did, how we are doing, how should we proceed next". Caltrans would like to hear your ideas and highlight successes, including:

- 2017 SBPP: [Toward an Active California](#) Implementation
- Current Active Transportation Efforts in California
- Statewide Active Transportation Successes and Innovations
- Policy, equity, and climate topics to address in the future SBPP Update

Please join the Caltrans webinar for the SBPP Progress Report. You'll hear about the scope of the Progress Report and how to share your community or agency's active transportation successes, which may be included in the Progress Report. You will hear about active transportation work and successes from around the state and be able to provide input on future updates to the Plan. The webinar will be held May 20, 2022 10:00 am to 11:30 am. [Register here](#).

**FISCAL IMPACT:**

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



**STAFF REPORT**  
Board Meeting of May 18, 2022

**AGENDA ITEM:** 6-J

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

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**SUBJECT:**

California Strategic Highway Safety Plan (SHSP) Crash Data Dashboard Results for Madera County

**Enclosure:** No

**Action:** Information and Discussion Only

**SUMMARY:**

A SHSP is a statewide data-driven traffic safety plan that coordinates the efforts of a wide range of organizations to reduce traffic accident fatalities and serious injuries on all public roads. In coordination with federal, state, local, and private sector safety stakeholders, the SHSP establishes goals, objectives, and challenge areas.

SHSP Crash Data

The [SHSP Crash Data Dashboard](#) was developed to provide SHSP implementers with direct access to crash data. The dashboard allows for filtering of the number and characteristics of fatal and serious injury crashes over the last 10 years.

- SHSP Challenge Area: Lane Departures, speed management/aggressive driving, impaired driving, pedestrians, intersections, aging drivers, driver licensing, motorcyclists, occupant protection, bicyclists, young drivers, commercial vehicles, distracted driving, work zones.
- Crash Severity: Fatal, Serious Injury
- Location: District, County, Metropolitan Planning Organization (MPO), and City
- Crash Cause
- Crash Conditions
- Crash Time
- Crash Party and Victim Demographics



Caltrans released the [2022 SHSP Traffic Safety Facts](#) document, which includes statewide and challenge area crash data highlighting key issues with existing crash data, including equity-related data.

Challenge Areas in Madera County

The results obtained from the dashboard are exclusive to fatalities and serious injuries by challenge areas in Madera County. Figure 1 presents the distribution of injuries.

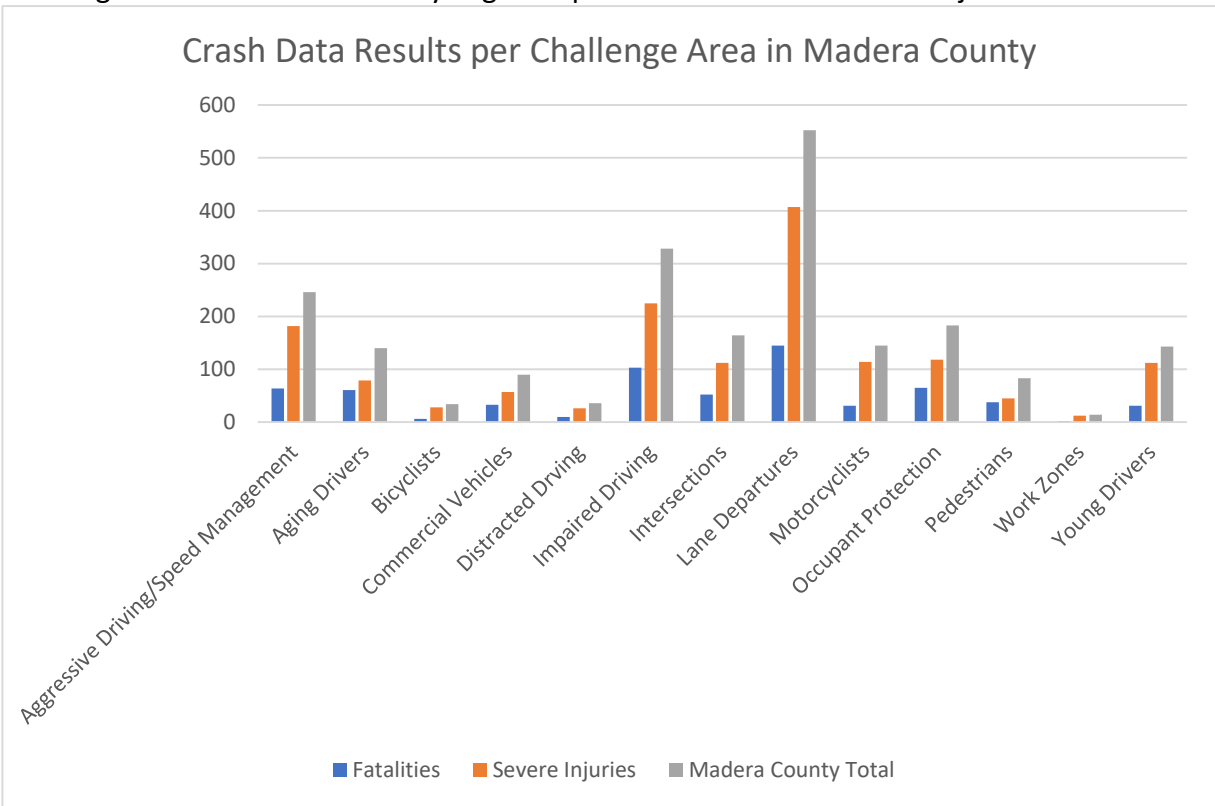


Figure 1 Crash Data Results per Challenge Area in Madera County

According to the SHSP tool, the three challenge areas in Madera County for fatalities are:

- 1. Lane Departures
- 2. Impaired Driving
- 3. Occupant Protection

The three challenge areas in Madera County for severe injuries are:

- 1. Lane Departures
- 2. Impaired Driving
- 3. Aggressive Driving/ Speed Management

**FISCAL IMPACT:**

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



**STAFF REPORT**  
Board Meeting of May 18, 2022

**AGENDA ITEM:** 6-K

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

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**SUBJECT:**

Letter of Support - Madera High-Speed Rail Station Project Application for the U.S. Department of Transportation 2022 Multimodal Projects Discretionary Grant MEGA Competitive Grant Program

**Enclosure:** Yes

**Action:** Information and Discussion Only

**SUMMARY:**

The San Joaquin Joint Powers Authority (SJJPA) and California Department of Transportation have prepared an application for the United States Department of Transportation's (USDOT) 2022 Multimodal Projects Discretionary Grant (MPDG) MEGA competitive grant program for the Madera High-Speed Rail Station Project.

The purpose of the Madera High-Speed Rail (HSR) Station Project is to improve and expand the size of the previously relocated Madera passenger rail station and provide a HSR station for California HSR Interim Service to serve Madera County and Northern Fresno County. When HSR Interim Service operations begin in 2029, the Project will meet regional goals to improve passenger rail ridership and connectivity. The Project aligns with the MPDG program criteria by constructing infrastructure improvements that will increase safety, ensure a state of good repair, contribute economic benefits, improve freight movement, create well-paying jobs, mitigate climate change, bolster resiliency, ensure equity, provide multimodal options, and improve quality of life. SR 99 provides direct access to the new Madera HSR Station. Caltrans is studying clean energy enhancements for SR 99 to reduce transportation related pollution including a potential hydrogen facility at this station area. SJJPA is requesting \$87.6 million in MPDG funding for the construction of the Madera HSR Station for Interim Service. The award will be matched by additional State funding for project completion.

MCTC has prepared a letter in support of this project application. The letter of support is attached to this item.

**FISCAL IMPACT:**

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



2001 Howard Road, Suite 201  
Madera, California 93637

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

May 23, 2022

The Honorable Pete Buttigieg  
Secretary  
Office of the Secretary of Transportation  
1200 New Jersey Ave, SE  
Washington DC, 20590

Subject: Support for 2022 Multimodal Project Discretionary Grant (MPDG) Application:  
Madera High-Speed Rail Station Project

Dear Secretary Buttigieg,

The Madera County Transportation Commission (MCTC) supports the application by the California Department of Transportation (Caltrans) and San Joaquin Joint Powers Authority (SJJPA) to the United States Department of Transportation's (USDOT) 2022 Multimodal Projects Discretionary Grant (MPDG) competitive grant program for the *Madera High-Speed Rail Station Project* (Project).

The purpose of the Project is to improve and expand the size of the previously relocated Madera passenger rail station and provide a high-speed rail (HSR) station for California HSR Interim Service to serve Madera County and Northern Fresno County. When HSR Interim Service operations begin in 2029, the Project will meet regional goals to improve passenger rail ridership and connectivity. The Project aligns with the MPDG program criteria by constructing infrastructure improvements that will increase safety, ensure a state of good repair, contribute to economic benefits, improve freight movement, create well-paying jobs, mitigate climate change, bolster resiliency, ensure equity, provide multimodal options, and improve quality of life. State Route 99 (SR 99) provides direct access to the new Madera HSR Station. Caltrans is studying clean energy enhancements for SR 99 to reduce transportation-related pollution, including a potential hydrogen facility at this station area.

Caltrans and SJJPA are requesting \$87.6 million in grant funding for the Project. In addition, Caltrans and SJJPA commit to providing \$16 million in 2018 Transit and Intercity Rail Capital Program (TIRCP) Funds and \$42.4 million in additional state funds (in ITIP funds and potentially other SB1 funding programs) for a total non-federal commitment of \$58.4 million as a match for the Madera HSR Station.

MCTC would like to thank USDOT for its consideration and welcomes the opportunity to support Caltrans and SJJPA in pursuing this Project.

Sincerely,

Patricia Taylor, Executive Director  
Madera County Transportation Commission



**STAFF REPORT**  
Board Meeting of May 18, 2022

**AGENDA ITEM:** 6-L

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

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**SUBJECT:**

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

**Enclosure:** Yes

**Action:** Information and Discussion Only

**SUMMARY:**

The San Joaquin Regional Rail Commission (SJRRC) has prepared an application for the Union Pacific (UP) Fresno Subdivision Ceres to Turlock Double Tracking Project to the United States Department of Transportation (USDOT) for the 2022 Multimodal Projects Discretionary Grant (MPDG) competitive grant program.

The UP (Fresno Subdivision) Ceres to Turlock Double Tracking Project will construct a new, second mainline track and complete track upgrades on a portion of the Union Pacific Railroad (UPRR) Fresno Subdivision between milepost (MP) 117.4 (in Ceres) and MP 128.2 (in Turlock), including culvert, under crossing, and at-grade crossing improvements. The Project aligns with the MPDG program criteria by constructing freight rail improvements that will increase safety, modernize core infrastructure, improve system operations and reliability, reduce transportation-related pollution, and benefit a federally designated Area of Persistent Poverty, Historically Disadvantaged Community, and Opportunity Zone, as well as a state designated Disadvantaged Community, Economically Distressed Area, and Low-Income Community. The Project is a critical part of the “Valley Rail” passenger rail expansion program that will enable Altamont Corridor Express (ACE) service to operate between Ceres and Turlock, substantially increasing the project benefits.

MCTC has prepared a letter in support of this project application. The letter of support is attached to this item.

**FISCAL IMPACT:**

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



2001 Howard Road, Suite 201  
Madera, California 93637

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

May 23, 2022

The Honorable Pete Buttigieg  
Secretary  
Office of the Secretary of Transportation  
1200 New Jersey Ave, SE  
Washington DC, 20590

Subject: Support for 2022 Multimodal Project Discretionary Grant (MPDG) Application:  
Union Pacific (Fresno Subdivision) Ceres to Turlock Double Tracking Project

Dear Secretary Buttigieg,

The Madera County Transportation Commission (MCTC) supports the application by the San Joaquin Regional Rail Commission (SJRRRC) to the United States Department of Transportation's (USDOT) 2022 Multimodal Projects Discretionary Grant (MPDG) competitive grant program for the ***Union Pacific (Fresno Subdivision) Ceres to Turlock Double Tracking Project*** (Project).

MCTC understands the Project will construct a new, second mainline track and complete track upgrades on a portion of the Union Pacific Railroad (UPRR) Fresno Subdivision between milepost (MP) 117.4 (in Ceres) and MP 128.2 (in Turlock), including culvert, under crossing, and at-grade crossing improvements. The Project aligns with the MPDG program criteria by constructing freight rail improvements that will increase safety, modernize core infrastructure, improve system operations and reliability, reduce transportation-related pollution, and benefit a federally designated Area of Persistent Poverty, Historically Disadvantaged Community, and Opportunity Zone, as well as a state designated Disadvantaged Community, Economically Distressed Area, and Low-Income Community. In addition, the Project is a critical part of the "Valley Rail" passenger rail expansion program that will enable the Altamont Corridor Express (ACE) service to operate between Ceres and Turlock, substantially increasing the project benefits.

Our agency recognizes the Union Pacific (Fresno Subdivision) Ceres to Turlock Double Tracking Project as a significant investment in freight rail infrastructure that enables California communities, such as ours, to build vital multimodal infrastructure.

SJRRRC is requesting \$66.7 million in grant funding for the Union Pacific (Fresno Subdivision) Ceres to Turlock Double Tracking Project. SJRRRC expects to receive a total of \$66.7 million in state matching funding for the Project.

MCTC would like to thank USDOT for its consideration and welcomes the opportunity to support SJRRC in pursuing this Project.

Sincerely,



Patricia Taylor, Executive Director  
Madera County Transportation Commission



**STAFF REPORT**  
Board Meeting of May 18, 2022

**AGENDA ITEM:** 6-M

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

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**SUBJECT:**

Letters of Opposition – AB 2237 and AB 2438

**Enclosure:** Yes

**Action:** Information and Discussion Only

**SUMMARY:**

Included in your packet are letters from Self-Help Counties Coalition in opposition to AB 2237 (Friedman) and AB 2438 (Friedman).

**FISCAL IMPACT:**

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





Alameda County  
Transportation Commission

Contra Costa  
Transportation Authority

Fresno County  
Transportation Authority

Imperial County  
Transportation Commission

Los Angeles County  
Metropolitan Transportation  
Authority

Madera County  
Transportation Commission

Transportation Authority  
Of Marin

Merced County Association of  
Governments

Transportation Agency for Monterey  
County

Napa Valley Transportation Authority

Orange County  
Transportation Authority

Riverside County  
Transportation Commission

Sacramento  
Transportation Authority

Santa Barbara County  
Association of Governments

San Benito County Governments

San Bernardino  
County Transportation Authority

Santa Clara Valley  
Transportation Authority

Santa Cruz County Regional  
Transportation Commission

San Diego  
Association of Governments

San Francisco County  
Transportation Authority

San Joaquin  
Council of Governments

San Mateo County  
Transportation Authority

Sonoma County  
Transportation Authority

Stanislaus Council of Governments

Tulare County  
Association of Governments

April 22, 2022

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

RE: AB 2237 (Friedman) – Oppose

Dear Chairwoman Friedman;

As you are aware, the Self-Help County Coalition (SHCC) member agencies fund California’s transportation infrastructure by approving local sales tax increases by a 2/3 voter margin. There are currently 25 SHCC in California, representing over 80 percent of the population or roughly 30 million people. The SHCC member agencies generate, on average, over \$5 billion annually to fund regional and State priority multi-modal projects, creating tens of thousands of jobs.

I write you to express SHCC’s opposition to AB 2237 which, as written, would put at risk the State and local partnership and our ability to deliver voter-approved expenditure plans which have been passed with more than 66% of the electorate and are more multi-modal and sustainable than ever.

Of particular concern is the potential for State agencies, to exclude financial partnership with SHCC’s in a regional transportation improvement program (RTIP) if the RTIP is not determined to be compliant with the state’s climate goals. The Climate Action Plan for Transportation Infrastructure (CAPTI) as you know, is an aspirational document that can change from year to year and the California Transportation Plan (CTP) goals framework is multi-faceted encompassing Safety and Economy (freight) and not just climate.

SHCC member agencies under current law (SB 375, Steinberg 2008) already integrate the planning processes for transportation, land-use and housing collectively and a Sustainable Community Strategy (SCS) is defined and a required element of a RTIP.

A key part of keeping our promise to our voters and our fiduciary obligations is to secure state and federal matching funds when making investments on state assets. No SHCC agency generates enough local sales tax revenues to fully fund project delivery for local or state projects, partnership is critical.

We appreciate our conversations with you and your office and we welcome the opportunity for additional discussions and to work with your office to find a more refined approach to achieving our shared transportation related climate goals.

Respectfully,

Keith Dunn  
Executive Director



Alameda County  
Transportation Commission

April 26, 2022

Contra Costa  
Transportation Authority

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

Fresno County  
Transportation Authority

RE: AB 2438 (Friedman) – Oppose

Imperial County  
Transportation Commission

Dear Chairwoman Friedman;

Los Angeles County  
Metropolitan Transportation  
Authority

As you are aware, the Self-Help County Coalition (SHCC) member agencies fund California’s transportation infrastructure by approving local sales tax increases by a 2/3 voter margin. There are currently 25 SHCC in California, representing over 80 percent of the population or roughly 30 million people. The SHCC member agencies generate, on average, over \$5 billion annually to fund regional and State priority multi-modal projects, creating tens of thousands of jobs.

Madera County  
Transportation Commission

I write you to express SHCC’s opposition to AB 2438 which would require specified funding program guidelines to align with the Climate Action Plan for Transportation Infrastructure (CAPTI), the California Transportation Plan (CTP), and state greenhouse gas emissions reduction standards.

Transportation Authority  
Of Marin

The bill would additionally:

Merced County Association of  
Governments

- Require specified agencies to, by January 1, 2025, submit a report to the legislature that reevaluates transportation program funding levels, projects, and eligibility criteria to align with goals identified in the specified plans and away from projects that increase vehicle capacity;
- Express legislative intent for other transportation funds apportioned to cities and counties to be expended consistent with the specified plans;

Transportation Agency for Monterey  
County

SHCC member agencies support (with local sales tax funds that have been passed with more than 66% of local voters) the state’s intention to secure an equitable and climate-resilient future. However, AB 2438 appears to conflict with the fix it first approach provided in SB 1 for SHOPP and LPP funding. Complicating compliance more is the fact that CAPTI is an aspirational document that can change from year to year and there are no fiscal restraints on the CTP.

Napa Valley Transportation Authority

We appreciate our conversations with you and your office and we welcome the opportunity for additional discussions and to work with your office to find a more refined approach to achieving our shared transportation related climate goals.

Orange County  
Transportation Authority

Respectfully,

Riverside County  
Transportation Commission

Sacramento  
Transportation Authority

Keith Dunn  
Executive Director

Santa Barbara County  
Association of Governments

San Benito County Governments

San Bernardino  
County Transportation Authority

Santa Clara Valley  
Transportation Authority

Santa Cruz County Regional  
Transportation Commission

San Diego  
Association of Governments

San Francisco County  
Transportation Authority

San Joaquin  
Council of Governments

San Mateo County  
Transportation Authority

Sonoma County  
Transportation Authority

Stanislaus Council of Governments

Tulare County  
Association of Governments



**STAFF REPORT**  
Board Meeting of May 18, 2022

**AGENDA ITEM:** 6-N

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

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**SUBJECT:**

Reconnecting Communities Pilot (RCP) discretionary grant program webinar

**Enclosure:** No

**Action:** Information and Discussion Only

**SUMMARY:**

The U.S. Department of Transportation (DOT) will host a webinar for potential applicants to get ready for the forthcoming [Reconnecting Communities Pilot \(RCP\) discretionary grant program](#) on **Thursday, May 19 from 1:30pm – 2:30pm EDT**. [Register here](#).

**The Opportunity: The Reconnecting Communities Pilot Discretionary Grant Program**

The Department anticipates posting one or more Notices of Funding Opportunity (NOFOs) for the Reconnecting Communities Pilot Program (RCP) in summer of 2022. The RCP was created under President Biden's Bipartisan Infrastructure Law, will provide up to \$1 billion over the next 5 years. The program's funds can support planning, capital construction, and technical assistance to equitably and safely restore community connectivity through the removal, retrofit, mitigation, or replacement of eligible transportation infrastructure facilities that create barriers to mobility, access, or economic development.

**FISCAL IMPACT:**

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



**STAFF REPORT**  
Board Meeting of May 18, 2022

**AGENDA ITEM:** 6-O

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

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**SUBJECT:**

Continuation of Teleconferenced Meetings – Resolution 21-15 Amendment No. 8

**Enclosure:** Yes

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

**SUMMARY:**

In accordance with recent amendments to the Brown Act open meetings law (AB 361), it is recommended that the MCTC Policy Board approve Resolution 21-15 Amendment No. 8, allowing for continued remote teleconferenced public meetings for all MCTC Policy Board and its Committees based upon a continued state of emergency related to the COVID-19 pandemic as well as recommendations from state officials regarding social distancing.

**FISCAL IMPACT:**

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

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

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

Resolution No.: **21-15**  
**Amendment No. 8**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The foregoing resolution was adopted this 18<sup>th</sup> day of May 2022 by the following vote:

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

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

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



**STAFF REPORT**  
Board Meeting of May 18, 2022

**AGENDA ITEM:** 7-A

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

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**SUBJECT:**

State Legislative and Budget Update

**Enclosure:** Yes

**Action:** Information and Discussion Only. Direction may be provided

**SUMMARY:**

Included in your package is a copy of Gus Khouri's, Khouri Consulting, state budget and legislative update. Highlights include the following:

- General Update, including budget committee meetings to hear the Governor's FY 2022-23 budget proposals
- Gas Tax Proposal – Inflationary Adjustment Suspension
- Governor's Gas Tax Rebate Proposal
- AB 285 Report
- Bills of Interest: AB 1778, AB 1944, AB 2120, AB 2237, and AB 2438

Also included is an updated MCTC Bill Matrix.

**FISCAL IMPACT:**

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





May 4, 2022

TO: Board Members, Madera County Transportation Commission  
 FROM: Gus Khouri, President  
 Khouri Consulting LLC

**RE: STATE LEGISLATIVE UPDATE – MAY**

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**General Update**

The second year of the 2021-22 Legislative Session is underway. Lately, the Legislature has been focused on budget committee meetings to hear the Governor’s Fiscal Year 2022-23 budget proposals. Per the Constitution, the legislature must send a balanced budget to the Governor by June 15. The budget must be signed by the Governor by June 30 and goes into effect on July 1, the start of the 2022-23 fiscal year. The May Revision is expected to be released on May 13 and update figures on available revenues. Early estimates are that the state may have a \$68 billion surplus. In parallel to the budget review, Legislators have been busy introducing legislation, with over 4,500 combined being introduced during the 2021-22 Legislative Session. The legislature is operating in a hybrid environment with some committee hearings being conducted in person, and others allowing for virtual testimony.

The California Emergency Services Act (ESA) empowers the Governor to proclaim a state of emergency in an area affected, or likely to be affected when specified conditions of disaster or extreme peril to the safety of persons and property exist, and either when requested to do so by a local governing authority or the Governor finds that local authority is inadequate to cope with the emergency. The Governor, during a state of emergency, may suspend any regulatory statute, or statute prescribing the procedure for conduct of state business, or the orders, rules, or regulations of any state agency, as specified, where the Governor determines and declares that strict compliance with any statute, order, rule, or regulation would in any way prevent, hinder, or delay the mitigation of the effects of the emergency. On March 15, SCR 5 (Melendez), which would have ended the Governor’s state of emergency declaration pertaining to COVID-19, was defeated in the Senate Governmental Organization Committee, continuing the state of emergency indefinitely.

**Gas Tax Proposal – Inflationary Adjustment Suspension**

As part of his budget proposal, Governor Newsom is proposing to pause the automatic inflation adjustment for the gas tax, which was incorporated into SB 1 in 2017. This pause will have an impact on funding made available to fund maintenance and congestion management on highways and repairing local streets and roads. Though the purpose of the pause is to provide a relief to consumers at the

pump, the proposal does not include any guarantee the savings would go to consumers, and the transportation impacts could be significant. If enacted, this action is expected to decrease fuel tax revenues by \$523 million in FY 2022-23. The legislature has been reluctant to move the item considering that the purchasing power of the gas tax would be diminished. This is the exact problem that SB 1 attempted to address.

### **Governor's Gas Tax Rebate Proposal**

On March 23, Governor Newsom unveiled an \$11 billion package intended to provide relief for rising gas tax prices. The Governor's proposal calls for \$9 billion in tax refunds to Californians in the form of two \$400 direct payments per vehicle (exclusion for electric vehicles is not specified meaning they are eligible), capped at two vehicles. Eligibility will be based on vehicle registration, not income or tax records, to include seniors that receive Social Security Disability income and low-income non-tax filers. This package also provides \$2 billion in broader relief including:

- \$750 million in incentive grants to transit and rail agencies to provide free transit for Californians for 3 months, which is expected to help roughly 3 million Californians per day who take the bus, subway, or light rail.
- Up to \$600 million to pause a part of the sales tax rate on diesel for one year. This is the main funding source for the State Transit Assistance Program
- \$523 million to pause the inflationary adjustment to gas and diesel excise tax rates, which is a 3-cent increase for 2022, and an average savings of \$15 per person annually.

The package also reiterates the Governor's January proposal for \$500 million in active transportation for projects to promote biking and walking throughout the state. Additionally, this proposal fast-tracks a \$1.75 billion portion of the Governor's historic \$10 billion ZEV package to further reduce the state's dependence on oil and save Californians money, including the investments in more zero-emission vehicles and building more charging infrastructure throughout the state – especially in low-income communities. If enacted, the rebates could be made available as early as July. This proposal has met resistance from the Assembly and Senate however and is not expected to progress.

On April 28, Speaker Rendon and Senate President pro Tempore Toni Atkins have instead proposed a broader \$8 billion tax relief package that would distribute \$200 per taxpayer, plus \$200 for dependents for those making less than \$125,000/ \$250,000 for single and joint filers, respectively. With the surplus reaching \$68 billion (near \$23 billion more than the January estimates), and the need to adhere to the Gann limit, which is the state's budget appropriation limit, infrastructure investments are an exception. The state was projected to be \$2.4 billion over the Gann limit in January. The Senate is proposing a \$20 billion transportation package over the next four years, with \$10 billion upfront, and \$10 billion subject to appropriation for the third and fourth years. The Assembly had proposed a \$10 billion package in December of 2021 prior to the release of the Governor's FY 22-23 State Budget

### **AB 285 Report**

Pursuant to AB 285 (Friedman), Chapter 605, Statutes of 2019, Caltrans is required to detail how it plans to achieve maximizing emissions reductions in its California Transportation Plan to achieve the state's goal reduction of greenhouse gas emissions of 40% below 1990 levels by the end of 2030. The legislature required the Strategic Growth Council (SGC) to complete a report by January 31, 2022, with recommendations. SGC commissioned the UC Berkley Institute of Transportation Studies to conduct the report. On February 18, the report was posted with the following findings:

- Too much money is spent on highway widening and projects that increase vehicle travel, reliance on cars
- Projects, which take decades to plan, do not adjust and consider multimodal options
- Too many layers of decision makers (State, regional, and local)
- MPOs have no land use authority, and their priorities do not sync with the state, sales tax measures are to blame.
- State wants to restructure MPO and local government responsibilities, centralize things with state perspective.

There are several items to consider in the applicability of the findings. While Madera County resides in a non-attainment air district, certain factors such as the county's population density, geography and demographics are being discounted to the extent that there is an emphasis being placed on adherence to vehicle miles traveled reduction, which is not always feasible, particularly when the threshold is intended to address urban areas. From a regional perspective, the Bay Area has a population of 6.8 million over 7,300 square miles, Los Angeles County has 10 million people living over 4,700 square miles, and the San Joaquin Valley has 4.3 million people spread out over 27,000 square miles. The Bay Area has nearly 60% more people living in an area a quarter the size of the Valley. Los Angeles County has more than 2.5 times the population over one-sixth of the area. MCTC has been working on multiple fronts for years to deliver more frequent transit and passenger rail service, complete bike trails and projects to enhance safety and throughput on Highway 99 and is working with Caltrans and regional partners on the deployment of charging stations to help facilitate electric vehicles. Assembly Member Laura Friedman, Chair of Assembly Transportation Committee, has also introduced legislation however, AB 2237 and AB 2438, to provide the state with a more assertive and prescriptive role in meeting state climate goals. There is an ongoing dialogue with statewide stakeholders, which MCTC is a part of, with hopes calibrating what is feasible in addressing climate change per region. MCTC has also submitted comments to the Strategic Growth Council.

#### **BILLS OF INTEREST**

MCTC is currently monitoring all bills in advance of the house of origin deadline on May 27.

Two-year bills, which are bills that have previously made it to the second house or are proposed constitutional amendments are considered after May 31. Policy committees must complete their business by July 1, fiscal committees by August 12 and all business by the floor of each house by August 31, to be considered for signature by the Governor by September 30.

#### **AB 1778 (Garcia) State Funding for Highway Capacity Projects, Healthy Communities**

This bill would require Caltrans to consult the California Healthy Places Index, as defined, as a condition of using state funds or personnel time to fund or permit freeway projects, as provided. The bill would require Caltrans to analyze housing and environmental variables through the index, as provided, and would prohibit any state funds or personnel time from being used to fund or permit freeway projects in areas that fall within the zero to 50th percentile on the housing and environmental variables analyzed through the index, as provided. MCTC has an oppose position.

**AB 1944 (Lee) – Brown Act Virtual Meetings** This bill provides a Brown Act exemption from the requirement for publicly posting the location of remote participation by a member of the local agency. It would also require all open and public meetings of a legislative body that elects to use teleconferencing to provide a video stream accessible to members of the public and an option for members of the public to address the body remotely during the public comment period through an audio-visual or call-in option. Unlike AB 361, this bill would allow for virtual meetings to occur regardless of whether a state of

emergency has been declared. MCTC has a support position.

**AB 2120 (Ward) Federal Funding in Local Bridges-** would apply California’s historic formula from the prior federal Highway Bridge Replacement and Rehabilitation Program to the distribution of bridge formula funds from the Infrastructure Investment and Jobs Act (IIJA), allocating 55% to local projects. AB 2120 would also require the state to maintain its current commitment of flexible federal highway funding to local bridges. These changes would increase federal funding available to local bridges from approximately \$300 million annually to approximately \$800 million annually. MCTC has a support position.

**AB 2237 (Friedman) Accelerating Climate Goals in Sustainable Communities Strategies** This bill allows the Strategic Growth Council (SGC), in consultation with the California Air Resources Board (CARB), the Department of Housing and Community Development, and the California State Transportation Agency, to review the duties and responsibilities of metropolitan planning organizations and to define what constitutes a “sustainable community.” The bill would also require for the SGC, in consultation with the Governor’s Office of Planning and Research, and CARB, redirection of funds from projects in a regional transportation improvement plan if they are not Climate Action Plan for Transportation Infrastructure (CAPTI) compliant. While the bill aims to promote accelerated delivery of multi-modal projects, which could lead to additional investments for active transportation, passenger rail, and transit, it may also influence delivery the completion of some Measure T projects, particularly completion of work on Highway 41 and 99. The bill also undermines local control by giving the Governor absolute decision-making authority, through CARB and the California Transportation Commission (CTC), over what types of local sales tax measure projects are funded. MCTC has an oppose position.

**AB 2438 (Friedman) – CAPTI and California Transportation Plan Compliance- Project Eligibility for State Funding** This bill requires that all state funding, including maintenance programs such as Local Streets and Roads and State Highway Operation Protection Program, the SB 1 competitive grant programs (Local Partnership Program, Solutions for Congested Corridors Program, and Trade Corridor Enhancement Program), and State Transportation Improvement Program align with the California Transportation Plan and Climate Action Plan for Transportation Infrastructure.

The California State Transportation Agency, Caltrans, CTC, CARB, and SGC are required to jointly prepare and submit a report to the Legislature on or before January 1, 2025, that comprehensively reevaluates transportation program funding levels, projects, and eligibility criteria with the objective of aligning the largest funding programs with the goals set forth in the above-described plans and away from projects that increase vehicle capacity.

This bill could impact the ability to complete leverage state funds or dedicate local sales tax revenues towards completing projects on the state highway system if they are deemed to increase vehicle capacity. MCTC has an oppose position.

## MCTC Bill Matrix – March 2022

Measure	Status	Bill Summary	Recommended Position
<b>AB 1445 Levine (D)</b> <b>Planning and zoning: regional housing need allocation: climate change impacts</b>	5/4/2022 Senate Housing	Commencing January 1, 2025, this bill would require that a council of governments, a delegate subregion, or the Department of Housing and Community Development, as applicable, additionally consider factors in emergency evacuation route capacity, wildfire risk, sea level rise, and other impacts caused by climate change in the development of a regional housing plan. Last amended on January 3, 2022. <b>As amended on January 3.</b>	<b>Watch</b>
<b>AB 1778 Garcia, C (D)</b> <b>State transportation funding: freeway widening</b>	4/19/2022 Assembly Appropriations	This bill would require Caltrans to consult the California Healthy Places Index as a condition of using state funds or personnel time to fund or permit freeway projects. Eligible capacity projects would be limited those that fall within the zero to 50 <sup>th</sup> percentile on the housing and environmental variables analyzed through the index. The bill establishes a precedent and impacts funding highway projects in Madera County. <b>As amended on March 24.</b>	<b>Oppose</b>
<b>AB 1919 Holden (D)</b> <b>Transportation: free transit passes</b>	4/27/22 Assembly Appropriations  Suspense File	This bill would require local authorities, school districts, and colleges to maintain their funding for free or reduced fare youth transit as provided in the 2018-19 fiscal year. By imposing new transit funding requirements on local entities, the bill would impose a state-mandated local program. This bill would require transit agencies to offer free youth transit passes to all persons 25 years of age and under with California residency, regardless of immigration status, to be eligible for state funding under the Transportation Development Act, the State Transit Assistance Program, or the Low Carbon Transit Operations Program, subject to a determination by the Controller that a legislative appropriation and the funding from local authorities, school districts, and colleges is sufficient to cover the lost farebox revenue as a result of offering free youth transit passes. These free youth transit passes would count as full-price fares for purposes of calculating the ratio of fare revenues to operating costs. Upon the appropriation by the Legislature, this bill would also create the Youth Transit Pass Pilot Program, administered by Caltrans, for purposes of offsetting the costs to transit agencies for implementation of offering the free passes. <b>As amended on April 6.</b>	<b>Oppose</b>

## MCTC Bill Matrix – March 2022

Measure	Status	Bill Summary	Recommended Position
<b>AB 1944 Lee (D)</b> <b>Local government: open and public meetings</b>	5/5/2022 Assembly Appropriations	This bill would require the agenda to identify any member of the legislative body that will participate in the meeting remotely. The bill would also require an updated agenda reflecting all members participating in the meeting remotely to be posted, if a member of the legislative body elects to participate in the meeting remotely after the agenda is posted. It would also require all open and public meetings of a legislative body that elects to use teleconferencing to provide a video stream accessible to members of the public and an option for members of the public to address the body remotely during the public comment period through an audio-visual or call-in option. <b>As amended on April 18.</b>	<b>Support</b>
<b>AB 2120 Ward (D)</b> <b>Transportation finance: federal funding: bridges.</b>	4/27/2022 Assembly Appropriations  Suspense File	The bill would require that the division and allocation of federal Highway Infrastructure Program funds occur pursuant to a specified formula approved by the California Transportation Commission. <b>As amended on March 21.</b>	<b>Support</b>
<b>AB 2237 Friedman (D)</b> <b>Regional Transportation Plan: Active Transportation Program</b>	4/26/2022 Assembly Appropriations	The bill would require each regional transportation planning agency to submit a report on local transportation tax measures to the CTC on or before March 30, 2023. The bill would require the CTC, in consultation with the ARB, to propose recommendations on alignment of local tax measures with the state's climate goals. The bill would require, to the extent permitted by the local tax measures, projects funded by local tax measures to be included in regional transportation plans and to adhere to the most recently adopted sustainable community strategy of the applicable regional transportation agency and the state's climate goals. <b>Last amended on April 18.</b>	<b>Oppose</b>
<b>AB 2438 Friedman (D)</b> <b>Transportation projects: Alignment with state plans</b>	3/29/2022 Assembly Appropriations	This bill would require all transportation projects funded at the local or state level to align with the California Transportation Plan and the Climate Action Plan for Transportation Infrastructure (CAPTI) adopted by the Transportation Agency. Receipt of funding from the STIP, SHOPP, SB 1 competitive programs, Local streets and roads would be contingent on being CAPTI compliant. <b>As amended on March 21.</b>	<b>Oppose</b>

## MCTC Bill Matrix – March 2022

Measure	Status	Bill Summary	Recommended Position
<b>AB 2449 Rubio, B (D)</b> <b>Open meetings: local agencies: teleconferences</b>	5/5/2022 Assembly Floor	This bill allows a local agency to meet virtually without posting each members location, if at least a quorum of the members of the legislative body participates in person from a singular location clearly identified on the agenda that is open to the public and situated within the local agency’s jurisdiction. It also prohibits an agency from requiring public comments be submitted in advance. In the event of a disruption that prevents the broadcast of a meeting, the board must cease taking action on items until the dial-in or internet option is restored. Accommodations must also be made for persons with disabilities. This bill is different from AB 1944 in that: 1) it requires a quorum to be physically present at a singular meeting place accessible to the public, so only a few members could participate virtually; 2) prevents board action on items not broadcast; 3) requires accommodations for persons with disabilities.	<b>Watch</b>
<b>AB 2622 Mullin (D)</b> <b>Sales and use taxes: exemptions: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit buses</b>	5/5/2022 Assembly Appropriations	This bill would extend, from January 1, 2024 to January 1, 2026, the partial state sales and use tax exemption for zero-emission buses (ZEBs) purchased by California transit agencies. <b>As amended on April 7.</b>	<b>Support</b>
<b>AB 2647 Levine (D)</b> <b>Local government: open meetings</b>	5/5/2022 Assembly Floor	This bill requires a local agency to make those writings distributed to the members of the governing board available for public inspection at a public office or location that the agency designates and list the address of the office or location on the agenda for all meetings of the legislative body of the agency unless the local agency meets certain requirements, including the local agency immediately post the writings on the local agency’s internet website in a position and manner that makes it clear that the writing relates to an agenda item for an upcoming meeting. <b>As amended April 19.</b>	<b>Watch</b>

## MCTC Bill Matrix – March 2022

Measure	Status	Bill Summary	Recommended Position
<b>SB 922 Wiener (D)</b>  <b>CEQA exemptions; transportation-related projects</b>	4/19/2022  Senate Floor	This bill would specify that an exemption from the California Environmental Quality Act (CEQA) for bicycle transportation plans for an urbanized area or urban cluster for re-striping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and related signage for bicycles, pedestrians, and vehicles, also applies to active transportation plans and pedestrian plans. The bill also extends the January 1, 2023 to January 1, 2030 to continue a CEQA exemption for transit prioritization projects, as defined, and projects for pedestrian and bicycle facilities or for the institution or increase of new bus rapid transit, bus, or light rail services on public or highway rights-of-way. Provides additional requirements for projects over \$100 million. <b>As last amended on April 4.</b>	<b>Watch</b>
<b>SB 942 Newman (D)</b>  <b>Low Carbon Transit Operations Program: free or reduced fare transit program</b>	4/19/2022  Senate Floor	This bill would allow public transit agencies to use funds from the Low Carbon Transit Operations Program to subsidize an ongoing free or reduced fare transit program. Sponsored by the California Transit Association.	<b>Support</b>
<b>SB 1049 Dodd (D)</b>  <b>Transportation Resilience Program</b>	4/4/2022  Assembly Appropriations  Suspense File	This bill would establish the Transportation Resilience Program in the Department of Transportation (Caltrans), to be funded in the annual Budget Act from 15% of the available federal National Highway Performance Program funds and 100% of the available federal Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation program funds. The bill would provide for funds to be allocated by the California Transportation Commission (CTC) for climate adaptation planning and resilience improvements, as defined, that address or mitigate the risk of recurring damage to, or closures of, the state highway system, other federal-aid roads, public transit facilities, and other surface transportation assets from extreme weather events, sea level rise, or other climate change-fueled natural hazards. The bill would establish specified eligibility criteria for projects to receive funding under the program and would require the CTC to prioritize projects that meet certain criteria.	<b>Watch</b>



## MCTC Bill Matrix – March 2022

Measure	Status	Bill Summary	Recommended Position
<b>SB 1217 Allen (D)</b> <b>State-Regional Collaborative for Climate, Equity, and Resilience</b>	5/6/2022 Senate Appropriations	This bill would establish, until January 1, 2028, the State-Regional Collaborative for Climate, Equity, and Resilience to provide guidance, on or before January 1, 2024, to the California Air Resources Board (CARB) for approving new guidelines for sustainable communities strategies. The collaborative would consist of one representative each of CARB, the Transportation Agency, the Department of Housing and Community Development, and the Strategic Growth Council, along with 10 public members representing various local and state organizations, as specified. The bill would require, on or before December 31, 2025, CARB to update the guidelines for sustainable communities strategies to incorporate suggestions from the collaborative.	<b>Watch</b>
<b>SB 1410 Caballero (D)</b> <b>California Environmental Quality Act: transportation impacts</b>	5/6/22 Senate Appropriations	This bill requires the Governor’s Office of Planning and Research, by January 1, 2025, to conduct and submit to the Legislature a study on the impacts and implementation of the guidelines relating to vehicle miles traveled for each region in the state. The bill would require OPR, upon appropriation, to establish a grant program to provide financial assistance to local jurisdictions for implementing those guidelines.	<b>Watch</b>



**STAFF REPORT**  
Board Meeting of May 18, 2022

**AGENDA ITEM:** 7-B

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

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**SUBJECT:**

2022 Regional Transportation Plan and Sustainable Communities Strategy Scenario Planning

**Enclosure:** No

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

**SUMMARY:**

MCTC's 2022 Regional Transportation Plan (RTP) is a long range transportation plan identifying our regional needs out to the year 2046. With the passage of Senate Bill 375 (SB 375) in 2008, metropolitan planning organizations were required to develop a Sustainable Communities Strategy (SCS). An SCS must demonstrate an ambitious, yet achievable, approach to how land use development and transportation can work together to meet greenhouse gas emission reduction targets for cars and light trucks. SB 375 requires the analysis of multiple growth scenarios with a preferred scenario being selected as the ultimate foundation from which the plan is built upon.

MCTC staff have conducted various outreach activities for the 2022 RTP/SCS throughout the county focusing on educating participants about the long-range transportation planning process in Madera County, the requirements of the RTP, and the scenarios produced for the SCS. Participants were asked to share their comments or concerns related to the SCS scenarios and provide any feedback on what they consider to be important issues or priorities to consider in the scenarios they preferred.

Online surveying was utilized to further reach interested individuals and queried their interests in various components of the long-range transportation process and scenario development ideas they preferred.

As MCTC acquired feedback on the SCS development priorities, a consistent response was provided indicating a wish to see new development be focused in or near existing urban areas and jobs centers. Additionally, there was interest in seeing new development be higher in density than existing trends.

Local stakeholders also expressed interest in several key transportation topics related to the RTP/SCS development including:

- expanding modal choice
- improving community bike and walkability
- advancing new strategies able to improve public health by reducing harmful emissions
- ensuring the regions roadway system is adequately maintained for safe and efficient travel

Below is a summary of the three scenarios. All three scenarios project meeting the California Air Resource Board's greenhouse gas (GHG) reduction target for the Madera County region (10% percent per capita GHG reduction by 2020 and 16% percent per capita GHG reduction by 2035 compared to 2005). All the scenarios address comments received during the outreach process to varying degrees.

### SCENARIO 1

Assumes growth and housing development like what we see existing in our region today. Maintains a road-centric investment strategy with gradual increases towards multi-modal strategies.

- Assumes County-wide growth based on previously observed trends with no new land-use strategies
- Invests in public transit based on existing trends
- Invests in active transportation consistent with existing trends
- Focuses on addressing roadway travel conditions related to congestion, maintenance, and accessibility
- Is compliant with local jurisdiction General Plans
- Consumes 4,642 acres of Farmland
- Project 21.4% of housing within a ¼ mile of fixed route public transit
- **Produces the highest vehicle miles traveled (VMT) per capita**
- **Achieves the least GHG reduction per capita**

### SCENARIO 2

Moderately increases densities of housing and development in urbanized areas with slight increases to densities in the remainder of the county. Conservative shift in investment towards zero-emission vehicle infrastructure, public transit, shared ride options, micromobility, and non-motorized transportation strategies.

- Applies focused land-use strategies by sub-region
  - City of Madera
  - South SR 41 Growth Area
  - City of Chowchilla
  - Rural Valley

- Rural Mountain/Foothill
- Moderate change growths parameters in urban areas
  - Higher density new development in urban areas
  - Lower densities in rural areas
- Is compliant with local jurisdiction General Plans
- Invests more in public transit and active transportation
- Focuses on addressing roadway travel conditions related to congestion, maintenance, and accessibility
- Explores moderate investment towards additional transportation strategies
  - Vanpooling
  - Telecommuting
  - Electric vehicles and infrastructure
  - Employer programs
  - Travel demand strategies
  - Bike and car sharing services
- Consumes 3,835 acres of Farmland
- Project 24.8% of housing within a ¼ mile of fixed route public transit

### SCENARIO 3

Prioritized development in infill and redevelopment zones, assumes more compact lot sizes in core urban areas, moderate increases to densities in urban areas and slight increases to densities in the remainder of the county, outside of urban cores. Accelerates investment shift towards zero-emission vehicle infrastructure, public transit, shared ride options, micromobility, and non-motorized transportation strategies.

- Applies focused land-use strategies by sub-region
  - City of Madera
  - South SR 41 Growth Area
  - City of Chowchilla
  - Rural Valley
  - Rural Mountain/Foothill
- Moderate change growths parameters in urban areas
  - Higher density new development in urban areas
  - Lower densities in rural areas
- High focus on infill and urban core development
- Is compliant with local jurisdiction General Plans
- Invests more in public transit and active transportation
- Focuses on addressing roadway travel conditions related to congestion, maintenance, and accessibility
- Explores aggressive investment towards additional transportation strategies
  - Vanpooling
  - Telecommuting

- Electric vehicles and infrastructure
- Employer programs
- Travel demand strategies
- Bike and car sharing services
- Consumes 3,664 acres of Farmland
- Project 26.9% of housing within a ¼ mile of fixed route public transit
- **Produces the lowest vehicle miles traveled (VMT) per capita**
- **Achieves the most GHG reduction per capita**

Based on the performance of the SCS scenarios and the ability to best meet the needs and priorities expressed during the outreach process, staff recommend the selection of **Scenario Three** as the preferred scenario for the 2022 RTP/SCS.

Upon selection of a preferred scenario, MCTC staff will begin the final steps in preparing the RTP/SCS plan and required emission analysis and reporting as mandated.

**FISCAL IMPACT:**

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



**STAFF REPORT**  
Board Meeting of May 18, 2022

**AGENDA ITEM:** 9-A

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

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**SUBJECT:**

Executive Minutes – April 20, 2022

**Enclosure:** Yes

**Action:** Approve April 20, 2022, meeting minutes

**SUMMARY:**

Attached are the Executive Minutes for the April 20, 2022, Policy Board Meeting.

**FISCAL IMPACT:**

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

# MADERA COUNTY TRANSPORTATION COMMISSION

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## EXECUTIVE MINUTES

**Date:** April 20, 2022  
**Time:** 3:00 pm  
**Place:** Madera County Board Chambers

### In person and GoToWebinar

**Members Present:** Chairman Tom Wheeler, Supervisor, County of Madera  
Vice-Chairman Diana Palmer, Council Member, City of Chowchilla  
Brett Frazier, Supervisor, County of Madera  
Cecelia Gallegos, Council Member, City of Madera  
Robert Poythress, Supervisor, County of Madera  
Alt. Santos Garcia, Mayor, City of Madera

**Members Absent:** Jose Rodriguez, Council Member, City of Madera

**Policy Advisory Committee:** Above Members, Alec Kimmel, Caltrans District 06, Senior Transportation Planner

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

1. CALL TO ORDER

2. PLEDGE OF ALLEGIANCE

### 3. PUBLIC COMMENT

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

No public comment.

## 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.

- A. MCTC 2021 Federal Transportation Improvement Program (FTIP) Amendment No. 7 – (Type1 – Administrative Modification)  
**Action:** Ratify
- B. MCTC 2021 Federal Transportation Improvement Program (FTIP) Amendment No. 8 – (Type 1 – Administrative Modification)  
**Action:** Ratify
- C. MCTC 2021 Federal Transportation Improvement Program (FTIP) Amendment No. 9 – (Type 2 – Funding Charges)  
**Action:** Ratify
- D. Update Expedited Project Selection Procedures (EPSP)  
**Action:** Approve the Updated to the Expedited Project Selection Procedures (EPSP)



- E. Unmet Transit Needs Update  
**Action:** Information and Discussion Only
- F. 2023 Active Transportation Program Call for Projects Cycle 6  
**Action:** Information and Discussion Only
- G. Department of Transportation FY 2022 Multimodal Project Discretionary Grant Opportunity  
**Action:** Information and Discussion Only
- H. SR 41 South Expressway – Letters of Support  
**Action:** Information and Discussion Only
- I. FTA Section 5311 Call for Projects  
**Action:** Information and Discussion Only
- J. State Route 99 Summit – Two Day Event Link  
**Action:** Information and Discussion Only
- K. Continuation of Teleconferenced Meetings - Resolution 21-15 Amendment No. 7  
**Action:** Approve Continuation of Teleconferenced Meetings by Resolution 21-15 Amendment No. 7
- L. Madera County Transportation Commission Comment Letter on Draft Regional Early Action Planning Grants of 2021 (REAP 2.0) Guidelines for Metropolitan Planning Organizations  
**Action:** Information and Discussion Only

**Transportation Consent Calendar Action on Items A-L.**

Upon motion by Commissioner Frazier, seconded by Commissioner Palmer, to approve Transportation Consent Calendar Items A-L. A vote was called, and the motion carried.

Roll call for votes: Commissioner Poythress – Absent  
Commissioner Rodriguez – Absent  
Commissioner Wheeler -Yes  
Commissioner Palmer – Yes  
Commissioner Frazier- Yes  
Commissioner Gallegos – Yes  
Alt. Commissioner Garcia - Absent  
Vote passed 4-0

**5. TRANSPORTATION ACTION/DISCUSSION ITEMS**

- A. Proposed New Definition for Unmet Transit Needs Recommended by the Social Services Transportation Advisory Council (SSTAC)

**Action:** Upon motion by Commissioner Fraizer, seconded by Commissioner Gallegos to adopt new recommended SSTAC Unmet Transit Needs Definition, Resolution 22-01. A vote was called, and the motion carried.

Roll call for votes: Commissioner Poythress – Absent  
Commissioner Rodriguez – Absent  
Commissioner Wheeler -Yes  
Commissioner Palmer – Yes  
Commissioner Frazier- Yes  
Commissioner Gallegos – Yes  
Alt. Commissioner Garcia - Yes  
Vote passed 5-0

- B. PUBLIC HEARING: 2022-23 Unmet Transit Needs

Fernando Lopez, Linguistica Interpreting, was provided for Spanish interpretation if needed.

Chairman Wheeler opened the floor for comments.

Evelyn Espinosa, MCTC Associate Regional Planner, stated that she has received comments through email and workshop letters will be brought before the SSTAC for consideration.

Hearing no other Public Comment. Chairman Wheeler closed the floor for comments.

**Action:** Receive Public Testimony for FY 2022-2023 Unmet Transit Needs.

- C. State Legislative Update

**Action:** Upon motion by Commissioner Frazier, seconded by Commissioner Palmer directed staff to prepare a comment letter for Chair Wheeler’s signature addressed to the executive director of the Strategic Growth Council regarding MCTC’s comments on the California Transportation Assessment Report Pursuant to AB 285. A vote was called, and the motion carried.

Roll call for votes: Commissioner Poythress – Yes  
Commissioner Rodriguez – Absent  
Commissioner Wheeler -Yes  
Commissioner Palmer – Yes

Commissioner Frazier- Yes  
 Commissioner Gallegos – Yes  
 Alt. Commissioner Garcia - Yes  
 Vote passed 6-0

D. 2022 Regional Transportation Plan and Sustainable Communities Strategy Outreach Information

**Action:** Information and Discussion Only.

E. Madera Station Update

**Action:** Upon motion by Commissioner Frazier, seconded by Commissioner Gallegos directing staff to tender a Letter of Support for the Fiscal Year 2022 Federal Multimodal Project Discretionary Grant Program application for the Madera Station Project.

Roll call for votes: Commissioner Poythress – Yes  
 Commissioner Rodriguez – Absent  
 Commissioner Wheeler -Yes  
 Commissioner Palmer – Yes  
 Commissioner Frazier- Yes  
 Commissioner Gallegos – Yes  
 Alt. Commissioner Garcia - Yes  
 Vote passed 6-0

**MCTC SITTING AS THE MADERA COUNTY TRANSPORTATION COMMISSION**

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

Upon motion by Commissioner Frazier, seconded by Commissioner Palmer 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 Poythress – Yes  
 Commissioner Rodriguez – Absent  
 Commissioner Wheeler -Yes  
 Commissioner Palmer – Yes  
 Commissioner Frazier – Yes  
 Commissioner Gallegos – Yes  
 Alt. Commissioner Garcia - Yes  
 Vote passed 6-0

**7. ADMINISTRATIVE CONSENT ITEMS**

- A. Approval of Executive Minutes of the March 23, 2022 Regular Meeting.  
**Action:** Approve Minutes of the March 23, 2022 Regular Meeting
- B. MCTC Financial and Transportation Development Act Fund Audit for Fiscal Year ended June 30, 2021  
**Action:** Accept MCTC Financial and TDA Fund TDA Audit for FY ended June 30, 2021
- C. MCTC Employee Manual – April 2022 Update  
**Action:** Approve MCTC Employee Manual Update
- D. Time Change – May 18, 2022, MCTC Policy Board Meeting to 1:30 P.M.  
**Action:** Information and Discussion Only
- E. Transportation Development Act (LTF, STA) – Allocation, Resolution 21-13 Amendment No. 2, Resolution 21-14 Amendment No. 2  
**Action:** Approve Resolution 21-13 Amendment No. 2, Resolution 21-14 Amendment No. 2

**Approval Administrative Consent Calendar Action A-E**

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

Roll call for votes: Commissioner Poythress – Yes  
 Commissioner Rodriguez – Absent  
 Commissioner Wheeler -Yes  
 Commissioner Palmer – Yes  
 Commissioner Frazier – Yes  
 Commissioner Gallegos – Yes  
 Alt. Commissioner Garcia - Yes  
 Vote passed 6-0

**ADMINISTRATIVE ACTION/DISCUSSION ITEMS**

- A. Award Contract – Lobbing and Intergovernmental Services  
**Action:** Upon motion by Commissioner Frazier, seconded by Commissioner Gallegos, authorizing staff to enter a 3-year contract with Khouri Consulting in an amount not to exceed

\$63,000 for year 1, \$66,000 for year 2, and \$69,000 for year 3. A vote was called, and the motion carried.

Roll call for votes: Commissioner Poythress – Yes  
Commissioner Rodriguez – Absent  
Commissioner Wheeler - Yes  
Commissioner Palmer – Yes  
Commissioner Frazier – Yes  
Commissioner Gallegos – Yes  
Alt. Commissioner Garcia - Yes  
Vote passed 6-0

B. Proposed FY 2022-23 Member Assessment Fees

**Action:** Upon motion by Commissioner Frazier, seconded by Commissioner Palmer to approve the proposed 2022-23 Member Assessment Fees Schedule and direct staff to contact the local jurisdictions to incorporate the fee in its respective jurisdiction budget. A vote was called, and the motion carried.

Roll call for votes: Commissioner Poythress – Yes  
Commissioner Rodriguez – Absent  
Commissioner Wheeler - Yes  
Commissioner Palmer – Yes  
Commissioner Frazier – Yes  
Commissioner Gallegos – Yes  
Alt. Commissioner Garcia - Yes  
Vote passed 6-0

C. FY 2022-23 Overall Work Program and Line-Item Budget

**Action:** Upon motion by Commissioner Gallegos, seconded by Commissioner Frazier to approve the 2022-23 Overall Work Program and Line-Item Budget – Resolution 22-04. A vote was called, and the motion carried.

Roll call for votes: Commissioner Poythress – Yes  
Commissioner Rodriguez – Absent  
Commissioner Wheeler - Yes  
Commissioner Palmer – Yes  
Commissioner Frazier – Yes  
Commissioner Gallegos – Yes  
Alt. Commissioner Garcia - Yes

Vote passed 6-0

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

**9. AUTHORITY – ADMINISTRATIVE CONSENT ITEMS**

- A. Continuation of Teleconferenced Meetings – Resolution 21-1 Amendment No. 7

**Action:** Approve Continuation of Teleconferenced Meetings – Resolution 21-1 Amendment No. 7

**Approval Consent Calendar Action A**

Upon motion by Commissioner Palmer, seconded by Commissioner Gallegos to approve the Consent Calendar Item A. A vote was called, and the motion carried.

Roll call for votes: Commissioner Poythress – Yes  
Commissioner Rodriguez – Absent  
Commissioner Wheeler -Yes  
Commissioner Palmer – Yes  
Commissioner Frazier – Yes  
Commissioner Gallegos – Yes  
Alt. Commissioner Garcia - Yes  
Vote passed 6-0

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

- A. Road 200 Phase 3, Fine Gold Creek Bridge Replacement – Construction Allocation

**Action:** Upon motion by Commissioner Wheeler, seconded by Commissioner Gallegos to approve by Resolution 22-2 the Construction Allocation of \$6,980,000 for the Road 200 Phase 3 Fine Gold Creek Bridge Replacement project. A vote was called, and the motion carried.

Roll call for votes: Commissioner Poythress – Yes  
Commissioner Rodriguez – Absent  
Commissioner Wheeler -Yes  
Commissioner Palmer – Yes  
Commissioner Frazier – Yes  
Commissioner Gallegos – Yes  
Alt. Commissioner Garcia - Yes

Vote passed 6-0

B. Measure T Citizens' Oversight Committee Member Appointment

**Action:** Upon motion by Commissioner Frazier, seconded by Commissioner Gallegos to appoint Wayne Chapman as the representative for District 2 to the Measure T Citizens' Oversight Committee. A vote was called, and the motion carried.

Roll call for votes: Commissioner Poythress – Yes  
Commissioner Rodriguez – Absent  
Commissioner Wheeler -Yes  
Commissioner Palmer – Yes  
Commissioner Brett Frazier – Yes  
Commissioner Gallegos – Yes  
Alt. Commissioner Garcia - Yes  
Vote passed 6-0

## OTHER ITEMS

### 11. MISCELLANEOUS

A. Items from Caltrans

Alec Kimmel, Caltrans District 06, Senior Transportation Planner, provided a brief update on State Highway projects in Madera County.

B. Items from Staff

Patricia Taylor, Executive Director provided the following comments:

- Reminder that the next regularly scheduled MCTC/MCTA Policy Board meeting, May 18, 2022 meeting will be held at 1:30 P.M. This time change is due to the California Transportation Commission's meetings being held in Fresno.
- Informed the board that the new equipment to allow for virtual meetings in the MCTC Conference Room may be installed in early May, and there is a possibility that the May Policy Board meeting may be held at MCTC. MCTC staff will provide additional information when available.

Dylan Stone, Principal Regional Planner, informed the policy board that the Central California Household Travel Survey will be in circulation soon.

D. Items from Commissioners

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

**12. CLOSED SESSION**

- A. Public Employee Performance Evaluation (pursuant to Government Code Section 54957(b)(1))  
Position: Executive Director
  
- B. Conference with Labor Negotiators (Pursuant to Government Code Section 54957.6)  
Commission Negotiators Brett Frazier and Jose Rodriguez  
Employee: Executive Director

**Action:** Upon motion by Commissioner Frazier, seconded by Commissioner Gallegos to postpone the closed session until the next regularly scheduled MCTC meeting. A vote was called, and the motion carried.

Roll call for votes: Commissioner Poythress – Yes  
Commissioner Rodriguez – Absent  
Commissioner Wheeler -Yes  
Commissioner Palmer – Yes  
Commissioner Frazier – Yes  
Commissioner Gallegos – Yes  
Alt. Commissioner Garcia - Yes  
Vote passed 6-0

**13. ADJOURNMENT**

Meeting adjourned at 4:56 p.m.

Next meeting scheduled for Wednesday, May 18, 2022

Respectfully Submitted,



Patricia S. Taylor  
Executive Director  
Madera County Transportation Commission





**STAFF REPORT**  
Board Meeting of May 18, 2022

**AGENDA ITEM:** 9-B

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

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**SUBJECT:**

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

**Enclosure:** Yes

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

**SUMMARY:**

MCTC releases preliminary TDA apportionment estimates in February of each year to provide timely budget information for the City of Madera, City of Chowchilla, and County of Madera. The State has released the population estimates for California cities and counties. Included in your package is the final TDA apportionment that reflects the population changes.

**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 2022-23 is **\$6,156,616**. The estimate includes monies anticipated to be deposited in the fund during the ensuing fiscal year. 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 2022-23, there is \$734,715,000 budgeted according to the most current information from the State Controller's Office. The STA allocation estimate for Madera County is **\$1,524,187**. Please note that a revised estimate will be released by the State Controller during August 2022.

**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 2022-23, there is \$121,013,000 budgeted according to the most current information from the State Controller's Office. The SGR allocation estimate for

Madera County is **\$251,045**. Please note that a revised estimate will be released by the State Controller during August 2022.

**FISCAL IMPACT:**

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

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

In the matter of  
**APPORTIONMENT OF FY 2022-23  
LOCAL TRANSPORTATION FUND**

Resolution No.: **22-05**

**WHEREAS,** the Madera County Transportation Commission (MCTC) is empowered to apportion and allocate the Local Transportation Fund; and

**WHEREAS,** the County Auditor, per Section 6620 of the California Administrative Code, has estimated that \$6,156,616 will be available for Fiscal Year 2022-23; and

**WHEREAS,** \$120,000 of these moneys is necessary for administration of the Transportation Development Act, and

**WHEREAS,** the Local Agencies have agreed that 2% of the Local Transportation Fund be allocated to the Bicycle and Pedestrian Fund per Section 99234; and an allocation for County-wide pedestrian and bicycle facilities is to be made in this fiscal year per Section 99234; and

**WHEREAS,** that the Bicycle and Pedestrian Funds will then be apportioned and allocated to each Local Agency based upon its proportionate share of Madera County population per Department of Finance estimates; 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,** the County of Madera has entered into an agreement, Agreement No. 5686-C-96) - May 21, 1996, with the City of Chowchilla for annexation of State Prison Facilities to the City of Chowchilla, per A.B. No. 1997 – an act to add Section 56111.12 to the Government Code, and to amend Section 99231 of the Public Utilities Code, relating to annexation, and declaring the urgency thereof, to take effect immediately; and

**WHEREAS,** Agreement No. 5686-C-96 states the County of Madera and the City of Chowchilla agree that the County shall be entitled to receive from Chowchilla a sum equal to the sum of the revenues from all existing revenue sources attributable to the prison territory, including, but not necessarily limited to, Transportation Development Act Funds, Measure “T” Sales and Use Tax Ordinance Funds, federal funds, and Sales and Use Tax Revenues generated from taxable sales and uses within the prison territory; and

**WHEREAS,** the California Department of Finance has provided information that the January 31, 2022 population housed in the two state prison facilities is 5,116; and

**WHEREAS,** the populations of the County and the City of Chowchilla have been adjusted to reflect the new DOF (E-1) population report dated May 2, 2022, adjustments are as follows:

**Calculation of Madera County and City of Chowchilla**

**Population per 05/02/22 DOF**

	DOF(E-1) Population 05/02/22	DOF Prison Population	Adjusted Populations
Chowchilla	18,851	(5,116)	13,735
County	72,702	5,116	77,818

**NOW, THEREFORE, LET IT BE RESOLVED,** that the Madera County Transportation Commission makes the following apportionments from the remaining \$4,557,095:

Member	DOF Population 05/02/22	Percent	Available for Allocation	2% Article 3 Bicycle & Pedestrian	3% RTPA Planning	Article 4, Article 8
Chowchilla	13,735	8.73%	\$ 526,779	\$ 10,536	\$ 15,803	\$ 500,440
Madera	65,843	41.83%	\$ 2,525,280	\$ 50,506	\$ 75,758	\$ 2,399,016
County	77,818	49.44%	\$ 2,984,557	\$ 59,691	\$ 89,537	\$ 2,835,329
<b>Total</b>	<b>157,396</b>	<b>100.00%</b>	<b>\$ 6,036,616</b>	<b>\$ 120,733</b>	<b>\$181,098</b>	<b>\$ 5,734,785</b>

**BE IT FURTHER RESOLVED,** that the County Auditor will disburse MCTC moneys on a reimbursement method, upon the filing of an appropriate claim form by one of the above listed agencies, and upon the signature endorsement of the Executive Director of the Madera County Transportation Commission, who is solely authorized to approve said reimbursement claims on behalf of the Commission.

The foregoing resolution was adopted this 18th day of May 2022 by the following vote:

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

\_\_\_\_\_  
Chairman, 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  
**APPORTIONMENT OF FY 2022-23  
STATE TRANSIT ASSISTANCE FUND**

Resolution No.: **22-06**

**WHEREAS,** the Mills-Alquist-Deddeh Act of 1979 established a State Transit Assistance Fund for each transportation planning agency in California; and

**WHEREAS,** the California State Legislature has allocated \$734,715,000 in 2022-23 for the State Transit Assistance Fund; and

**WHEREAS,** the 2022-23 estimate for the State Transit Assistance Fund is \$1,524,187 for Madera County; and

**WHEREAS,** the County of Madera, City of Madera, and City of Chowchilla expends Transportation Development Act Funds for various transportation purposes; and

**WHEREAS,** the County of Madera has entered into an agreement, Agreement No. 5686-C-96) - May 21, 1996, with the City of Chowchilla for annexation of State Prison Facilities to the City of Chowchilla, per A.B. No. 1997 – an act to add Section 56111.12 to the Government Code, and to amend Section 99231 of the Public Utilities Code, relating to annexation, and declaring the urgency thereof, to take effect immediately; and

**WHEREAS,** Agreement No. 5686-C-96 states the County of Madera and the City of Chowchilla agree that the County shall be entitled to receive from Chowchilla a sum equal to the sum of the revenues from all existing revenue sources attributable to the prison territory, including, but not necessarily limited to, Transportation Development Act Funds, federal funds, Measure “T” Sales and Use Tax Ordinance Funds, and Sales and Use Tax Revenues generated from taxable sales and uses within the prison territory; and

**WHEREAS,** the California Department of Finance has provided information that the January 31, 2022 population housed in the two state prison facilities is 5,116; and

**WHEREAS,** the populations of the County and the City of Chowchilla have been adjusted to reflect the new DOF (E-1) population report dated May 2, 2022, adjustments are as follows:

**Calculation of Madera County and City of Chowchilla**

**Population per 05/02/22 DOF**

	DOF(E-1) Population 05/02/22	DOF Prison Population	Adjusted Populations
Chowchilla	18,851	(5,116)	13,735
County	72,702	5,116	77,818

**WHEREAS,** the County of Madera, City of Chowchilla, and City of Madera have requests for 2022-23 allocations,

Member	DOF (E-1) Population 05/02/22	Percent		PUC 99313 Allocation	PUC 99314 Allocation	Total Allocation
Chowchilla	13,735	8.73%		\$128,721	\$33,823	\$162,544
Madera	65,843	41.83%		\$617,064	\$10,949	\$628,013
County	77,818	49.44%		\$729,291	\$4,339	\$733,630
Totals	157,396	100.00%		\$1,475,076	\$49,111	\$1,524,187

**BE IT FURTHER RESOLVED,** that the Madera County Transportation Commission will not accept claims from these three entities for transportation planning or mass transportation purposes unless the California State Legislature allocates funds to the State Transit Assistance fund.

The foregoing resolution was adopted this 18th day of May 2022 by the following vote:

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

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Chairman, Madera County Transportation Commission

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Executive Director, Madera County Transportation Commission